



ACTIVITY REPORT



INTERNATIONAL UNION
OF RAILWAYS

TABLE OF CONTENTS

4	Members List
7	Foreword from Dr. Alan Beroud, UIC Chair
9	Foreword from François Davenne, UIC Director General
11	Year at a glance
17	Regional impact and development 18 Africa 20 Asia-Pacific 22 Europe 24 Latin America 26 Middle East 28 North America
33	Technical excellence and innovation 33 IRS migration and modernisation 34 Flagship projects: FRMCS, OSDM, digital twins, shared digital platforms 37 Regional competence hubs and research collaboration
39	Advocacy and sector impact 39 Advocacy: Strengthening global engagement for rail development 41 Partnerships
42	12th World Congress on Highspeed Rail
45	Projects and services portfolio 46 Breakdown by project type: opt-in, EU-funded, regional 46 Project growth and impact metrics 47 Service-oriented outputs: Technical support, training, UIC Rail Academy
48	Financial overview 48 Revenue and cost breakdown 49 Membership fee dependency trend (2020-2025)



INTERNATIONAL UNION
OF RAILWAYS

INTERNATIONAL UNION OF RAILWAYS
16, rue Jean Rey
F – 75015 PARIS (France)
Tel.: + 33 (0) 1 44 49 20 20
Fax: + 33 (0) 1 44 49 20 29
E-mail: info@uic.org
Website: www.uic.org

Published by: UIC Communications Department
Director of publication: Marie Plaud-Lombard
In close cooperation with the UIC Management Committee,
all UIC Departments, working bodies and UIC Members.

Translation and proofreading: Rebecca Rees-Ewald
Design and layout: Coralie Filippini

Photo credit: AAR, ADY, ANPT/Trilhos/Alex Ferro, BLS, Camrail, CD, CFL, DB, DOT VIC,
EFE, FRA, FS, Infrabel/Benjamin Brolet, JR East, ONCF, SBB, SNCF/Olivier Foulon,
SNCF, TCDD, TCDD/Adnan Esen, VIA Rail, VNR, Philippe Fraysseix

Printing: Sylvain Savarino
UIC - 16 rue Jean Rey - 75015 Paris

Reproduction of the content is only authorised with specific
mention of the source (UIC).

ISBN: 978-2-7461-3630-4
Copyright Deposit: July 2026, Paris

MEMBERS LIST

Africa

ANESRIF - Agence Nationale d'Études et de Suivi de la Réalisation des Investissements Ferroviaires (Algeria)
ARTF Gabon* - Autorité de Régulation des Transports Ferroviaires (Gabon)
CAMRAIL - Chemins de Fer du Cameroun (Cameroun)
CFS-Senegal - Chemins de Fer du Sénégal (Senegal)
COGEFER* - Compagnie Générale du Génie Ferroviaire (Niger)
EDR - Ethio-Djibouti Railways (Ethiopia)
ENR* - Egyptian National Railways (Egypt)
GTS* - Les Grands Trains du Sénégal (Senegal)
KRC - Kenya Railways (Kenya)
LIBYAN RAILROADS - Railroad Project Execution & Management Board (Libya)
ONATRA* - Office National des Transports (Democratic Republic of the Congo)
ONCF - Office National des Chemins de Fer (Morocco)
RSR - Railway Safety Regulator (South Africa)
SEN-TER - Société Nationale de gestion du patrimoine du Train Express Régional (Senegal)
SETRAG - Société d'Exploitation du Transgabonais (Gabon)
SIPF - Société Ivoirienne de gestion du Patrimoine Ferroviaire (Côte d'Ivoire)
SITARAIL - Société International de Transport Africain par rail (Côte d'Ivoire)
SNCFT - Société Nationale des Chemins de fer Tunisiens (Tunisia)
SNIM - Société Nationale Industrielle et Minière (Mauritania)
SNTF* - Société Nationale des Transports Ferroviaires (Algeria)
SOPAFER-B - Société de gestion du patrimoine ferroviaire du Burkina (Burkina Faso)
SRC - Sudan Railways Corporation (Sudan)
TRC-Tanzania - Tanzania Railways Corporation (United Republic of Tanzania)
TUT - Tshwane University of Technology (South Africa)

Asia Pacific

ADY - Azerbaijan Railways (Azerbaijan)
BJTU - Beijing Jiaotong University (China)
CARS - China Academy of Railway Sciences (China)
CR - China State Railway Group, Co., Ltd (China)
CRDC - China Railway Design Corporation (China)
CRECC - China Railway Economic and Planning Research Institute Co, Ltd (China)
CRRC ZIC - CRRC Zhuzhou Institute Co., Ltd (China)

CRRC-SRI - Qingdao Sifang Rolling Stock Research Institute (China)
CRSCD - CRSC Research & Design Institute Group Co. Ltd (China)
DFCCIL - Dedicated Freight Corridor Corporation of India Limited (India)
DOT - Victoria State Department of Transport (Australia)
DOTr - Department of Transportation (Philippines)
DRT - Department of Rail Transport (Thailand)
FPC* - JSC Federal Passenger Company (Russian Federation)
GR - JSC Georgian Railway (Georgia)
HSRA - High Speed Rail Authority (Australia)
IR - Indian Railways (India)
JR-C - Central Japan Railway Company (Japan)
JR-E - East Japan Railway Company (Japan)
JR-W - West Japan Railway Company (Japan)
KNR - Korea National Railway (Republic of Korea)
KORAIL - Korea Railroad Corporation (Republic of Korea)
KRRI - Korea Railroad Research Institute (Republic of Korea)
KTM Berhad - Keretapi Tanah Melayu Berhad (Malaysia)
KTZ - Kazakhstan Railways (Kazakhstan)
MIIT/RUT* - Russian University of Transport (Russian Federation)
MRC* - Mongolian Railway Company (Mongolia)
NCRTC - National Capital Region Transport Corporation (India)
NHSRCL - National High Speed Rail Corporation Ltd (India)
NIIAS* - Research and Design Institute for Information Technology, Signalling and Telecommunications on Railway Transport (Russian Federation)
NRA - National Railway Administration of P.R. China (China)
NTC - National Transport Commission (Australia)
NTRO - National Transport Research Organisation (Australia)
PNR - Philippine National Railways (Philippines)
PTA - Public Transport Authority Western Australia (Australia)
RAC - Railway Assets Corporation (Malaysia)
RTRDA - Rail Technology Research and Development Agency (Thailand)
RTRI - Railway Technical Research Institute (Japan)
RZD* - JSC Russian Railways (Russian Federation)
RZDstroy* - JSC RZDstroy (Russian Federation)
SCR - South Caucasus Railways CJSC (Armenia)
SIYUAN - China Railway SIYUAN Survey and Design Group Co., Ltd (China)
SRT* - State Railway of Thailand (Thailand)
SWJTU - Southwest Jiatong University (China)
Sydney Trains - Sydney Trains (Australia)
TFNSW - Transport for New South Wales - Asset Standards Authority (Australia)

THSRC - Taiwan High Speed Railway Corporation (Chinese Taipei)
TMR - Department of Transport & main roads (Australia)
TONGJI - Tongji University (China)
TRC - Taiwan Railways Corporation (Chinese Taipei)
UBTZ - Ulaanbaatar Railway (Mongolia)
VNIIZhT* - Russian Railway Research Institute (Russian Federation)
VNR - Vietnam Railways (Viet Nam)

Europe

ADIF - Administrador de Infraestructuras Ferroviarias (Spain)
AERRL - Association of European Rail Rolling Stock Lessors (Belgium)
ASP - Alliance Swiss Pass (Switzerland)
ATOC - Association of Train Operating Companies Ltd. (United Kingdom)
ATTICA Group - Attica Group (Greece)
Bane NOR - Bane NOR SF (Norway)
BC* - Belarusian Railway (Belarus)
BCC - Bureau Central de Clearing (Belgium)
BCRRE - Birmingham Centre for Railway Research and Education (United Kingdom)
BDZ - BDZ holding EAD (Bulgaria)
BLS - BLS AG (Switzerland)
BR-ICS - BR International Consulting Services GmbH (Austria)
BRC - Bulgarian Railway Company AD (Bulgaria)
BSB - Bodensee-Schiffsbetriebe GmbH (Germany)
CD - České Dráhy (Czechia)
CER Cargo - CER Cargo Traction GmbH (Austria)
CFL - Société Nationale des Chemins de Fer Luxembourgeois (Luxembourg)
CFL CARGO - CFL cargo (Luxembourg)
CFR - CFR S.A. (Romania)
CFR CALATORI - Societatea Națională de Transport Feroviar de Calatori - S.A. (Romania)
CFR MARFA - Societatea Națională de Transport Feroviar de Marfă - S.A. (Romania)
CIE - Coras Iompair Éireann (Ireland)
CP, E.P.E. - Comboios de Portugal, E.P.E. (Portugal)
CTV - SC Cargo Trans Vagon (Romania)
DB AG - Deutsche Bahn AG (Germany)
DSB - Danske Statsbaner (Denmark)
DTVG - Deutschland Tarifverbund GmbH (Germany)
EEX - Europe Express (France)
EKM - Ministry of Construction and Transport of Hungary (Hungary)
ENTUR AS - ENTUR AS (Norway)
ERMEWA - ERMEWA SA (France)
ERS - Eurorail Logistics doo (Serbia)
ETS - Euskal Trenbide Sarea (Spain)

Interrail - Interrail B.V. (Netherlands)
EUROSTAR - Eurostar Group (Belgium)
EUSKOTREN - Eusko Trenbideak - Ferrocarriles Vascos SA (Spain)
FCH - Fundacion Caminos de hierro para la investigacion y la ingenieria ferroviaria (Spain)
FFE - Fundacion de los Ferrocarriles Espanoles (Spain)
FGC - Ferrocarrils de la Generalitat de Catalunya (Spain)
FOX - FOXrail Zrt. (Hungary)
FS - Ferrovie dello Stato Italiane SpA (Italy)
FTIA/VÄYLÄ - Finnish Transport Infrastructure Agency (Finland)
GETLINK - GETLINK (France)
GFR - Grup Feroviar Român (Romania)
GREEN CARGO - Green Cargo AB (Sweden)
GYSEV CARGO - GYSEV Cargo Zrt. (Hungary)
GYSEV/ RAABERBAHN - Győr-Sopron-Ebenfurti Vasút Zrt. (Hungary)
HARSCO - Harsco Rail LTD (United Kingdom)
Hit Rail - Hit Rail B.V. (Netherlands)
HS2 - High Speed Two Limited (United Kingdom)
HŽ Cargo d.o.o. - HZ Cargo (Croatia)
HZ-Infrastruktura - HZ Infrastruktura (Croatia)
HZ-Passenger - HZ Putnicki Prijevoz (Croatia)
IK - Instytut Kolejnictwa (Poland)
INFRABEL - Infrabel S.A. (Belgium)
IP SA - Infraestruturas de Portugal, S.A. (Portugal)
ITALO - Italo Italian High Speed Train (Italy)
IZS - Infrastruktura Železnica Srbije (Serbia)
Jernhusen - Jernhusen AB (Sweden)
KTI - Institute for Transport Sciences and Quality Control in Building (Hungary)
LDZ - Valsts Akciju Sabiedriba "Latvijas Dzelzceļš" (Latvia)
LFP - Línea Figueras Perpignan (Spain)
LISEA - Ligne SEA Tours-Bordeaux (France)
LTG - JSC "Lithuanian Railways" (Lithuania)
MAV - MÁV Zrt. (Hungary)
MEDWAY M&R - MEDWAY - Maintenance & Repair (Portugal)
NETWORK RAIL - Network Rail Infrastructure Limited (United Kingdom)
NRIC - National Railway Infrastructure Company (Bulgaria)
NS - N.V. Nederlandse Spoorwegen (Netherlands)
NT - Norske Tog AS (Norway)
ÖBB - Österreichische Bundesbahnen (Austria)
OPTIMA-TOURS - Optima-Tours - Reisebüro und Handels GmbH (Germany)
OSE SMSA - Hellenic Railways Single-Member S.A. (Greece)
PKP - Polskie Koleje Państwowe S.A. (Poland)
PRORAIL - Prorail (Netherlands)
RB Rail AS - Rail Baltica Joint Venture (Latvia)
RENFE - Renfe Operadora (Spain)
RGE - Région Grand Est (France)

RSSB - Rail Safety and Standards Board (United Kingdom)
SBB CFF FFS - Schweizerische Bundesbahnen (Switzerland)
Serbia Cargo - Joint Stock Company for Freight Railway Transport "Srbija Kargo" (Serbia)
Serbia Railways - JSC Serbian Railways (Serbia)
SJ AB - SJ AB (Sweden)
SNCB/NMBS - Société Nationale des Chemins de fer Belges (Belgium)
SNCF - Société Nationale des Chemins de fer Français (France)
Srbijavoz - Joint Stock Company for Passenger Railway Transport « Srbijavoz Belgrade (Serbia)
StL UK - Stena Line Limited (United Kingdom)
StudentAgency - StudentAgency holding a.s (Czechia)
SYSTRA - SYSTRA (INEXIA) (France)
SŽ - Slovenske železnice, d.o.o. (Slovenia)
SZCZ - Správa železnic, státní organizace (Czechia)
TELT - Tunnel Euralpin Lyon Turin (France)
THALYS - Thalys (Belgium)
TRAFIKVERKET - Swedish Transport Administration (Sweden)
TRANSLINK - Northern Ireland Railways Company Ltd (United Kingdom)
TRENORD - Gruppo Ferrovie Nord Milano (Italy)
UBIMET - UBIMET GmbH (Austria)
UNICOM TRANZIT - S.C. Unicom Tranzit S.A. (Romania)
UZ - JSC "Ukrainian Railways" (Ukraine)
ZFBH - Željeznice Bosne i Hercegovine (Bosnia and Herzegovina)
ZPCG - Railway Transport of Montenegro (Montenegro)
ZRSM infrastructure - PE for Railway Infrastructure Railways of the Republic of North Macedonia (North Macedonia)
ZRS - Željeznice Republike Srpske (Bosnia and Herzegovina)
ZRSM - ZRSM-Transport AD Skopje (North Macedonia)
ZSR - Železnice Slovenskej Republiky (Slovakia)
ZSSK - Slovak Rail - Železničná spoločnosť Slovensko, a.s (Slovakia)
ZSSK CARGO - Železničná spoločnosť Cargo Slovakia, a.s. (Slovakia)

Latin America

ALAF - Asociación Latinoamericana de Ferrocarriles (Argentina)
ANI - Agencia Nacional de Infraestructura (Colombia)
ANPTrilhos - Associação Nacional dos Transportadores de Passageiros sobre Trilhos (Brazil)

ANTF - Associação Nacional dos Transportadores Ferroviários (Brazil)
EFE - Trenes de Chile (Chile)
FASE - Ferrocarriles Argentinos Sociedad del Estado (Argentina)
JST - Junta de Seguridad en el Transporte (Argentina)

Middle-East

ARA - Afghanistan Railway Authority (Afghanistan)
ARC - Aqaba Railway Company (Jordan)
CFS - Syrian Railways (Syrian Arab Republic)
Etiihad Rail - Etiihad Rail Company – P.J.S.C. (United Arab Emirates)
GCCRA - GCC Railway Authority (Saudi Arabia)
IKR - Isfahan Kafriz (Islamic Republic of Iran)
IRR - Iraqi Railways (Iraq)
ISR - Israel Railways (Israel)
JHR - Jordan Hejaz Railways (Jordan)
MoEI - Ministry of Energy and Infrastructure of UAE (United Arab Emirates)
OR - Oman Rail Company (Oman)
RAI - Rah Ahan-e Djomhour-e Eslami Iran (Islamic Republic of Iran)
SAR - Saudi Railway Company (Saudi Arabia)
SHR* - Syrian Hedjaz Railways (Syrian Arab Republic)
TCDD - Türkiye Cumhuriyeti Devlet Demiryolları İşletmesi (Türkiye)
TCDD Taşımacılık A.S. - Türkiye Cumhuriyeti Devlet Demiryolları Taşımacılık A.S. (Türkiye)
TGA - Saudi Transport General Authority (Saudi Arabia)

North America

AAR - Association of American Railroads (United States of America)
ALTO - VIA HFR – VIA TGF Inc. (Canada)
AMTRAK - National Railroad Passenger Corporation (United States of America)
ARTF Mexico* - Agencia Reguladora del Transporte Ferroviario (Mexico)
CHSRA - California High-Speed Rail Authority (United States of America)
RAC/ACFC - The Railway Association of Canada/ Association des Chemins de fer du Canada (Canada)
TC - Transport of Canada (Canada)
US DOT / FRA - Federal Railroad Administration (United States of America)
VIA RAIL - Via Rail Canada Inc. (Canada)



FOREWORD FROM DR. ALAN BEROUD, UIC CHAIR



It is with profound honour and genuine pleasure that I present the UIC Activity Report 2025 to you, a year that marks both a moment of reflection and a turning point for our organisation. As my tenure as UIC Chair comes to a close, I am struck by how much we have accomplished together in a world of unprecedented challenges and remarkable opportunities.

Railways today stand at a crossroads. Climate change, rapid urbanisation, technological disruption, and shifting passenger expectations are reshaping the way people and goods move across our planet. In the midst of these global pressures, UIC has not only endured, but evolved and strengthened our role as a catalyst for innovation, cooperation, and sustainable mobility.

In 2025, our organisation demonstrated resilience, agility, and vision.

Across the six regions, UIC members made progress on transformative projects: North America pursued programmes to engender a modal

shift and improve accessibility, Asia-Pacific launched six new regional projects spanning infrastructure resilience to digitalisation, the Middle East expanded rapidly with the accession of the Gulf Cooperation Council Rail Authority, Africa made decisive advancements on carbon financing and capacity building, Latin America expanded its Vision 2050 strategy with innovative funding mechanisms, and Europe continued to lead on digitalisation, interoperability, and cross-border cooperation. Each region adapted UIC's global strategy to their local situations, showing that our impact is both universal and contextually relevant.

2025 also marked a milestone in technical excellence and standardisation. The ongoing modernisation of International Railway Solutions (IRS) continued at pace, guided by the growing involvement of expert representatives from across the globe. Our flagship initiatives, the Future Railway Mobile Communication System (FRMCS), Open Sales and Distribution Model (OSDM), digital twins, and shared digital platforms, reinforced UIC's position as the world's centre of specialist railway services.

This innovation not only creates operational value for members but also serves as a blueprint for the wider transport sector.

Most importantly, 2025 was about laying the foundation for the next chapter of our journey. The Work Programme 2026-2028, developed through extensive consultation with members and staff, will build upon our achievements while accelerating UIC's transformation into a more operational, service-oriented, and globally connected organisation. It represents our shared commitment to delivering even greater value to members, developing international standards, and positioning rail as the backbone of sustainable mobility worldwide.

I would like to extend my heartfelt gratitude to all UIC members, experts, regional chairs, and staff. Your dedication, expertise, and collaborative spirit have made 2025 a year of remarkable achievements. I am confident that, as we move into the next strategic cycle, UIC will continue to innovate, unite, and inspire, shaping a global railway ecosystem that is safe, sustainable, and resilient for generations to come.



FOREWORD FROM FRANÇOIS DAVENNE, UIC DIRECTOR GENERAL



2025 was a landmark year for our association, one of consolidating, transforming, and preparing for the future. It was a year where our determination met opportunity, where technical excellence and advocacy came together to strengthen UIC's global impact.

Across all regions, our association demonstrated commitment and creativity.

From the launch of new regional offices to the expansion of projects in Africa, Asia-Pacific, and the Middle East, UIC has evolved into a truly global platform, connecting local action to international strategy. In Asia-Pacific, six new regional projects addressed infrastructure resilience and digital transformation; in the Middle East, the Gulf Cooperation Council Rail Authority joined as our 17th member, underscoring the region's strategic importance; and in Africa, pilot projects and capacity building are thriving, worth mentioning the very successful World Security Congress organised in Rabat in December.

Latin America's Vision 2050 strategy and Europe's leadership in digital ticketing and interoperability further illustrate the breadth and depth of our work

On a technical level, UIC remains at the forefront of innovation. The FRMCS MORANE 2 test programme, the Open Sales and Distribution Model's (OSDM) integration into European regulations, and the continuing modernisation of our International Rail Solutions (IRSS) demonstrate our ability to provide tangible solutions for railway operations. Our expanding UIC Rail Academy portfolio, new digital platforms, and emerging Regional Competence Hubs (RCHs) ensure that technical knowledge and best practices are shared, building capacity across our membership.

Advocacy has become a core mission. Through COP30, United Nations Framework Convention on Climate Change (UNFCCC) engagement, and partnerships with organisations like UITP and the Partnership on Sustainable, Low Carbon Transport (SLOCAT), UIC has strengthened the rail's voice around the world.

We have promoted a modal shift, climate finance mechanisms, and international cooperation, all while contributing to a narrative where rail is central to sustainable mobility and climate action.

As we close the 2023-2025 Work Programme and move toward 2026-2028, we do so with confidence. The new Work Programme is designed to intensify operational delivery, expand service provision, strengthen technical and regulatory standards, and further embed UIC in the worldwide transport policy ecosystem. It represents not just continuity, but evolution: ensuring that UIC remains a catalyst for innovation, collaboration, and sustainable railways around the world.

We can be collectively proud of our achievement in 2025.

This report brings together our collective efforts, our milestones, and our vision for the future.

YEAR AT A GLANCE



JANUARY – MARCH

GOVERNANCE AND STRATEGIC ALIGNMENT

Focus: Global coordination and priorities setting

- ▶ Technical statutory meetings and expert group sessions (Rail System, Infrastructure, Freight, Passenger)
- ▶ Digital rail coordination (FRMCS, OSDM, data architecture)
- ▶ Regional strategic alignment meetings
- ▶ UIC Sustainability Action Week (decarbonisation, ESG integration)



APRIL – JUNE

SKILLS, INNOVATION AND DIGITAL ACCELERATION

Focus: Capacity building and innovation ecosystems

- ▶ UIC World Congress on Rail Training (Chengdu, April 2025)
- ▶ UIC Rail Academy training programmes
- ▶ Innovation and digital rail workshops (AI, predictive maintenance, data systems)
- ▶ OSDM implementation and retail digitalisation sessions
- ▶ Infrastructure and interoperability forums



JULY – SEPTEMBER

HIGH-SPEED RAIL AND OPERATIONAL EXCELLENCE

Focus: Performance, safety, and system optimisation

- ▶ UIC World Congress on High-Speed Rail 2025 (8-11 July, Beijing)
- ▶ Technical high-speed rail sessions (capacity, infrastructure, performance)
- ▶ Safety Platform and operational resilience workshops
- ▶ Cybersecurity and security cooperation sessions
- ▶ Freight and multimodal integration forums
- ▶ Passenger experience working groups
- ▶ First Chief Sustainability Officer Meeting



OCTOBER

DIGITAL BREAKTHROUGH AND SUSTAINABILITY LEADERSHIP

Focus: Next-generation rail and climate action

- ▶ FRMCS Global Conference (14-15 October 2025)
- ▶ Digital rail executive workshops (FRMCS roadmap, interoperability)
- ▶ International climate and transport engagement (COP-related fora)
- ▶ High-level stakeholder dialogues (governments, regulators)



NOVEMBER – DECEMBER

RECOGNITION AND STRATEGIC CONSOLIDATION

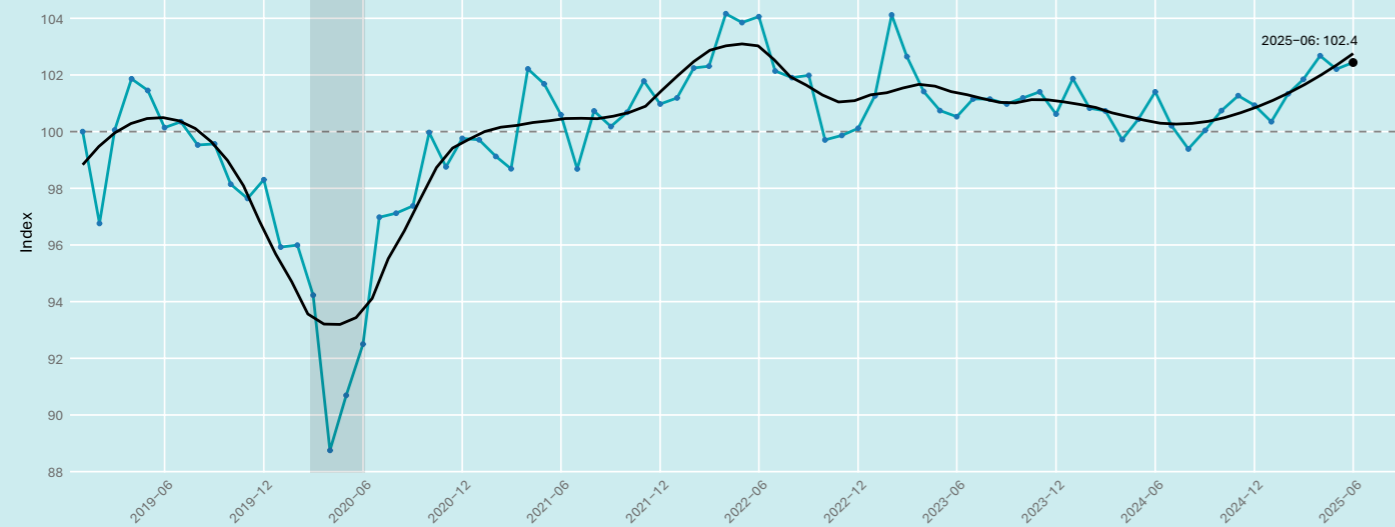
Focus: Excellence and future strategy

- ▶ UIC Station Awards 2025 (design, accessibility, passenger experience)
- ▶ TopRail Tourism-Friendly Awards
- ▶ Innovation showcases and best practices dissemination
- ▶ Year-end governance (2026-2028 strategic preparation)
- ▶ UIC 20th World Security Congress (2-4 December, Rabat)

Railway freight transport market

Freight volume index (Jan 2019 = 100)

Seasonally adjusted; black line = LOESS trend; shaded area = COVID-19 – First-wave lockdown shock



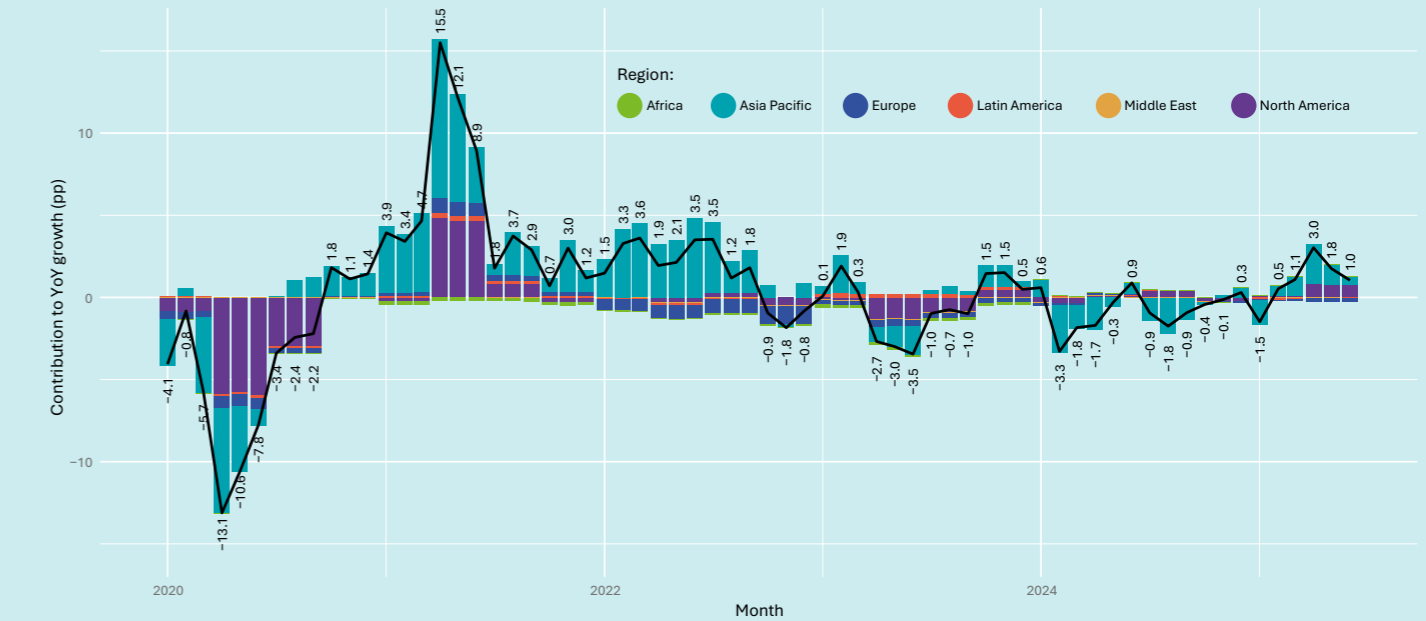
Data: Global tonne-km, sources: UIC, Eurostat, OECD

This data, presented here for the first time, illustrates a multi-year summary of the trends in the freight and passenger markets from 2019 to 2025 using data provided by our members.

With regard to freight transport, the trends are reported relative to a baseline of 100 in 2019. Interestingly, while, following the downturn caused by the COVID-19 pandemic, initial recovery was rapid, with the index returning to 100 by December 2022, growth remained sluggish the period that followed, with an index of 102 by mid-2025.

When compared with the long-term trend in road freight traffic, it is interesting to note that globally, road is the dominant mode for inland freight transport and has grown faster than rail in most countries over the last decades (OECD, ITF Transport Outlook 2023). This demonstrates that the sector still has significant work to do to restore its competitiveness.

Regional contribution to global rail freight YoY growth



Data: Regional tonne-km, sources: UIC, Eurostat, OECD

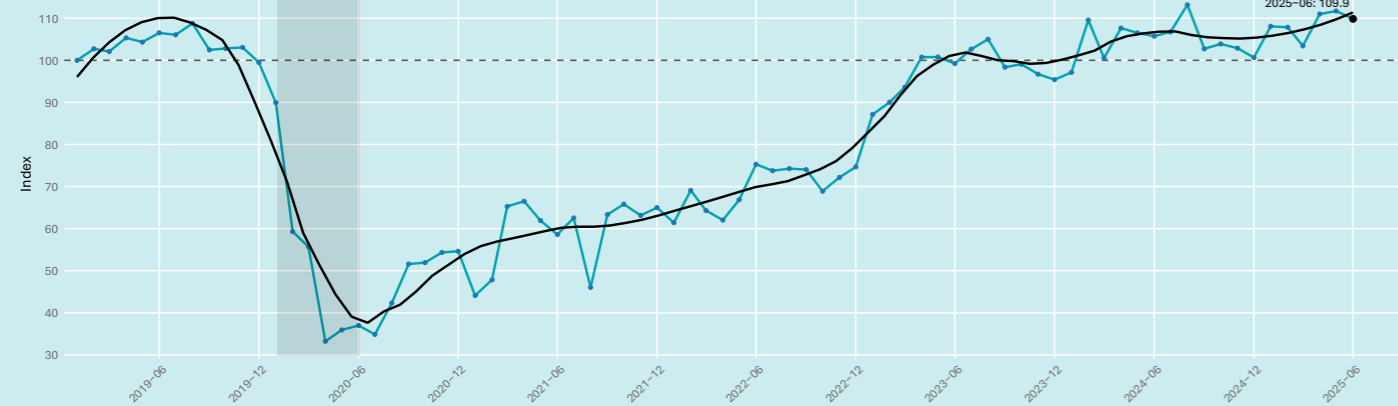


© VNR (Vietnam)

Railway passenger transport market

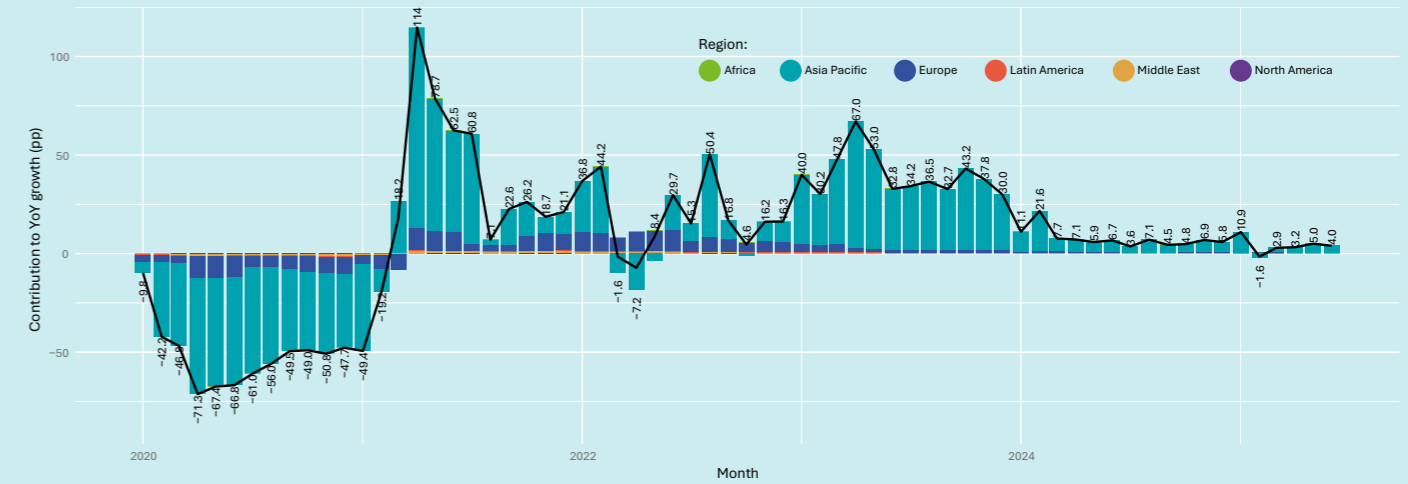
Rail Passengers volume index (Jan 2019 = 100)

Seasonally adjusted; black line = LOESS trend; shaded area = COVID-19 – First-wave lockdown shock



Data: Global passenger-km, sources: UIC, Eurostat, OECD

Regional contribution to global rail passenger volume YoY growth



Data: Regional passenger-km, sources: UIC, Eurostat, OECD

The global rail passenger traffic index (base 100 in January 2019) showed a far more abrupt break than freight traffic. After remaining above the reference level in 2019 – generally between about 102 and 109, with a peak during the summer – the COVID-19 shock in 2020 led to an unprecedented collapse. The index fell below 60 as early as February and reached a low of around 33 in April, before recovering gradually but only partially towards the end of the year, to levels of roughly 42–55. The recovery continued through 2021 and 2022, with steady improvement but still well below 2019 levels, most often ranging between about 44 and 75.

This reflected a slow return of passenger demand, alongside ongoing restrictions and an uneven recovery in mobility. In 2023, the sector entered a clear catch-up phase, with the index returning to around or above 100 from spring and summer onwards, indicating a return to pre-pandemic levels. In 2024 and early 2025, the index frequently remained above 100, with several peaks – particularly during the summer and in spring 2025, when it reached around 110–113 – suggesting not only a full recovery but the steady long-term growth of the passenger markets.



© CD (Czechia)



REGIONAL IMPACT AND DEVELOPMENT



AFRICA: Climate financing, capacity building, FRMCS pilot

The Africa Regional Assembly (ARA) represents 10% of the UIC member base and 4% of the fees. In 2025, UIC continued to reinforce its partnership with the African Union Commission (AUC), reaffirming its commitment to advancing the development and deployment of a regulatory framework and Technical Specifications for Interoperability (TSIs) for railways across the continent in alignment with the AUC Agenda 2063. In parallel, progress was made in terms of cooperation with the Regional Economic Communities (RECs) transport programmes. A key milestone in this effort was an agreement with the East African Community (EAC), one of the continent's RECs, being signed.

Driven by the strategic vision of its Chair, Mohamed Khlie, the Africa Region is concentrating its operational priorities on mobilising climate finance for rail transport in Africa. A series of events for capacity building development were also held for the African railway community, covering both training and rail's contribution as an efficient and sustainable mode of transport, attracting participants from all over the continent and fostering dialogue on regional priorities.



© ONCF (Morocco)



© SNCFT (Tunisia)

These initiatives are complemented by the establishment of taskforces addressing safety, narrow-gauge infrastructure challenges, rolling stock, women in rail, and security issues. In addition, the Moroccan National Railways (ONCF) and UIC are together preparing Morocco's transition from the legacy Global System for Mobile Communications – Railway (GSM-R) system to next-generation FRMCS.

Engagement with financial institutions has equally intensified, notably with the African Development Bank (AfDB) and the Islamic Development Bank (IsDB), resulting in concrete projects focused on training, women in rail, climate and sustainability, and interoperability. Collaboration with the World Bank also continues in line with the existing Memorandum of Understanding.



© Camrail (Cameroon)

ASIA-PACIFIC: Infrastructure resilience, innovation

The Asia-Pacific region holds significant strategic importance within UIC's global network, accounting for 22% of membership and 26% of total fee contributions. This dynamic, large, and diverse area holds exceptional potential for growth, driven by rapid urbanisation, increasing demand for sustainable transport solutions, and the pressing need for continued investment in both passenger and freight rail infrastructure.

Strategic direction and regional engagement

Initially developed under the leadership of Han Moon Hee, former CEO of Korail and Regional Chair, and now continued by Sri Satish Kumar, Chair of Indian Railways and Acting Chair of the Region, the APRA Roadmap aligns UIC's technical expertise with regional development goals. The roadmap continues to deliver tangible value across various national and operational contexts, with the region also maintaining an active contribution to UIC's technical work through participation in standardisation activities and working groups.

In 2025, five UIC-sponsored regional opt-in projects were successfully executed.

The Well-to-Wheel Analysis significantly deepened understanding of lifecycle emissions and provided valuable casestudy evidence, strengthening UIC's advocacy for sustainable rail transport. Research into Mixed Traffic Operations also delivered practical solutions to improve operational efficiency across different service types.

A third project is being undertaken by Indian Railways, focusing on digital transformation initiatives for freight booking systems, which are already demonstrating remarkable success in facilitating the modal shift from road to rail. The new digital platform streamlines logistics operations while contributing to sustainability objectives by reducing carbon emissions through increased use of rail freight. In addition, Southwest Jiaotong University was awarded two projects in 2025, covering carbon footprint analysis and virtual coupling for highspeed rail.

As part of the annual regional project fund, training remains a cornerstone of development in the Asia-Pacific region. In June, East Japan Railways (JR East) hosted a training session on enhancing

reliability and resilience, with a focus on operational excellence and system robustness. In November, Korean Railways (KORAIL) host another edition of the International Railway Training Centre for UIC Asia (IRaTCA) in Seoul, a one-week training programme centred on sustainability and safety.

Three project coordination workshops held in May (Delhi), June (online) and November (Manila) strengthened collaboration on regional projects, with technical experts from rolling stock, energy, CO₂, infrastructure, safety and labelling sharing updates and linking regional work to UIC's global activities.

The AsiaPacific region was also strongly represented at major events throughout the year. The 12th UIC World Congress on HighSpeed Rail in Beijing was a landmark event, highlighting Asia's leadership in highspeed rail innovation, while HSR Asia featured a keynote message from the UIC Director General on digital transformation and regional connectivity. UIC also contributed to PhilConRail 25 in the Philippines with two presentations on operational excellence, safety, and innovation.

Further engagement included a delegation visit from Chinese Taipei to the UIC headquarters in Paris focused on AI applications in rail and how they will shape the future of mobility, participation in CORE2025 on the role of AI in railway engineering and research in Oceania, and a series of UIC webseries meetings offering members insights into UIC department activities and tools.

Regional excellence was recognised at the UIC Awards on 16 October, with KORAIL being honoured in the *Large Station* category for KTX Gwangmyeong Station and China Railway receiving an award in the *Long-Distance Rolling Stock* category for the "Panda Train" in Chengdu.



© JR East (Japan)

The year concluded with the 4th HighLevel Dialogue for Asia being held in Tashkent, Uzbekistan, where UIC highlighted the strategic role of rail in resilient and sustainable transport corridors and the importance of mobilising climate finance through carbon markets and green bonds.

Regional integration for Asia-Pacific

In alignment with UIC's forthcoming 2026-2028 Work Programme, the Asia-Pacific Region has developed an ambitious roadmap for expanding its regional footprint and enhancing value for its members, with the establishment of a dedicated Asia-Pacific Regional Office being central to this vision. The Beijing-based office will strengthen UIC's presence and expertise across the region's dynamic and rapidly evolving rail landscape, without time zones playing a role, but in continued coordination with the UIC headquarters.

Technical initiatives, capacity-building, training courses, and conference organisation will be key activities of the office, enabling it to operate as a self-sustaining model without needing financial support from the headquarters, demonstrating the region's commitment to responsible growth and financial sustainability.



EUROPE: Digitalisation, interoperability, EU-funded initiatives



© CFL (Luxembourg)

In 2025, the European Region, under the leadership of its Management Committee and Chair, Stefano Donnarumma, pursued a strong programme focused on digitalisation and interoperability, combining concrete technological progress with regulatory alignment and strengthened institutional cooperation.

Key developments included ongoing monitoring of FRMCS specifications, the regulatory integration of OSDM within the revised Telematics TSI to support an interoperable and decentralised ticketing architecture, and the launch of a structured sector-wide vision on digital twins and semantic interoperability.

At governance level, reinforced cooperation with the European Union Agency for Railways (ERA) ensured close alignment on telematics, FRMCS, safety operations, documentation referencing, and climate resilience, contributing to greater consistency between sector initiatives and the evolving European regulatory framework.

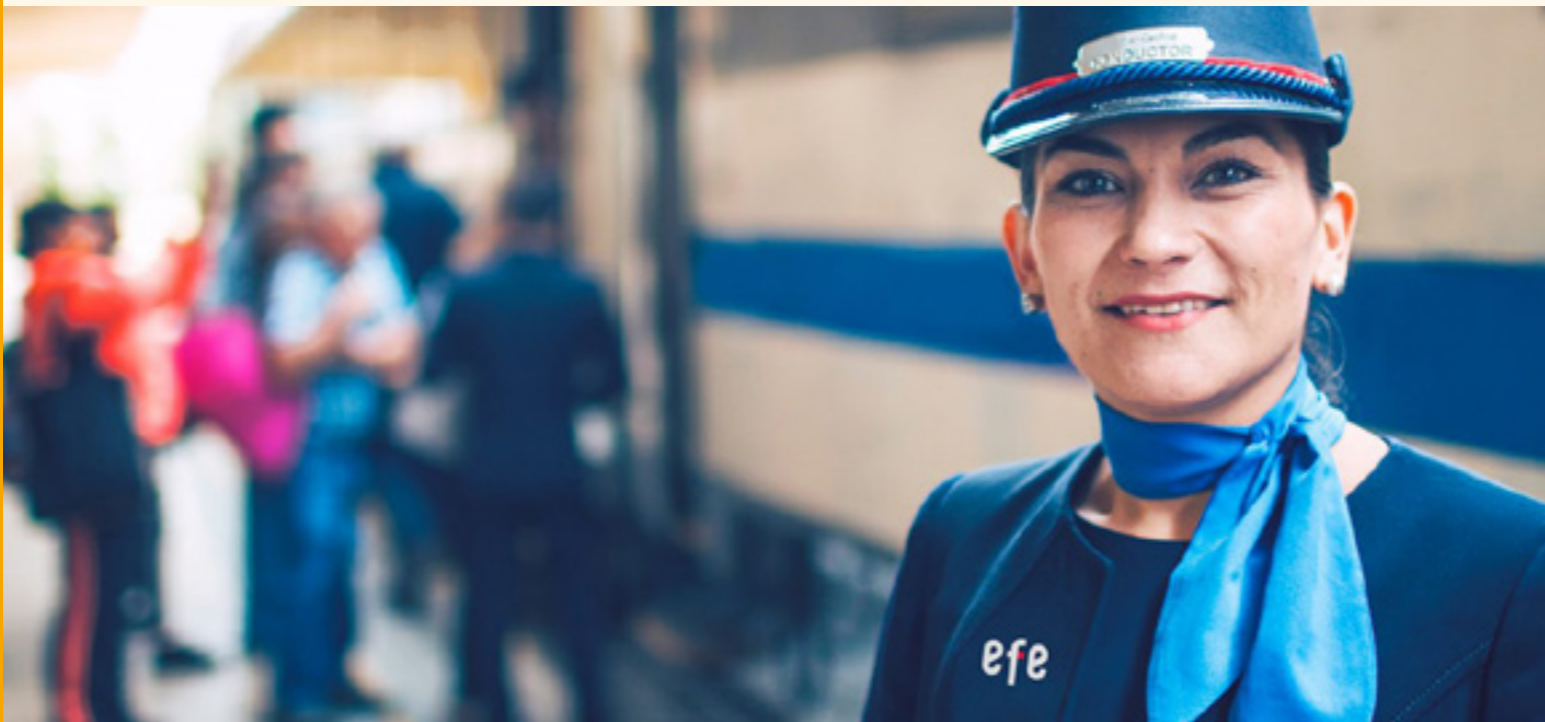


© SNCF (France) / Olivier Foulon

Together with initiatives on quality and operational robustness, the establishment of the Resilience Hub (RERA), and the implementation of new EU-funded security research projects such as CBRNe4rail, these achievements have reinforced regulatory coherence and reduced the risk of fragmentation.

They have also confirmed UIC Europe's role as a central platform for delivering interoperable, secure, digitally enabled, and future-oriented rail systems fully aligned with EU strategic priorities.

LATIN AMERICA: Vision 2025, sustainable financing, COP participation



© EFE (Chile)

Activities for the UIC Latin America Regional Assembly (LARA) in 2025 were guided by five main priorities: finalising and disseminating the *Vision 2050 for Railways in Latin America*; preparing a webinar in 2026 to support the real-world implementation of Vision 2050 and its roadmap; strengthening partnerships with key regional institutions (such as the Development Bank of Latin America (CAF), Economic Commission for Latin America and the

Caribbean (CEPAL) and Secretariat for Central American Economic Integration (SIECA)) while exploring new funding mechanisms such as carbon credits; increasing UIC's visibility through technical cooperation, expert networks, and regional events; and promoting rail at global level, especially in preparation for COP30 2025 in Belém, Brazil. This included a joint event on sustainable transport financing with the International Association of Public

Transport (UITP), National Association of Railway Transport in Brazil (ANTF) and National Association of Passenger Railway Operators (ANPTriLhos).

Several milestones marked the year. In May 2025, a UIC delegation visited Brazil to meet operators, associations, and public authorities and to align priorities ahead of COP30. In June 2025, the LARA Regional Assembly was held with strong participation from members and observers, providing an opportunity to review progress on Vision 2050 and the work of regional task forces. In September 2025, UIC hosted a webinar on the Iberian Peninsula blackout, with contributions from Latin American stakeholders sharing lessons learned on resilience and crisis response.

Progress in technical cooperation also continued. The LARA Safety Taskforce pursued its work with RENFE, ADIF and the Spanish State Railway Safety Agency, with IP Portugal joining the group as the latest UIC member. Key topics addressed included capability building, the psychological assessment of safety-critical staff, derailments linked to high temperatures, and infrastructure monitoring. LARA members also remained active within the UIC Security Platform. In parallel, a new working group on asset management and infrastructure maintenance was launched, with a first session planned for late 2025. Training and knowledge sharing continued through the UIC Rail Academy, including a course held in Paris in October 2025.

Looking ahead, priorities include finalising the Vision 2050 roadmap with clear and measurable objectives, developing co-financed regional projects with partners (including the Latin American Railway Association (ALAF), the National Centre for the Development of Railway Innovation

(CENADIF) in Argentina and national stakeholders), and engaging potential new members in Uruguay, Peru, and Mexico. Overall, LARA showed strong engagement, with UIC's focus on advocacy, technical support, and cooperation delivering concrete results.



© EFE (Chile)



© ANPTriLhos (Brazil) / Alex Ferro

MIDDLE EAST: GCC Rail Authority accession, FRMCS pilot

In 2025, the UIC Regional Assembly Middle East (RAME) continued to expand in both membership and engagement, confirming its increasing strategic importance within the UIC community and reflecting the scale of ongoing rail investment across the region. A major milestone was the official accession of the Gulf Cooperation Council Rail Authority (GCC RA) as RAME's 17th member, underlining the rapid development of rail transport in one of the world's most dynamic railway markets.

Several national and regional programmes continue to reshape connectivity. Türkiye is pursuing a long-term plan to triple its rail network over the next 30 years, reinforcing its role as a rail bridge between Europe, the Middle East, the Caucasus, and Asia. The GCC launched a 10-year strategy to deliver a 2,200 km network linking the Arabian Peninsula from south to north by 2030, with freight as the primary focus and passenger services planned at a later stage. Iran accelerated the development of strategic corridors, while also reopening international services and logistics nodes.



© TCDD (Türkiye) / Adnan Esen

Saudi Arabia is expanding freight corridors and innovation programmes (including hydrogen rail and climate-resilient infrastructure). The United Arab Emirates is preparing new services, notably rail connections between Dubai and Abu Dhabi. Other countries, including Iraq, Jordan, Syria, and Afghanistan, are also advancing rail projects as part of reconstruction and development efforts.

RAME activities were structured around four priorities: strengthening regional connectivity; supporting cross-border operations through expertise, training, and joint initiatives; fostering innovation through networks and new centres; and piloting emerging technologies such as FRMCS. Throughout the year, members reviewed key initiatives related to climate resilience (RERA), security cooperation, safety harmonisation (chaired by Saudi Railways), and the UIC-led FRMCS pilot project. The RAME Freight Working Group made progress on interoperability and customs, while the UIC Middle East Railway Training Centre (MERTCe), in Ankara, Türkiye, delivered targeted technical training on such as welding and prepared Entity in Charge of Maintenance (ECM) seminars.

The new strategic cycle for 2026-2028 will also prioritise corridor integration and reinforce cooperation through the RAME Freight Working Group, alongside new partnerships with financial and regulatory institutions. These initiatives aim to offer members structured platforms for collaboration, knowledge sharing, and the development of new freight opportunities by tackling cross-border, customer, or information flow issues. With updated governance tools and increasing member engagement, the region is well positioned to deliver concrete results and contribute actively to UIC's global strategy on innovation and connectivity.



NORTH AMERICA: Advancing Standards, Safety, and Talent

In 2025, activities focused on key areas of collaboration and strategic development, with the overarching goal of providing a collaborative international platform for North America’s railways and leveraging international standards and innovative technologies.

NARA initiated work to create a comprehensive baseline of the standards landscape and gaps across

the region, building on a roundtable involving UIC, AAR, TC, FRA, APTA, California HSR, and VIA Rail. This work will feed into a roadmap for future joint initiatives and support the development of high-speed rail in the region.

In parallel, the Safety Taskforce focused on identifying new areas for cooperation and on sharing best practices.



© VIA Rail (Canada)

To this end, four themed meetings were held, covering topics such as safety databases, safety culture and peer reviews, and common safety methods for risk assessment in order to strengthen knowledge transfer among members. Additional open roundtables deepened expertise, with a particular emphasis in 2025 on developing and attracting talent to support practical learning and capacity building. Overall, the distinctive North American operating environment – differing from that of other UIC regions – continues to drive demand for international exchange. Further anticipated collaboration opportunities span innovative safety solutions, integrated ticketing, accessibility, mode shift, and faster adoption of emerging technologies.



© AAR (United States)



© FRA (United States)



2023-2025 >>

FROM ONE WORK PROGRAMME TO THE NEXT >>

2026-2028



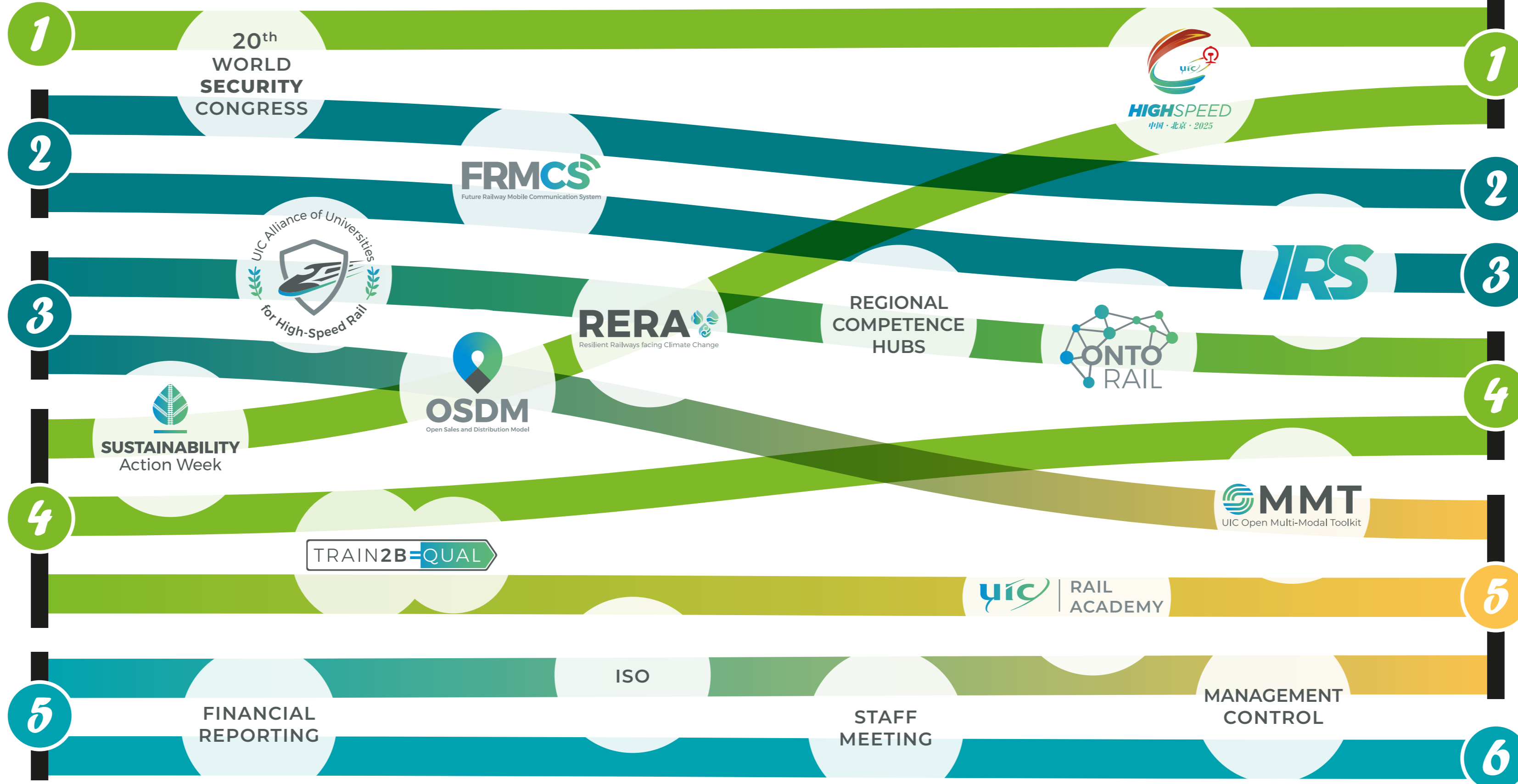
PROMOTE RAIL TRANSPORT GLOBALLY

FURTHER DEVELOP UIC AS THE TECHNICAL PLATFORM TO ADDRESS MEMBERS' NEEDS

CREATE INNOVATION THROUGH PROJECTS

PROMOTE SUSTAINABLE, CARBON-FREE TRANSPORT

EFFICIENT, TRANSPARENT MANAGEMENT FOR THE BENEFIT OF OUR MEMBERS



ADVOCATE FOR A TRANSPORT PARADIGM SHIFT

SUPPORT THE REVIVAL OF RAIL AROUND THE WORLD

PROVIDE GLOBAL STANDARDS FOR RAILWAYS

BRING ABOUT KEY OPERATIONAL DEVELOPMENTS

DEVELOP A CENTRE OF SERVICE PROVISION FOR RAILWAYS

ENGAGEMENT, EFFICIENCY, AND ACCOUNTABILITY



TECHNICAL EXCELLENCE AND INNOVATION

IRS migration and modernisation

In 2025, progress was made under the UIC Standardisation Strategy 2030 on the migration of UIC technical leaflets to International Railway Solutions (IRSs). The transition aims to enhance the usability and adoption of these standards, better meet different needs within the industry, strengthen member and expert engagement in standardisation work, and ensure more effective complementarity with international and European standardisation bodies.

This strategy aims to modernise technical documentation and support interoperability, which is essential for aligning rail systems worldwide, ensuring seamless cross-border operations while also fostering innovation.

While important strategic and planning work was completed, much remains to be done to drive the sector forward and achieve the rail community's future goals. To do this, ongoing collective efforts through cooperation, innovation, and leadership are still needed to shape a rail sector that is resilient, inclusive, and ready to meet the challenges of tomorrow.

UIC publications had a considerable impact in 2025, producing innovative solutions that not only advance technical standardisation but are also replicable for different members around the world. At the same time, developments in other UIC regions sparked interest among European members, demonstrating the value of global knowledge sharing.

Terminology activities were also relaunched in 2025, with them being integrated into the standardisation workflow, including in the IRS work programme, as well as in a range of UIC projects, platforms, and working groups (e.g. Operations, Safety, Rolling Stock, Infrastructure, etc.). Efforts to update Railexic, UIC's terminology database, proved particularly valuable, supporting members not only in standardisation but also in new projects and innovative solutions.

Numerous member-driven projects addressing modernisation and standardisation needs were delivered through the Rail System Forum and the Sustainability, Standardisation, Safety and Security Platforms. These activities generated tangible benefits for users and now form a set of shared best practices across the rail sector.

**Flagship projects:
FRMCS, OSDM, digital
twins, shared digital
platforms**

Passenger

In 2025, the UIC Passenger Department reached a decisive milestone. Building on the largely technical 2023-2025 cycle, work shifted towards a more ambitious, service-oriented Passenger Roadmap for 2026-2028, explicitly driven by value for members.

The previous work programme had strengthened the foundations of interoperability and multimodality, delivering concrete advancements such as OSDM, the launch of the new Real Time Mobility Data Exchange (RTMDE) platform, and electronic Ticket Control Database (eTCD) for cross-border ticketing and after-sales, the consolidation of Multiple East-West Railways Integrated Timetable Storage (MERITS), the support of Passenger Accessibility Solutions Support and Action Group for Experts (PASSAGE) for accessibility, and reinforced air-rail cooperation, including multimodal modelling through MultiModX.

A major regulatory milestone was achieved through the Community of European Railway and Infrastructure Companies (CER)-UIC-International Rail Transport Committee (CIT) Ticketing Roadmap, which successfully drove technical mobilisation and engagement with Member States to ensure that OSDM was integrated into the EU TSI Telematics



© DOT VIC (Australia)

framework, thereby strengthening long-term interoperability for UIC members. In parallel, UIC's first Ticketing Standardisation Roadmap was established, providing a structured pathway to translate standardisation leadership into competitive advantage, especially within the European Committee for Standardisation (CEN)/European Committee for Electrotechnical Standardisation (CENELEC) framework.

Modernised standards within UIC improve interoperability, enable digital innovation, and reinforce global cooperation for a more connected and efficient railway system.

Jointly written by the UIC Passenger teams, sector leaders, and Chairs, the new UIC Passenger Roadmap 2026-2028 aligns the five Global Passenger Forum (GPF) domains under the motto "Together for Global Excellence – Shaping Passenger Mobility Services". It focuses on three priorities: leading and showcasing high-impact initiatives and UIC standards; developing sustainable, digital and multimodal services through broader interoperability with the mobility ecosystem; and expanding passenger-focused training through the UIC Rail Academy.

Planned deliverables for 2026-2028 include new working groups, international projects, digital applications, opt-in initiatives and expanded training modules, marking a shift from technical foundations to visible delivery and measurable operational impact. The roadmap was presented to the renewed Global Passenger Forum in October 2025 and endorsed as the shared masterplan, with implementation, including planning and budget allocation, remaining under the responsibility of each sector's governance structures.

Freight

UIC's freight activities centred on operational harmonisation, digital transformation, and strengthened international cooperation. Continued work on the General Contract of Use for Wagons (GCU), the legal and operational backbone for shared wagon use in international freight, remained central, with UIC facilitating structured dialogue among railway undertakings, wagon keepers, and industry stakeholders to support the contract's effective implementation and continuous improvement.

The Fit4Freight programme continued to support operational excellence through peer learning, enabling members to identify bottlenecks, share best practices, and improve competitiveness through expert workshops and joint initiatives.

A major milestone was the completion of the Efficient Cross Corridor Organisation (ECCO) project, which generated practical insights by identifying corridor barriers to cross-border operations and strengthening cooperation between rail and logistics stakeholders. Digitalisation emerged more strongly as a necessary strategic evolution, opening new opportunities for members to streamline processes, improve transparency, and better integrate rail into multimodal logistics chains. This was supported by progress on the Combined Transport Observatory and reinforced international partnerships.



© TCDD (Türkiye)

Sustainability

In 2025, UIC advanced rail climate resilience through the RERA programme, completing RERA Rain and making progress on RERA Temp. RERA Rain provided a structured framework to assess and manage risks linked to heavy rainfall, flooding, and landslides, while RERA Temp produced guidance on extreme heat by applying climate projections to identify risks to critical assets, such as track, signalling and rolling stock.

Momentum was maintained throughout the year via the RERA Taskforce, with thematic exchanges on resilience indicators, the business cases for adaptation, and innovative solutions, supporting the planned launch of the RERA Hub in 2026. Cooperation also reinforced with ERA and the United Nations Economic Commission for Europe (UNECE), with UIC chairing a Transport System Resilience Taskforce alongside the International Association of Navigation Congresses (PIANC), Permanent International Association of Road Congresses (PIARC), Airports Council International (ACI) and UTPP to promote multimodal learning and coordinated resilience action.

Finally, UIC strengthened its biodiversity action through its contribution to the EU-funded Systemic Mobilisation for Joint Biodiversity and Infrastructure (SYMBIOSIS) project,



© BLS (Switzerland)

Through the power of collective intelligence, the UIC is advancing global ambitions in rail sustainability, tackling everything from resilience, air quality, decarbonisation, noise, biodiversity to the circular economy.

which supports the integration of biodiversity into transport planning and operations via shared tools and guidance. This builds on UIC's growing portfolio of biodiversity initiatives, including Nature Rail and Ecosystem Valuation for Railways (ECOV4R), demonstrating an expanding, coordinated effort to improve ecological connectivity and deliver nature-positive outcomes across rail infrastructure.

Regional competence hubs and research collaboration

2025 marked a period of significant change to UIC's research cooperation efforts. Given how dynamically the railway sector is developing, UIC took the strategic decision to revitalise the International Railway Research Board (IRRB) structure and operating model, moving to a more flexible and decentralised model that reflects the current innovation landscape and strengthens the IRRB's ability to serve its members in all six UIC regions. This laid solid foundations for implementing the Work Programme 2026-2028's objectives, alongside a renewed governance.

The approved Development Strategy for innovation and education for the six Regional Competence Hubs (RCHs), forms the basis of a new strategy for managing objectives and transferring decision-making to the regional level where railway sector stakeholders (IMs/RUs) can share knowledge, identify common challenges and address them together. With this decentralised management model, the six UIC regions (the Chairs of the respective RCHs) can also meet in collaboration with the Chair of the newly created Academic Board for Innovation (ABI).

The ABI acts as an "IRRB Think Tank" and is therefore a central repository within UIC,

coordinating relationships with academia, education and training centres for railway staff, as well as with innovators (small to medium businesses (SMEs) and start-ups).

Under the IRRB Terms of Reference (ToR), external entities can participate and contribute. The ABI will therefore strengthen UIC's ties with the academic and research community as a central scientific think tank.

These reforms begin a new chapter and partnership model for stakeholders across the entire railway sector for developing and adopting innovation.

Connecting Global Innovation: The IRRB Ecosystem

A revitalised, region-first architecture designed for continuous, rapid-cycle innovation and academic integration.



ADVOCACY AND SECTOR IMPACT

Advocacy: Strengthening global engagement for rail development

Advancing the modal shift to and climate finance for rail

In 2025, UIC continued to consolidate its role as a global voice for the rail sector in international policy and transport discussions. Through sustained engagement with multilateral processes, international organisations, and strategic partners, UIC promoted the contribution of rail to sustainable mobility, economic development, and resilient transport systems. This global advocacy work supported a stronger policy recognition of rail and helped advance joint initiatives aimed at accelerating rail development worldwide.

UIC's advocacy efforts in 2025 were structured around three strategic pillars: policy, climate finance, and partnerships.

On the policy front, UIC continued to promote a stronger integration of rail and modal shift targets into updated [Nationally Determined Contributions \(NDCs 3.0\)](#). Throughout the year, UIC contributed to international policy dialogue and technical discussions supporting the integration of transport into national climate strategies.

This included engaging with the Inland Transport Committee of the United Nations Economic Commission for Europe (UNECE) in Geneva, in which the UIC template for rail in NDCs is referenced in the endorsed [UNECE voluntary inland transport NDC template](#).

UIC also actively contributed to discussions on the development of the UN Decade of Sustainable Transport (2026-2035) roadmap, through voluntary commitments, including the development of a Climate Finance and Carbon Market Access Programme to support bankable low-carbon rail projects and the publication of an annual Global Rail Sustainability Performance Report to track rail's contribution to sustainable transport goals. In addition, UIC reinforced these messages at major international fora such as the International Transport Forum (ITF) Summit, highlighting the importance of long-term policy frameworks to support the modal shift to low-carbon transport systems.

In terms of climate finance, UIC made progress on its work regarding carbon markets under Article 6.4 of the Paris Agreement and launched a [joint position paper with UITP](#), during the “Funding Sustainable Transport in the Run-up to COP30 (Financiando o Transporte Sustentável Rumo à COP30)” event held in Brasília in June 2025. It outlines how public transport and rail projects can generate high-integrity carbon credits from modal shifts while ensuring robust accounting of emissions, and also identifies key barriers preventing transport projects from accessing carbon markets and proposes recommendations to enable their inclusion within the Paris Agreement Crediting Mechanism. UIC also contributed to discussions on sustainable transport investment at Transforming Transportation in Washington D.C., emphasising the role of rail in delivering scalable, low-carbon transport solutions for the freight sector.

On partnerships, UIC strengthened collaboration with key organisations across the sustainable transport ecosystem, including UITP and the Partnership on Sustainable, Low Carbon Transport (SLOCAT), aligning advocacy messages on modal shifts, climate finance, and integrated transport planning. In the lead-up to COP30, UIC worked closely with SLOCAT and its members to coordinate sustainable transport advocacy within the United Nations Framework Convention

on Climate Change (UNFCCC) process, contributing to joint messaging and engagement activities aimed at increasing the visibility of rail and public transport in global climate discussions.

At COP30 in Belém, UIC continued to advocate for the role of rail in delivering sustainable and resilient transport systems within the global climate agenda, highlighting the importance of modal shifts and investment that helps achieve transport decarbonisation.

This parallels the work undertaken throughout the year on climate finance and carbon markets, reinforcing the need to ensure that rail and public transport projects can access emerging financial mechanisms under the Paris Agreement.

Through its engagement at COP30 and across international policy platforms throughout the year, UIC reinforced the visibility of rail within the global climate agenda and continued to advocate for stronger policy frameworks and financial mechanisms to accelerate the shift to sustainable transport.



© FS (Italy)



© DB (Germany)

Partnerships

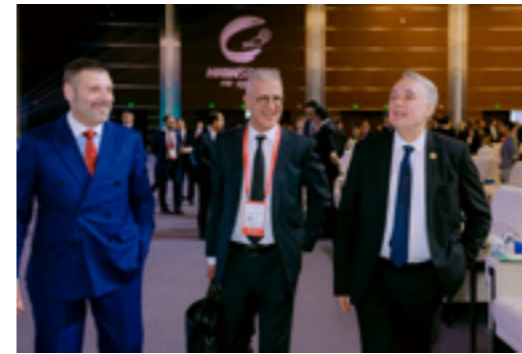
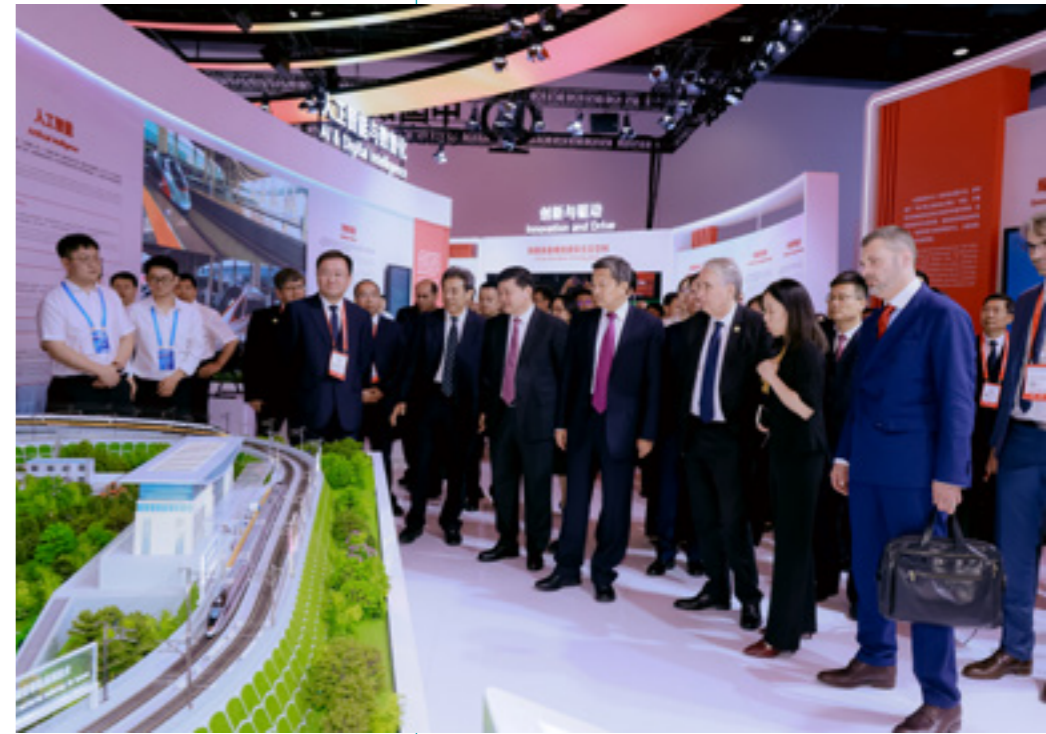
In the spirit of UIC's forthcoming 2026-2028 Work Programme, UIC sustained its effort to maintain and prioritise its numerous external partnerships. A clearly defined spectrum will be defined and developed to ensure UIC's visibility and potential to leverage common working activity with its partners in the main UIC focus areas, including:

- **International organisations**, such as *ITF (OECD)*, *UITP*, *UN ESCAP*, *UNECE*, *UNFCCC*, *UN-HABITAT*, with whom UIC works on advocating for the shift to rail and the central position of rail as the backbone of sustainable mobility.
- **Multilateral development banks**, such as *ADB*, *AIIB*, *AfDB*, *CAF*, *EBRD*, *EIB*, *WB*, play a key role in unlocking the necessary finance mechanisms needed for regional railway development.

- **Standardisation bodies**, such as *ISO*, *IEC*, *CEN*, *ERA*, *DG Move*, with whom UIC shares common working activity and who can ensure that UIC standards are recognised, avoid duplications, make progress in vital areas such as interoperability and safety, and ensure that UIC working group recommendations are incorporated into regulations.
- **Academic partners and resource institutions**, through which UIC anticipates technological and operational trends, who foster a reciprocal exchange of evidence-based technical guidance, and develops skills through capacity building.

While re-vamping UIC's partnership efforts began in 2025, a structured consultation process with all departments aims to help UIC capture all ongoing working activities with its partners, and align efforts with the working programme in 2026 and beyond.

12th WORLD CONGRESS ON HIGH SPEED RAIL





PROJECTS AND SERVICES PORTFOLIO

Breakdown by project type: opt-in, EU-funded, regional

	2023 Actuals (06'2024)	2024 Actuals (06'2025)	2025 Actuals (06'2026)
Total Projects resources (M€)	12,1	13,1	13,8
- Contributions for projects	9,6	10,8	10,8
- Fundings for external projects	2,5	2,3	3,0
Total Regional Projects resources (M€)	0,3	0,3	0,3

Project growth and impact metrics

Projects volume	2021	2022	2023	2024	2025
Total called (A+B+C)	9,4	10,0	12,1	13,1	13,8
New Projects (A)	1,8	1,2	1,6	2,5	1,7
Projects On Going (B)	6,2	6,7	8,0	8,3	9,1
External funding (C)	1,4	2,1	2,5	2,3	3,0
Target in multi annual WP	9,2 (+2%)	10 (0%)	11,8 (+2,5%)	11,9 (+10%)	12,4 (+11,3%)

Over the past four years, UIC significantly increased its level of activity, with project activity volumes rising by €4.4 million (+47%) between 2021 and 2025.

This achievement is illustrated in the table below, which shows that the expected total for 2025, at €13.8 million, represented an increase of 11.3% compared with the business plan.

Furthermore, these figures do not fully reflect the scale of UIC's involvement in EU-funded projects. For instance, since 2021, UIC has secured up to €25 million in grants under the FRMCS programme, with €21 million allocated to the sector as a whole. This amount alone exceeded two years of total project contributions from members.

Service-oriented outputs: Technical support, training, UIC Rail Academy

In 2025, UIC progressed from creating “building blocks” to producing “market-ready services”, in line with the 2026-2028 objective of becoming a recognised centre of service provision for railways and a worldwide hub of expertise.

UIC as a globally recognised centre for railway services and expertise

This shift responds to the rail sector's growing need to reduce operating costs while delivering value through digital and innovative services, while equally preserving core priorities such as safety, security, sustainability, and customer satisfaction.

UIC started packaging existing assets into clearer, member-facing solutions across key service lines: publications (notably IRSs and technical documents), training through the UIC Rail Academy, labelling, digital services/ applications, and high-value international events – strengthening the coherence and visibility of UIC's overall service portfolio.

The “service pillar” was also initiated in 2025 on an internal level, starting with the development of a new business plan in 2025 and preparing scaling over the 2026-2028 period.

This included clarifying governance and comitology to ensure efficient execution, risk mitigation, and faster decision-making, supporting an agile delivery model. UIC also made progress on the legal and economic requirements for service delivery and potential sales. Service candidates are prioritised using the Technology Readiness Level (TRL) approach, identifying “quick wins” from mature solutions (TRL >6) while assessing less mature initiatives for future development.

In parallel, the foundations for the UIC Digital Services were strengthened. These cover digital applications/services, digitalisation of the rail system, and new technologies and future digital gamechangers. Thanks to UIC's agility, cooperation with members (including cost-sharing), foresight, and a diversified funding approach combining EU funding, self-financing, and hybrid models, this effort has been a success. Building on this momentum, UIC continued integrating and promoting UIC Passenger solutions within the Open Multimodality Toolkit (OMMT), and additional services are being prepared for launch as part of the 2025 business plan and the 2026 scaling phase, explicitly including PKMW (Public Keys) and ATLAS (location codes).

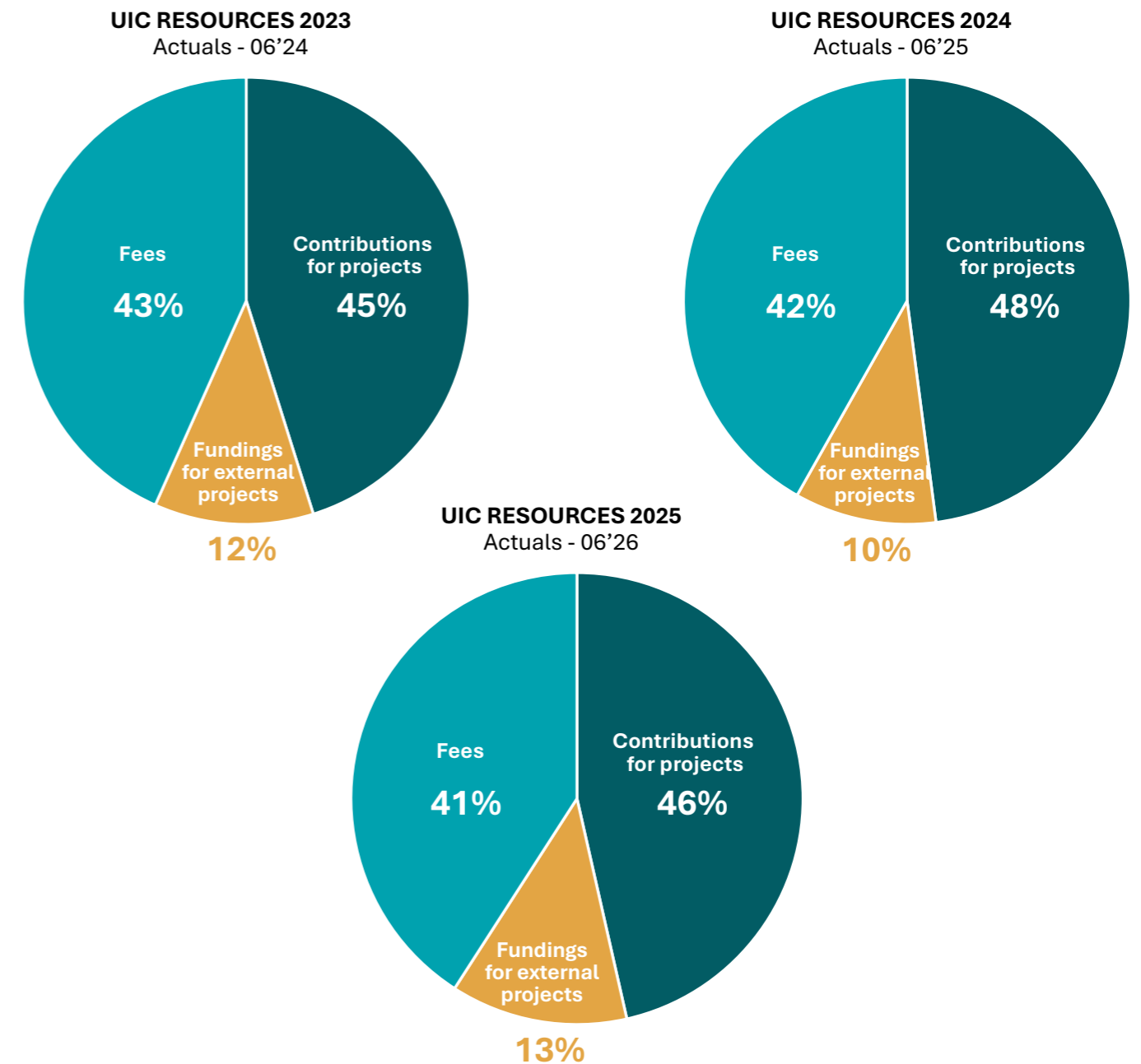
FINANCIAL OVERVIEW

Revenue and cost breakdown		2025 Actuals HQ	2025 Actuals Projects	2025 Actuals Consolidated
RESOURCES	Fees	9 533	-	9 533
	Project contributions	-	10 832	10 832
	External funding	52	2 950	3 002
	Space renting	757	-	757
	Royalties	67	343	410
	Financial revenues	432	59	491
	Extraordinary revenues	7	0	7
	Management & Support	1 540	(1 018)	522
	TOTAL RESOURCES	12 389	13 166	25 554
SPENDINGS	Staff	6 913	5 322	12 235
	Subcontracting	3 367	6 421	9 788
	Travel costs	320	300	620
	Reception costs	122	468	590
	Travels & Reception	442	768	1 210
	Equipment maintenance	526	453	980
	Depreciation variation	555	74	630
	Provision variation	(87)	58	(28)
	Financial charges	25	2	26
	Extraordinary charges	61	66	127
	Taxes	583	0	584
	TOTAL SPENDINGS	12 385	13 166	25 551
RESULT		4	-	4

Membership fee dependency trend (2020-2025)

UIC has continued to increase its overall level of activity while keeping its headquarters accounts in balance. The structure of UIC's finances became increasingly project-driven over the period.

Membership fees now account for 41% of total resources, compared with 42% in 2023 and 43% in 2024. This trend confirms that the strategy of project-driven growth has been successful.







www.uic.org



#UICrail

