

R E P O R T
on the activities of
the Organization for Co-Operation between Railways
for 2021

Foreword by the Chairman of the OSJD Committee, Mr. Mirosław Antonowicz

2021 was a particular year – the year when the Organization celebrated the 65th anniversary of its establishment and 70th jubilee of the effective implementation of the statutory documents for controlling the international railway traffic i.e. SMPS and SMGS Agreements, which initially also contained goods tariffs and requirements for use of wagons.

Over all these years, the Organization successfully fostered the development of the railway transport in Europe and Asia, adapting to the changes taking place. The OSJD with its activity in the field of development and improvement of international railway transport in the Euro-Asian area contributed significantly to the raise of its efficiency and competitiveness. All documents elaborated and improved over these years by the OSJD, depositary of which is the OSJD Committee, continued to play significant role in the organization of railway transport of the Member States of the Organization.

The contribution of the Organization for Cooperation between Railways to the development of the cooperation between the OSJD Member States is invaluable. In the cooperation with the other international organizations, the OSJD launched joint initiatives in both the legal, operational and technical areas, aimed at the development and improvement of international railway transportations.

For the Organization and its Member States, the year 2021 was another year of the work in the difficult conditions of the COVID pandemic and restrictions imposed. Despite these difficulties, all OSJD bodies carried out its tasks in accordance with work plans and programs agreed, using the contemporary technologies and communications means. In this difficult period, the Organization proved stabile and flexible in the new operating conditions.

The governing bodies, i.e. Ministerial Conference and Conference of General Directors of OSJD Railways took in the past year a number of significant decisions defining areas of activity and setting new goals to the Organization.

Over the past year, the OSJD Commissions and Permanent Working Groups carried out works on wide range of important issues related to the development politic and strategy, the transport law, the organization of freight and passenger carriages, the infrastructure, the rolling stock, the IT and the financial settlement.

The successful fulfilment of these objectives could not be guaranteed without active commitment and involvement of the member and staff of the OSJD Committee, the experts and specialists from the OSJD Member States as well as from the observers and affiliated enterprises. With your permission, I would like to express our deep gratitude for their work and contribution to the scope of activity and the development of our Organization.

The directorate staff and member of the OSJD Committee participated in the number of meetings, conferences and other events propagating the Organization and its achievements on the international level. At the bilateral

and multilateral meetings, the various aspects of OSJD activities were discussed, such as institutional development, cooperation with international organizations, concrete decisions related to improvement of railway transport and future directions of its development. It fostered the cooperation with related ministries and railways of the Member States of the OSJD, international organizations as well as increased the awareness level of the international public towards the contribution of the Organization to the development of the branch and towards the significant role of the Organization on the international level.

The Organization has to face new challenges and tasks related to the works on the Convention on direct international railway traffic, the improvement and harmonization of transport law, the increased importance of innovative technologies and safety on the railway transport, as well as the improvement of transportation along the transport corridors. The new areas of the work to be carried out were due to the digital transformation and digitalization of processes at the railway transport, environment protection and climate changes, and also due to necessity to meet by the railway branch the expectations raised therewith.

The OSJD continues to accomplish its mission, following the goal to make the best possible decisions for railway branch in light of challenges of today's world. As Organization, we strive to improve existing provisions and decisions in order to ensure the sustainability of railway transport to external factors and its ability to quickly responding by adapting services to the needs of the market and customers. We pay special attention to the safety of passengers and the environment, as well as to the quality of services provided and the competitiveness of the railway sector.

Presenting this document to you, I would like to wish everyone success in achieving their goals and creative energy in finding solutions and overcoming all difficulties for the benefit of the members of the Organization for Co-operation between Railways and the further development of railway transport.

With best regards,

Chairman of the OSJD Committee

M. Antonowicz

1. Activities of the OSJD Governing Bodies

1.1. OSJD Ministerial Conference

The XLIX session of the OSJD Ministerial Conference was held from June 15 to 18, 2021 in the OSJD Committee via videoconference with the participation of ministers and authorized representatives of ministries and bodies in charge of railway transport from 22 OSJD Member States. The session was attended by members and staff of the OSJD Committee and invited representatives of international organizations – UNESCAP, OTIF, ECE, DG MOVE, CIT and GUAM.

The OSJD Ministerial Conference noted the implementation of the OSJD Program and Work Plans for 2020 and approved the OSJD Activity Report for 2020, the Budget of the OSJD Committee (final for 2021 and preliminary for 2022), the OSJD Work Program for 2022 and subsequent years.

In the field of transport policy and development strategy, the OSJD Ministerial Conference approved the results of the work of the OSJD Commission for 2020 and adopted a number of decisions indicating the areas of work in 2021, including considering the feasibility of creating a management (coordination) mechanism for OSJD railway transport corridors No. 1-13.

The OSJD Ministerial Conference approved the results of the work of the OSJD Commission on Transport Law for 2020. A number of decisions have been made in this area, including instructions to continue work on improving Annex 3 "Technical conditions for stowage and fastening of goods" to the SMGS in 2022, ensuring its development based on the "Methodology for the preparation and development of topics with special funding" (A-12). Information was taken into account on the introduction of amendments and additions to the SMPS and SI to the SMPS from May 1, 2021 and amendments and additions to the SMGS and SI to the SMGS from July 1, 2021.

The results of the work of the Ad Hoc WG on vocational training/education in the field of rail transport for the period March 2020 – March 2021 were approved. At the same time, the OSJD Ministerial Conference approved the Procedure for Accreditation of educational organizations and organizations engaged in training at the OSJD Academy and the Procedure for developing and implementing standard OSJD training programs.

The date of the anniversary L session of the Ministerial Conference has been determined from June 7 to June 10, 2022.

1.2. Conference of General Directors (Authorized Representatives) of OSJD Railways

The XXXVI meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways (hereinafter referred to as the Conference) was held from April 19 to 23, 2021 in videoconference mode, since the coronavirus pandemic did not allow meetings of OSJD governing bodies to be held in person. The meeting was attended by delegations of 25 railways from the Member States of the Conference, representatives of two observers and thirteen affiliated OSJD enterprises, as well as representatives of the CConRTCIS, CCTT, UIC and EEC as invited.

At the meeting of the Conference, 12 items of the adopted agenda were considered and discussed.

The meeting approved the results of the work of the OSJD working bodies operating within the capacity of the Conference. In particular, the following decisions were taken on:

- approval and introduction of amendments and additions to the Harmonized Nomenclature of Goods (GNG) from June 1, 2021;
- continuation of the development of the draft Agreement on the Transportation of Containers as Part of Container Trains in International Traffic, completing work on the project in 2021;
- approval of Recommendations for the restoration of international passenger traffic after the opening of state borders and normalization of the epidemiological situation;
- approval of a number of OSJD leaflets, cancellation of leaflets that have lost relevance in the field of infrastructure and rolling stock, coding and IT;
- approval of the starting-up the joint work of the PWG C&IT with the UIC on the conversion of joint OSJD/UIC leaflets into international railway solutions (MR/IRS) in order to preserve the compatibility of the OSJD/UIC documents used within the framework of the topic "Coding and Information Technologies";
- on authorizing the OSJD Committee to conduct negotiations with the ERA on the issue of maintaining a database of CRD service facilities in connection with the termination of maintenance of the ENEE database by the UIC;
- on authorizing the OSJD Permanent Working Group on Finance and Accounting to continue work on updating the existing Agreement on the Rules on Settlements in International Passenger and Freight Rail Traffic and the Rules themselves on Settlements in International Passenger and Freight Rail Traffic, taking into account modern working conditions of rail transport. The objectives to improve the technology and reduce the timing of settlements for international transportation and to prepare proposals, agreed by the Parties of the Agreement on the Rules on Settlements, for the organization of electronic document management in the field of financial relations were also entrusted to the PWG on Finance and Accounting.

The OSJD Work Program for 2022 and subsequent years in the field of freight and passenger transportation, infrastructure and rolling stock, coding and information technologies, as well as financial and settlement issues has been approved.

The Conference reviewed the materials submitted to the session of the OSJD Ministerial Conference and prepared recommendations for the session on them, in particular, on the proposals of the Ad Hoc WG on vocational training/education in the field of rail transport, on the OSJD Activity Report for 2020, as well as on the Budget of the OSJD Committee.

The Conference granted the status of an affiliated enterprise to three companies from Czech Republic, Republic of Poland and Hungary.

2. Activities of the OSJD Committee

2.1. Main issues

In the Organization`s anniversary year 2021, the OSJD Committee continued its activities to fulfill the tasks defined by the main documents and decisions of the OSJD governing bodies. As the executive body of the OSJD, the OSJD Committee carried out coordination of activities for the organization and implementation of the Program and Plans of the OSJD working bodies.

Due to the ongoing spread of the COVID-19 pandemic and restrictions imposed in many countries, the directoriate of the OSJD Committee took the necessary measures aimed at ensuring safe working conditions for employees and ensuring uninterrupted performance of work.

At seven meetings of the OSJD Committee members, the results of the work of the commissions and the PWG during the year were considered. They included reports on meetings of OSJD working bodies and other international organizations attended by members of the OSJD Committee, as well as draft decisions on the main issues of the Organization's activities, which were submitted for approval to the OSJD governing bodies.

The OSJD Committee provided the secretariat function preparing and holding: the XXXVI meeting of the Conference of General Directors (Authorized Representatives) of the OSJD Railways, the XLIX session of the OSJD Ministerial Conference, the joint meeting of Authorized Representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (Authorized Representatives) of the OSJD Railways. The ongoing COVID-19 pandemic did not allow the XXXVI meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways to be held in the capital of the Russian Federation, Moscow, as planned, and it took place in April 19-23, 2021 in videoconference mode. For reasons of the pandemic situation, the OSJD Committee also remotely held the XLIX session of the OSJD Ministerial Conference from June 15 to 18, 2021, which was originally scheduled in Seoul, the capital of the Republic of Korea. Affected was also the Meeting of Authorized Representatives of the Members of the Ministerial Conference and the Conference of General Directors, which was held from November 30 to December 3, 2021, in videoconference mode.

The regular session of the International Conference on the Adoption of the Text of the Convention on Direct International Rail Transport was not held

due to reasons beyond the control of the OSJD Committee caused by the ongoing pandemic of COVID-19 coronavirus infection and restrictions in force in many countries.

The OSJD Committee cooperated with international organizations, observers and affiliated enterprises based on concluded agreements and on a mutually beneficial basis. According to the decision of the XXXVI meeting of the Conference of General Directors, the OSJD Committee concluded three agreements with the affiliated enterprises.

In 2021, representatives of 24 OSJD Member States worked in the OSJD Committee, representatives of the Republic of Moldova, the Islamic Republic of Iran and Turkmenistan were absent. The issue of sending representatives of these countries was the subject of working contacts.

During 2021, representatives of OSJD members from: the Republic of Korea, the Republic of Belarus and the Socialist Republic of Vietnam were replaced.

In 2021, the OSJD Committee hosted 97 meetings of OSJD working bodies, most of which were held in videoconference mode. Thanks to the joint efforts of OSJD Committee members and administrative and technical staff, as well as the support of all specialists and experts from OSJD Member States, observers and affiliated OSJD enterprises, the OSJD Committee ensured the successful implementation of all activities in videoconference mode and using remote work tools.

In 2021, the following meetings were held in the OSJD Committee:

- on June 8, 2021, the OSJD Committee was visited by the Ambassador Extraordinary and Plenipotentiary of the Republic of Cuba to the Republic of Poland, Mr. Jorge Marti Martinez. During the meeting with the Chairman of the OSJD Committee, both sides exchanged views on the need to intensify and expand cooperation within the framework of OSJD and the development of railway transport of the Republic of Cuba and its integration into the world railway network;
- on June 9, 2021, the Chairman of the OSJD Committee met with the Ambassador Extraordinary and Plenipotentiary of the Republic of Azerbaijan to the Republic of Poland, Ms. Nargiz Gurbanova. During the meeting, Her Excellency expressed satisfaction with the active participation of the Republic of Azerbaijan in the OSJD works and joint work for the development of railway transport;
- on September 29, 2021, the Chairman of the OSJD Committee, Mirosław Antonowicz participated, in videoconference mode, in the international scientific and practical conference "Transport potential of Kazakhstan: origins and prospects", organized by JSC "National Company "Kazakhstan Temir

Zholy". He congratulated the organizers of the conference and participants on the 30th anniversary of Independence of the Republic of Kazakhstan and wished them further success in economic development and in the international cooperation. The Chairperson of the OSJD Commission on Freight Traffic, Ms. Zubaida Aspaeva, made a presentation on OSJD's activities in the field of container transportation;

- on October 15, 2021, the Chairman of the OSJD Committee met with the Ambassador Extraordinary and Plenipotentiary of the Republic of Korea, Ms. Mira Sun. The Chairman of the OSJD Committee noted the active participation of specialists of the Republic of Korea in joint work within the Organization. The Ambassador of the Republic of Korea expressed hope for normalization of the situation and holding in 2023 in the Republic of Korea the next session of the OSJD Ministerial Conference in person, in accordance with the agreed plan;

- on November 24, 2021, at the invitation of Mr. Azat Atamuradov, the Chairman of the Agency "Turkmenemirellary" of the Ministry of Industry and Construction of Turkmenistan, Mr. Mirosław Antonowicz the Chairman of the OSJD Committee participated, via videoconference mode, in the High-level Conference "The role of international cooperation in the field of transport to strengthen peace and trust". He congratulated the Turkmen side on its 26th anniversary of permanent Neutrality of the Country;

- on November 30, 2021 at the invitation of Mr. Francois Davenne, the Director General of UIC, Mr. Mirosław Antonowicz, Chairman of the OSJD Committee took part in the UIC symposium "The Future of Railways: how to make the transition to rail transport attractive" in the form of a videoconference. During the symposium and exchange of experience, Mr. Mirosław Antonowicz highlighted the successes of the OSJD Member States in the field of railway transport development and named the main directions of the Organization's future activities;

- on December 2, 2021, at the invitation of Mr. Noh Heng-uk, the Minister of Land, Infrastructure and Transport of the Republic of Korea, the Chairman of the OSJD Committee made a video message at the first International Forum of the "East Asian Railway Community" EARC 2021. He expressed gratitude for the active participation of Korean specialists in OSJD activities in almost all key areas, and wished the organizers and participants, success in the management of railway connections in East Asia;

- on December 8, 2021, the OSJD Committee in Warsaw hosted a working meeting of the delegations of the OSJD Committee and the Republic of Korea, which were headed by Mr. Mirosław Antonowicz, the Chairman of the OSJD Committee and Mr. No Hyung-uk, the Minister of Land, Infrastructure and Transport of the Republic of Korea, respectively. During the meeting, the issue of the Republic of Korea's accession to the Agreement on International Rail Freight Transport (SMGS), railway infrastructure innovations and the

holding of the next session of the Ministerial Conference in the Republic of Korea in 2023 were discussed. The parties noted the importance of further expanding cooperation between all Member States and OSJD railways for the development of international rail transport in the OSJD space in the difficult conditions of the ongoing pandemic and taking into account the constantly changing situation.

The directoriate of the OSJD Committee monitored the development of the epidemiological situation and took the necessary measures to prevent the spread of COVID-19 coronavirus infection. In particular, employees of the OSJD Committee were provided with detailed information on the anti-virus restrictions in force in the Republic of Poland and assistance was provided in case of their poor health or detection of coronavirus infection in the OSJD Committee. Coordination of the registration process of all willing employees for vaccination against COVID-19 was carried out.

3. The state of affairs in the areas of OSJD work

3.1. Transport policy and development strategy

In 2021, the work of the OSJD Commission on Transport Policy and Development Strategy (hereinafter referred to as the Commission) was carried out on six topics in accordance with the Work Plan of the Commission approved by the meeting of Authorized Representatives of the members of the Ministerial Conference and the Conference of Directors General (Responsible Representatives) of Railways.

The work was carried out on the issues of OSJD railway transport policy. Its main strategic objectives are the coordinated development of the OSJD railway system, the implementation of comprehensive measures aimed at improving transportation and the development of OSJD transport corridors. It includes also facilitating border crossing in international passenger and freight rail transport, increasing the attractiveness of rail transportation, increasing the railway component in multimodal transportation, taking into account the development of the "Door-to-Door" service, in order to attract international transit traffic and, accordingly, increase the share of rail transport in the transport market. To propagate the advantage inherent in rail transport, namely environmental friendliness and acceptable delivery times at economically justified prices.

The implementation of "Comprehensive Plans for the Improvement of transportation and development of railway Transport Corridors OSJD No. 1-13 until 2020", in 2020, was monitored in order to analyze the state of implementation of planned measures for the development of railway infrastructure, including the junction sections designated in the above mentioned "Comprehensive Plans ...", in the reporting year.

The participants of the Commission meeting reviewed and approved the template of the table, edited by experts, on monitoring the implementation of

the "Comprehensive Plan for Improving Transportation and development of railway transport Corridors No. 1-13 OSJD to 20...".

In the reporting year, the OSJD Leaflet O+R 302 "Regulations for the formation and completion of a Comprehensive plan for improving transportation and development of OSJD transport corridor" was adopted and put into effect.

This Leaflet is intended to establish the procedure for the formation and completion of a Comprehensive plan for improving transportation and development of OSJD railway transport corridors based on national plans for the development of the railway network of the countries participating in the OSJD corridors. Its goal is to promote cooperation between the OSJD Member States on the coordinated development of the border sections of each of the OSJD transport corridors. The exchange of information on the state of infrastructure, on border crossing points along then RTC, on existing and projected traffic volume, on the transit area gravitating toward the RTC, on plans to improve national railway networks in order to increase competitiveness contributes to this goal.

Work has begun on the development of new Comprehensive Plans for the improvement of transportation and development of the OSJD railway transport corridors No. 1-13 until 2030 in accordance with the OSJD Leaflet O+R 302 "Regulations for the formation and completion of a Comprehensive plan for the improvement of transportation and development of the OSJD transport corridor".

Also in the reporting year, the OSJD Leaflet O+R 303 "Regulations for the formation and completion of the technical and operational passport of the OSJD railway transport corridor" was approved and put into effect. This Leaflet establishes the procedure for forming and filling out the technical and operational passport of the OSJD railway transport corridor.

Work has begun on updating the existing Technical and operational passports in accordance with the provisions of the Leaflet O+R 303 "Regulations for the formation and filling out the Technical and operational passport of the OSJD railway transport corridor".

Information was exchanged on the implementation of the provisions of the Memorandums of Cooperation in the field of technical, operational and commercial development of the OSJD railway transport corridors No. 1-13.

The expediency of continuing the exchange of information on measures to implement the provisions of the Memorandums of Cooperation in the field of technical, operational and commercial development of the OSJD railway transport corridors No. 1-13 was stated.

On September 2, 2021, the re-signed Memorandum on Cooperation in the field of technical, operational and commercial development of the OSJD railway transport corridor No. 10 entered into force. This re-signing is related to the linkage of new lines proposed by Turkmenistan.

In accordance with the instructions of the session of the OSJD Ministerial Conference (June 15-18, 2021, in videoconference mode), the final meeting of the OSJD Commission on Transport Policy and Development

Strategy considered the feasibility of creating a management (coordination) mechanism for OSJD railway transport corridors No. 1-13.

In order to make a final decision on the establishment of a working group of experts on the coordination of the OSJD railway transport corridors No. 1-13, this issue was considered at a meeting of authorized representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (responsible representatives) of OSJD railways. Due to the lack of a unanimous opinion, the working group of experts on the coordination of railway transport corridors OSJD No. 1-13 was not established.

In videoconference mode (OSJD Committee, Warsaw) on January 25, 2021, a meeting of experts of the participating countries of the OSJD railway transport corridor No. 9: from the Republic of Belarus, the Republic of Lithuania and the Russian Federation was held with the invitation of Ukraine. There was the goal to consider joining the OSJD railway transport corridor No. 9 by including sections of the Minsk - Zhlobin – Kalinkovichi – Slovechno – Berezhest – Ovruch – Korosten– Zhytomyr – Berdichev railway line to Odessa, as well as Minsk – St. Petersburg/Ust-Luga.

The parties failed to reach unanimity, and the proposed lines were not connected to the OSJD railway corridor No. 9.

The Republic of Estonia invited the participating countries of the OSJD railway transport corridor No. 2: the Russian Federation, the Republic of Kazakhstan, the People's Republic of China, the Socialist Republic of Vietnam to consider and support the proposal to extend the international railway transport corridor No. 2 from Moscow to Tallinn by joining the Tallinn–Tapa–Pechory– Moscow route. This route is one of the optimal ones from Estonia to China to serve the "Scandinavian transit".

The participating countries of the international OSJD railway transport corridor No. 2:– the Russian Federation, the People's Republic of China, the Republic of Kazakhstan, having considered the proposal of the Republic of Estonia, supported the connection of this line. There were no objections from the Socialist Republic of Vietnam. In this regard, the participating countries of the international railway transport corridor No. 2 requested the OSJD Committee to prepare a draft Memorandum of Cooperation on technical, operational and commercial development of the OSJD railway transport corridor No. 2 for re-signing. When preparing the Technical and Operational Passport of the OSJD railway transport corridor No. 2 and a Comprehensive plan for development of the OSJD railway transport corridor No. 2, this decision has to be also taken into account.

The Estonian delegation agreed with the proposal of the Russian Federation to extend branch 1b of the OSJD international railway transport corridor No. 1 with the Tapa–Tallinn section, and requested the OSJD Committee to send a corresponding letter to the participating countries of the OSJD international railway transport corridor No. 1 with a proposal to support this linkage.

The delegation of the Republic of Azerbaijan addressed a request to all participants of the OSJD international transport corridors No. 5 and No. 10 to

approve the connection of the Akhalkalaki (Georgia) – Kars (Republic of Turkey) railway line to the above-mentioned OSJD railway transport corridors.

The OSJD Committee sent a corresponding request letter to the participating countries of the OSJD railway transport corridors No. 5 and No. 10 to consider the proposed line Tbilisi-Marabda–Akhalkalaki–Kartsakhi (State border of Georgia) – (State border of Turkey) – Kars (Republic of Turkey) for inclusion in the OSJD railway transport corridors No. 5 and No. 10. This issue shall be subsequently submitted to the L session of the Ministerial Conference for a final decision.

From April 13 to 16, 2021, an expert meeting was held in videoconference mode with the participation of representatives of border, customs authorities, ministries of transport and railways of OSJD Member States, as well as international organizations.

During the meeting, the participants analyzed the situation with border crossing by rail, noted positive examples, drew attention to existing problems, barriers to the forwarding of goods and passenger transportation. The participants of the meeting exchanged views on best practices, techniques and technologies used at railway border crossings by border, customs, railway authorities, which allow achieving results in reducing border crossing time and the greatest efficiency of cargo and passenger control.

In order to systematize information and conduct analysis, experts approved the following questionnaires in the form of tables (templates):

- "Certificate on the implementation of the schedule of passenger trains at border stations",
- "Generalized certificate on the fulfillment of the schedule of movement of all passenger trains at border stations",
- "Certificate on the number of delays (uncoupling) of freight cars at border, transfer stations".

A summary material was prepared on the implementation of the provisions of the Declaration adopted at the VIII Interdepartmental Meeting "The practice of crossing borders by rail" (September 22-23, 2015, Republic of Poland, Gdansk). The material was taken into account and the expediency of continuing work on the exchange of information on the implementation of the provisions of the Declaration was noted.

Issues related to the practical implementation of Annex 9 "Facilitation of border crossing procedures in international rail transport" to the International Convention on the Harmonization of Conditions for the Control of Goods at Borders of 1982 were considered.

The information provided by the railways of the OSJD Member States indicates that the implementation of the provisions of Annex 9 contributes to improving the efficiency of border crossings. The principles and procedure for resolving problems of facilitating procedures when crossing borders by rail are used in daily practice.

From September 21 to 22, 2021, the IX International Interdepartmental Meeting of the OSJD Member States was held on the topic "The practice of crossing borders by rail" (Republic of Poland, Gdansk). The event took place within the framework of the 14th International Railway Exhibition "TRAKO-2021" in a hybrid format.

The participants of the meeting heard reports and presentations on the following topics:

- The experience of OSJD Member States on facilitating border crossing procedures;
- Actions and programs during the COVID-19 pandemic: the experience of countries and international organizations;
- International legal bases of customs regulation of foreign economic activity in the OSJD Member States.

During the meeting, a fruitful discussion took place based on the presented reports and presentations, where participants exchanged practical experience on facilitating border crossing procedures in the Europe–Asia traffic.

In this regard, it was proposed to study the accumulated experience on border crossing facilitation regarding strategies and approaches during the COVID-2019 pandemic, as well as to make more extensive use of existing agreements, treaties, conventions and recommendations of the UNECE, UNESCAP, OSJD, OTIF, CIT in the field of border crossing.

Following the results of the meeting, the participants developed and adopted the final document "Recommendations of the IX International Interdepartmental Meeting of the OSJD Member States "The practice of crossing borders by rail".

In the final document was underlined the importance of rail transport for ensuring passenger mobility and uninterrupted cargo deliveries. It contains proposals for further cooperation on facilitating the border crossing process in the organization of international rail transport between OSJD Member States.

The importance of the implementation of previously adopted documents and the implementation of international agreements signed both within the framework of the OSJD and under the auspices of other international organizations, as well as at the bilateral and multilateral levels, aimed at improving the efficiency of the transportation process, was noted

The importance of cooperation between state bodies and economic entities for further improvement of the international rail transport was also noted.

Taking into account the existing problems, it was noted that it is necessary to hold further interdepartmental meetings on facilitating border crossing procedures by rail with an interval of 2 years. This forum is a platform where representatives of both government agencies and the private sector from different countries have the opportunity to discuss various topics and bring their positions closer in order to improve the process of international rail transport.

Participants of the IX International Interdepartmental Meeting of the OSJD Member States on the topic "The practice of crossing borders by rail" proposed to hold the X International Interdepartmental Meeting in 2023.

Work was continued on railway transport policy issues, the strategic objective of which is the coordinated development of the OSJD railway system and increasing the competitiveness of railways to attract additional volumes of international transit traffic.

At the expert meeting on the topic "Directions of strategic development of railway transport of the OSJD Member States", the presentations and information thereon provided by the representatives from the Republic of Azerbaijan, Republic of Belarus, Hungary, Republic of Kazakhstan, Republic of Lithuania, Republic of Moldova, Republic of Poland, Russian Federation, Republic of Uzbekistan and Ukraine these countries were heard. The information of the People's Republic of China provided to the OSJD Committee was also taken into account.

The participants of the meeting discussed the information provided, exchanged experiences and opinions on key strategic directions of railway transport development in the OSJD Member States.

In accordance with the Work Plan of the OSJD Commission on Transport Policy and Development Strategy for 2021, a Round Table on the topic "Results and plans for railway transport reform" was held in videoconference mode from March 30 to 31, 2021. The invited representatives of the transport ministries, railways and other interested bodies, the observers and affiliated OSJD enterprises, and also international organizations attended the event.

Based on the reports and presentations, it was noted that railway transport in almost all OSJD Member States is at different stages of reform, depending on the management model, the specifics of the legal framework governing the activities of railway transport, and state policy. A characteristic moment is the transition from the territorial principle of management to the management by type of activity. In almost all OSJD Member States, the functions of administering by public institutions are separated from economic activities. At the same time, it should be noted that there are common problems associated with the reform of rail transport: insufficient financing unprofitable passenger transportation (operational and investment activities) by states, as well as the lack of equal competitive conditions with road transport: in terms of charging a fair price for the use of infrastructure.

The participants of the Round Table emphasized the relevance of further work on this topic, noted the need for further exchange of information on the implementation of reforms and accumulated experience.

After discussing the topic, the seminar participants agreed that the main directions of railway transport reform are:

- gradual cessation of the practice of cross-subsidizing passenger transportation at the expense of freight transportation;

- implementation of long-distance passenger transportation either by independent divisions within the national carrier, or by subsidiaries that are part of the state railway holding;
- state support for modernization and development of infrastructure;
- transfer of non-core assets to the competitive sector;
- further study of the experience of other countries in order to avoid negative consequences of the reform.

The participants of the Round Table noted the need to hold such events on a regular basis (once every 2 years).

The XLIX Session of the OSJD Ministerial Conference instructed the OSJD Commission on Transport Policy and Development Strategy to publish in 2022 a Compendium on the ongoing structural reforms of railway transport in the OSJD Member States.

In the reporting year, the "Bulletin of Statistical Data on Railway Transport for 2020" and the main indicators of the operational work of OSJD railway transport corridors No. 1-13 for 2020 were published.

It is noted that based on the statistical data received from the OSJD Member States in 2020, compared to 2019, the operational length of railway lines increased by 970 km and amounted to 291,216 km, and the total length of electrified lines increased by 2,137 km and amounted to 142,675 km.

In 2020, the volume of freight traffic decreased by 3.49% to the level of 2019 and amounted to 5382 million tons, cargo turnover decreased by 2.76% and amounted to 5,413 billion tons/km. In 2020, 3,513 million passengers were transported, which is 36.88% less than in 2019, passenger turnover decreased by 49.3% and amounted to 493,403 million passengers/km.

The participants of the Commission meeting agreed on the draft II edition of the OSJD Leaflet R 305/1 "OSJD Glossary" and asked the OSJD Committee to submit it for approval at the L Session of the OSJD Ministerial Conference

In 2021, the STEI Centers (**S**cientific, **T**echnical and **E**conomic Information Centers) of the OSJD Member States continued their work on the formation and development of national databases on scientific, technical and economic information, the totality of which is a distributed international data bank – OSJD ABD.

The total volume of the international distributed database of scientific, technical and economic information as of /30/12/2020 amounted to 4,196,348 documents (+4% compared to the level of 2019).

The total volume of issuance of documents from the OSJD database amounted to 6,382,530 documents (+41% compared to the level of 2019).

The need for an annual analysis of the acquisition of the international distributed OSJD database is noted. It makes possible to determine the dynamics of the development of information activities in the OSJD Member States, as well as the degree of use of the scientific and technical information resource by specialists.

Based on the data provided, it can be stated that technical libraries are functioning on all railways. For example, in China - 1, in Ukraine - 51, in Moldova - 4, at "Russian Railways" JSC - 228, in Belarus - 7 and in Kazakhstan - 36.

The total library stock according to the reporting data is 10,459,377 storage units, while the number of digitized storage units is more than 1,635,297 items. The number of traditional readers is 791,145 people.

Automated library and information systems (ALIS) have been implemented in 5 countries (in China - GDLIS NET VERSION 8.3, in Ukraine – ARM "DCNTI", in Belarus – BIT 2000u, in Russia and Kazakhstan – Irbis 64).

The drafters from the Republic of Belarus, the Republic of Kazakhstan and the Russian Federation prepared consolidated bibliographic lists on the topics:

- "Reducing operating costs: an innovative approach";
- "World experience in organizing rail transportation in pandemic conditions";
- "Application of geoinformation technologies for railway infrastructure management".

The meeting of the Commission noted the expediency of continuing this work and discussed the topics of the following joint bibliographies. After discussion, the following topics were adopted for development in 2022:

1. "Innovative methods and technical solutions in the field of control and monitoring of the condition of the railway track";
2. "Rational use of material and fuel and energy resources in railway transport".

The Meeting accepted the proposal of the representatives from:

- the Republic of Belarus to lead work on compiling a joint bibliography on the topic "Innovative methods and technical solutions in the field of control and monitoring of the condition of the railway track" with a one-year retrospective;
- the Russian Federation to lead work on compiling a joint bibliography on the topic "Rational use of material and fuel and energy resources in railway transport" with a two-year retrospective.

A consolidated list of information resources (periodical printed and electronic publications, databases, information sites on transport topics, etc.) used in information and library activities was formed on the basis of data provided by the STEI Centers of the Republic of Belarus, the People's Republic of China, the Republic of Moldova, the Russian Federation, the Slovak Republic and Ukraine.

The Address Book was updated and posted on the OSJD Web site in the area dedicated to the STEI Centers.

3.2. Transport Law

During the reporting period, the work of the OSJD Commission on Transport Law (hereinafter referred to as the Commission) was carried out in accordance with the Commission Work Plan for 2021. It was approved by the

joint meeting of Authorized Representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (Responsible Representatives) of OSJD Railways (hereinafter referred to as the Meeting of Authorized Representatives), held on December 1-4/2020, as well as Work Programs for 2021 on the following topics:

- Improvement of SMPS and SI to SMPS;
- Updating of OSJD leaflets on international railway passenger traffic;
- Improvement of SMGS and SI to SMGS;
- Carrying out work in the field of Rules for the transportation of dangerous goods;
- Development of technical conditions for the stowing and fastening of goods;
- Improvement of Annex 6 "CIM/SMGS Consignment Note Manual" to the SMGS.

Due to the measures taken by the Governments of the OSJD Member States to prevent the spread of coronavirus (COVID-19), all scheduled meetings were organized in videoconference mode. The decision to hold meetings via videoconference was made by the Meeting of Authorized Representatives (December 1-4, 2020).

Two expert meetings on SMPS issues and one Commission meeting to the same topic were scheduled for 2021.

At these meetings in 2021, proposals received from the participants of the SMPS on amendments and additions to the SMPS and SI to SMPS were considered.

Most of these proposals have been agreed upon after discussions.

Amendments and additions to the SMPS and the SI to the SMPS agreed and adopted in accordance with the established procedure have been put into effect since May 1, 2022.

In 2022, the Commission continued ***its work on improving the SMPS and SI to SMPS.***

On May 1, 2021, amendments and additions came into force to the OSJD Leaflet O 111 "Rules for the Issuance and Use of OSJD Service and One-time Free Tickets" (hereinafter referred to as Leaflet O 111), adopted in 2020 and approved in accordance with the established procedure. The OSJD Committee responsible for the management of the Leaflet O 111 prepared and presented its XV edition to all OSJD Member States.

In the reporting year, the work was continued ***on updating the Leaflet O III.*** The issues of revising the provisions of the Leaflet O 111 were included in the agenda of all meetings of experts and of the Commission organized in 2021.

After the discussions, the experts came to the conclusion that it is necessary to set out in more detail the requirements regarding the issuance and use of one-time free OSJD tickets.

To this end, proposals for amendments were considered and agreed upon.

These changes have been made to the sample of the back of the ticket of Appendix 3 "Sample of a one-time free OSJD ticket" to the Leaflet O 111 in Chinese, German and Russian.

These amendments and additions have been submitted for approval by the OSJD Ministerial Conference in accordance with the procedure established in paragraph 2 of Article IV of the OSJD Committee Regulation. They entered into force on May 1, 2022.

In 2022, the work on updating the Leaflet O 111 continues.

Two expert meetings on SMGS issues and one Commission meeting on the same topic were scheduled for 2021.

The issues of *improving the SMGS and the SI to SMGS* were discussed at all the meetings mentioned above.

The result of the consideration of proposals from SMGS participants was the approval of amendments and additions to the SMGS.

The amendments and additions to the SMGS agreed and adopted in accordance with the established procedure was put into effect on July 1, 2022.

During the reporting period, two meetings of the Ad Hoc Working Group (hereinafter referred to as the Ad Hoc WG) on the issues of the document of title were held.

At these meetings, the draft Annex 7 "SMGS Bill of Lading Manual" to the SMGS (hereinafter referred to as the Draft), prepared by the lead drafter, a member of the Ad Hoc WG from the People's Republic of China, was reviewed.

The decision to develop such a Project was made at previous meetings of the Ad Hoc WG after an active discussion on the direction of work on the topic under consideration.

During the discussions, the proposals submitted by the participants of the meetings on the following points of the Project were considered:

A. General provisions.

1. Definitions.

2. Goals.

3. Areas of application.

B. General provisions of the bill of lading.

4. Legal basis.

5. Preparation and issuance of the bill of lading.

6. The contents of the bill of lading.

The consideration of the project was not completed. Work on this project will be continued in 2022.

During the reporting period, two meetings of the Ad Hoc WG were also held on the issue of railway and water traffic.

The participants of these meetings considered proposals for amendments and additions to the SMGS and SI to the SMGS prepared by the lead drafter from the Republic of Kazakhstan (hereinafter referred to as the lead drafter).

In further work on the preparation of comprehensive amendments and additions to the SMGS, aimed at solving issues related to the transportation of goods under a single consignment note, provided that the shipment follows several railway sections connected by water sections, it was decided to take advantage of the proposal of the lead drafter. It consists in the fact that the proposed changes imply the registration of a single SMGS consignment note in railway and water traffic for the entire route, while the registration of the necessary documents for the water section is not canceled.

During these meetings, proposals were discussed to address the problematic issues identified by the participants of the meetings.

After the discussions, the participants of this Ad Hoc WG requested the lead drafter to prepare a draft of comprehensive amendments and additions to the SMGS and the SI to the SMGS for consideration at the meetings of the Ad Hoc WG in the current 2022.

In 2021, the Commission paid great attention to the continuation of work on *updating Annex 2 "Rules for the Carriage of Dangerous Goods" to the SMGS* in accordance with the amendments and additions that have occurred in international and national regulations on the rules for the carriage of dangerous goods. The specifics of the operation of railways of the OSJD Member States were taken into account.

During the reporting year, two meetings of the Ad Hoc WG in the field of Rules for the transport of dangerous goods and one meeting both of experts and of the Commission on the same topic were held.

The following works were carried out at these meetings:

- the revised text of Appendix 2 to the SMGS has been prepared and posted on the OSJD website in electronic form as of July 1, 2021;
- a revised List of regulatory and technical documents that are additionally applied in order to meet the requirements of Annex 2 to the SMGS (hereinafter referred to as the List) has been prepared and posted on the OSJD website;
- consideration and discussion of draft amendments and additions to Annex 2 to the SMGS and the List scheduled for entry into force in 2023 has begun;
- the new Chapter 6.20 "Requirements for the manufacture, equipment, conformity assessment, inspections (certification), testing and marking of tank cars intended for operation on railways of 1520 mm gauge, boilers of which are made of metal" of Annex 2 to the SMGS is scheduled for entry into force from July 1, 2022. In this regard, amendments and additions to Chapter 6.8 and related amendments and additions to Annex 2 to the SMGS, which come into force on July 1, 2022, were prepared and subjected to established assessment procedure.

Work on further updating of Annex 2 to the SMGS and the List will be continued in 2022.

2021, two meetings of the Ad Hoc WG, an expert meeting and a meeting of the Commission on the topic - Development of technical conditions for the stowing and fastening of goods were held.

At these meetings, amendments and additions formed from the proposals of the SMGS participants were considered, agreed upon and will be

included in Annex 3 "Technical conditions for the stowing and fastening of goods" to the SMGS.

These changes and additions have passed the established procedure and will be put into effect from July 1, 2022.

OSJD Leaflet O+R 401 "*Stowing and fastening of cargo in large-capacity containers*" was approved by the XLIX Session of the OSJD Ministerial Conference (June 15-18, 2021, OSJD Committee, Warsaw) and entered into force on July 1, 2021.

In accordance with the contract concluded with the drafter of the topic, the Joint-Stock Company "Research and Design Institute of Informatization, Automation and Communication in Railway Transport" (hereinafter "NIIAS" JSC) has developed amendments and additions to Chapters 1 and 2 of Appendix 3 to the SMGS. The amendments and additions related to the stowing and fastening of goods in the zonal loading gauge on wagons which base is more than 9720 mm (13900, 14400, 14720, 18500 mm, etc.) in order to include them in Annex 3 to the SMGS. They have been prepared in accordance with the Commission's Work Plan for 2021, have passed the established procedure and will be put into effect from July 1, 2022.

Guided by the decision on sub-item 8 of agenda item 3 at the XLIX Session of the Ministerial Conference, the OSJD Committee concluded an agreement with the drafter of the topic, the "NIIAS" JSC to prepare a project on the following subtopics:

- development of standards for wagons with a base of more than 9720 mm, for inclusion in Tables 11, 12, 13 and 14 of Chapter 1 of Annex 3 "Technical conditions for the stowing and fastening of goods" to the SMGS;
- development of additions on the calculation of welded joints, taking into account their bending work, to Annex 1 of Chapter 1 of Annex 3 "Technical conditions for the stowing and fastening of goods" to the SMGS. The additions are intended for inclusion in Annex 3 to the SMGS. These works are planned to be completed in 2022.

The process of organizing special financing in order to carry out work on the topic "Development of technical conditions for the stowing and fastening of goods in 1520 mm gauge wagons" will continue.

Within the framework of the *OSJD and the CIT project "Transport and Legal Harmonization of CIM/SMGS"*, the meetings of the CIM/SMGS Expert Group and the CIM/SMGS Steering Group, in 2021, were also held in videoconference mode.

At these meetings, the preparation and consideration of amendments and additions to Annex 6 to the SMGS were carried out.

At the meeting of the SMGS Commission, these amendments and additions were agreed, passed the established procedure and will be put into effect from July 1, 2022.

At the meetings within the framework of the above-mentioned OSJD and CIT project, issues related to new routes in international rail traffic under the CIM/SMGS consignment note, the implementation of pilot transportation

using the CIM/SMGS consignment note, including those related to Internet-mail shipments, were considered.

It should be noted that after negotiations between representatives of the Agency "Turkmenemirellary" of the Ministry of Industry and Construction of Turkmenistan and the OSJD Committee, the SMGS participant from Turkmenistan duly informed the OSJD Committee and the CIT about the use of Annex 6 to the SMGS from January 15, 2022. The transportations in all directions of the rail network of Turkmenistan are carried out under the CIM/SMGS consignment note.

In 2022, work will continue aimed at improving Annex 6 to the SMGS and fostering the wider implementation of the CIM/SMGS consignment note.

3.3. Freight Traffic

In 2021, the work of the OSJD Commission on Freight Traffic was carried out in the following areas:

- organization of combined, intermodal and multimodal transportation in international traffic;
- improvement and updating of the current Agreement on the Organization of Combined Transport Operations on Europe – Asia – Europe Routes;
- improvement of international agreements on transit freight tariffs and updating of tariff conditions for transit transportation of goods;
- updating the rules on the use of freight wagons in international traffic in order to ensure their harmonization with similar international regulatory documents;
- harmonization of the unified cargo description and coding system for transportation by railways of the OSJD Member States in international traffic;
- organization of cargo transportation in containers in international traffic, planning and organization of seamless operation of block container trains on Asia – Europe – Asia routes;
- development of a draft Agreement on the transportation of containers as part of container trains in international traffic;
- development and organization of mail transportation by rail;
- organization of cargo transportation using the CIM/SMGS consignment note in international traffic;
- development and coordination of schedules of freight trains in international traffic;
- coordination of cargo transportation volumes in international traffic;

- preparatory study for developing recommendations related to the identification of freight wagons in international traffic;
- cooperation with international organizations in the field of freight transport in order to improve the efficiency of railway transport, ensure the competitiveness of international rail transport, improve transport and logistics services.

The topics under consideration, which are within the competence of the Commission, were discussed at meetings and seminars held in accordance with the Commission's Work Plan for 2021.

Within the framework of the topic "***Organization of combined, intermodal, multimodal transport in international traffic***", the experts of the OSJD Commission on Freight Traffic carried out work on improving the "Agreement on Organizational and Operational Aspects of Combined Transport between Europe and Asia" (hereinafter referred to as the Agreement) and updating the Annexes to the Agreement.

This topic was discussed at the meeting of experts of the OSJD Commission on Freight Traffic (April 6-8, 2021, OSJD Committee, Warsaw, videoconference mode). The proposals on updating Annex II "Locations of importance for International combined transport" to the Agreement, submitted by the Hungarian and Slovak Parties, as well as interested OSJD Members – the Republic of Azerbaijan and the Czech Republic, were considered. The Ministry of Infrastructure of the Republic of Poland submitted amendments to Annex II to the Agreement, which were considered in accordance with the procedure provided for in paragraph 1 Article 11 of the Agreement.

The OSJD Committee, as the depositary of the Agreement, announced, due to the lack of objections from the interested Parties to the Agreement, that the amendments to Agreement's Annex II "Locations of importance for International combined transport" agreed in accordance with the procedure provided for in paragraph 1 of Article 11 of the Agreement,:

- will entry into force from July 7, 2021;
- will be put into effect from December 25, 2021.

The staff members of the Commission has prepared and posted on the OSJD website (<https://osjd.org/>) updated text of the Agreement as of July 7 and December 25, 2021, taking into account the announced amendments to Annex II to the Agreement.

The topic "***Conducting a study on the terminology used in the combined, intermodal and multimodal transport (TCIMT)***" was considered by an advisory group of experts from UNESCAP, the Association of Higher Educational Institutions of Transport (Russian University of Transport – RUT /MIIT) and PLASKE JSC – affiliated OSJD enterprises with the participation of the staff members of the Commission.

At the consultative meeting held on February 26, 2021, materials on the terminology used by the TCIMT, prepared by the staff members of the Commission, taking into account the information provided by the experts of the RUT (MIIT) and PLASKE JSC, were discussed. Various sources of terminology were used in the preparation of materials (international agreements, other normative legal acts, international documents, scientific articles, etc.). An expert exchange of views took place on the availability of sources on terminology and usage, as well as practical experience in organizing transportation by several modes of transport (TSMT).

The advisory group of experts carried out a study on TCIMT, based on the concept of a study on the unification of terminology for transportation by

several modes of transport (combined, intermodal and multimodal transport) (TCIMT concept), agreed by the Commission at its annual general meeting (October 6-9, 2020, OSJD Committee, Warsaw, videoconference mode).

The participants of the topic agreed that in the further study of the TCIMT, attention should be paid to the legal, technical, technological and commercial aspects of transportation, as well as to take into account the practical experience of organizing transportation by several modes of transport (multimodal transport) (TSMT).

The work on this topic will be continued next year.

In order to improve the quality of services in the transport market, railway companies organize and apply various types of international cargo transportation. Of these, the most promising is the development of combined, intermodal, multimodal transportation, where transport and logistics companies have accumulated a lot of experience.

The railway companies of the OSJD Member States carried out work on the development and organization of combined, intermodal, multimodal cargo transportation.

The availability of high-quality logistics infrastructure and service contributed to the growth of container cargo flows in the multimodal and mixed transportation.

The railways of Azerbaijan, Belarus, Kazakhstan, China, Lithuania, Mongolia, Russia, Slovakia, Ukraine, and the Czech Republic have accumulated positive experience in organizing combined, intermodal and multimodal transportation.

Azerbaijani Railways state-owned JSC (AZD state-owned JSC), in a close cooperation with the countries parties to the North–South International Transport Corridor, took an active part in organizing the first container train sent from Helsinki (Finland) to the Indian port of Navasheva (Mumbai). The train arrived at the Yalama station on June 27, 2021 (Azerbaijan) and then proceeded to the Astara station (Iran). The train, consisting of 32 forty-foot containers with a cargo of paper products, arrived at its destination in India. The operators of this project are "RZD-Logistics" JSC, a subsidiary of "AZD" - LLC "ADY Container" state-owned JSC and "Tarkib Trans Co." The containers were delivered to the port of Navasheva in multimodal transportation mode – by rail, road and sea transport. The organization of long-distance transcontinental block container trains is one of the main goals of "AZD" JSC.

Unlike sea transportation, transportation as part of container trains on this route significantly reduces the time spent by cargo on the way. On the specified route, the block train covers a distance of 7,200 km on railway tracks.

Another container train was sent from the Georgian port of Poti to the capital of Uzbekistan, Tashkent, as part of the international multimodal route "ATP" (countries of the Asia-Pacific Region). The train passing through the Republic of Azerbaijan consisted of 58 forty-foot containers with a cargo of aluminum, industrial products, manufactured in the countries of the European

Union. Upon arrival at the port of Baku, the containers were sent to the port of Turkmenbashi (Turkmenistan) by a feeder vessel operated by ADY Container LLC. Then the train continued its journey along the railways of Turkmenistan and Uzbekistan.

Currently, combined transportation with feeder vessels is carried out in the direction of Baku – Aktau Port and Baku – Turkmenbashi.

The dynamics of container traffic growth has also increased along the international transport route "South – West". Containers are mainly delivered from China to Georgia. Upon arrival by sea at the port of Bandar Abbas (Iran), the containers are sent to the Astara terminal (Iran) by road and then follow the Astara - Boyuk–Kasik - Tbilisi–Uzlovaya railway line. In comparison with sea routes, this route significantly reduces the transportation time and favors the development of transit cargo transportation from China to Europe and in the opposite direction from Europe to the Persian Gulf countries.

The Belarusian Railway (BC), together with railway and road transport and logistics companies of Russia, Poland, Lithuania, Latvia and other countries, is working out the necessary conditions aimed at the development of contrailer cargo transportation.

In 2021, contrailer transportation on the Russia (Kaliningrad Region) – Lithuania – Belarus – Russia route was carried out in transit through the territory of the Republic of Belarus.

In 2021, the BC provided transit container traffic as part of the multimodal services of "UTLC ERA" JSC – the affiliated OSJD enterprise through the port of Kaliningrad and further to the ports of Northern and Western Europe, Scandinavian countries, Great Britain, etc.

According to the information provided by the BC, following express container trains were launched:

- the “Viking” - the combined transport train on the route Lithuania – Belarus – Ukraine – Moldova,

- the “Zubr” - the container train on the route Estonia – Latvia – Belarus – Ukraine – Moldova,

- the "Baltic Ukraine Shuttle" – the container train on the route Lithuania – Belarus – Ukraine,

- the container train on the route Kolyadichi (Belarus) – Kupavna (Moscow), the container train on the route Zhodino (Belarus) – Lithuania/Latvia.

These services were organized within the framework of long-term cooperation with the railways of Lithuania, Ukraine, Estonia, Latvia and Russia.

The "National Company "Kazakhstan Temir Zholy"" JSC ("NC "KTZ ""JSC) pays special attention to the development of multimodal transportation involving the Kazakh ports of the Caspian Sea.

Kazakhstan's ports on the Caspian Sea act as the western gateway in trans-Kazakhstan transportation and are a key link of the Eurasian Multimodal Transport Corridor - the Trans-Caspian International Transport

Route (TMTM), which passes through China, Kazakhstan, the Caspian Sea, Azerbaijan, Georgia and further to Turkey and European countries.

The capacity of Kazakhstan's ports has been increased to 26.7 million tons per year. Aktau Seaport and the Port Kuryk multimodal complex are included in the network of international transport corridors.

In order to simplify and improve the efficiency of multimodal transportation along the TMTM route, an agreement was concluded on the organization of container transportation in direct international rail-water communication with the participation of feeder vessels between the ports of the Caspian Sea (Aktau, Baku (Alat)). The uniqueness of this Agreement lies in the fact that it establishes rules and regulates the procedure for interaction between the parties to preserve and transfer the original SMGS consignment note to the sea carrier for further delivery to the port of destination together with containers. In addition, this Agreement makes it possible to exclude the reissue of SMGS consignment note in ports on the Caspian Sea and to use SMGS consignment note throughout the route, what significantly reduced the time for processing transportation documents in seaports and the delivery time of containerized cargo along the TMTM route as a whole.

The TMTM project is actively developing today and has commercial attractiveness (the speed of cargo transportation is up to 18 days, competitive cost).

In general, the TMTM route is one of the points of growth in transportation, and measures are being taken by the KZH to stimulate the TMTM corridor: competitive rates for container transportation in transit and export traffic to the ports of Georgia and Turkey are currently in effect.

Since April 2019, a regular feeder line has been operating on the Aktau – Baku (Alat) route, which optimizes the turnover of wagons, containers and delivery times.

By the end of 2021, 582.6 thousand tons of cargo were transported along the TMTM route, including container shipments totaling 25.3 thousand TEU (+20% compared to 2020), including:

- 319.3 thousand tons of cargo were transported in export-import traffic, among them – 10.6 thousand TEU were container shipments;
- 266.9 thousand tons of cargo were transported in transit, among them container shipments amounted to 14.7 thousand TEU (+82% compared to 2020 indicators).

Since April 2020, a regular feeder service has been organized from the port of Aktau in the direction of the Iranian ports of Anzeli and Amirabad, which runs on this route with a frequency of 1-2 times per week (every 5-6 days). In addition, an irregular feeder service Turkmenbashi – Aktau – China has been launched.

To date, work is underway to create a container hub in the port of Aktau, which will allow the formation of a container fleet on the territory of the port for the countries of the Caspian region and Central Asia and will create

favorable conditions for customers to deliver cargo to the port by both road transport and railway transport.

In order to maintain the competitiveness, the "National Company "Kazakhstan Temir Zholy" ("NC "KTZ" JSC) constantly increases the level of customer-oriented approach and quality of services provided, introduces new logistics products, takes active measures to stimulate transportation in this direction.

February this year, between JSC "NC "KTZ"", "Port Kuryk" LLP and Kaspi Grain Way LLP was signed a cooperation agreement on the construction of a terminal in the port of Kuryk. The launch of the terminal with a capacity of 1 million tons per year with a one-time storage of 25 thousand tons of grain crops is planned in 2022. The terminal will provide a projected increase in the volume of grain export from Kazakhstan to Iran/the countries of the Caucasus region and further to the countries of Europe and the Persian Gulf.

A lot of work has been done and will continue to be carried out in order to ensure the growth of the attractiveness of rail transportation and the transit potential of Kazakhstan.

In 2021, the trend of development of container transportation along the TMTM route from China to Azerbaijan/Turkey /Italy continues, in addition, container trains have been organized on the new routes Xi'an – Cherkesskoy, Xi'an – Tbilisi, Izmit – Xi'an.

In 2021, the total volume of intermodal transportations organized by LTG Cargo JSC (a subsidiary of the freight transportation company, Lietuvos geležinkeliai (Lithuanian Railways)) significantly increased – by 70.5% and reached 255 thousand TEU. The opening of the Kaunas Intermodal Terminal, which is connected to the European gauge, had a positive impact on growth.

Intermodal transportation through the Erlan (KZD)/Zamyn-Uud (UBZD) border crossing has been organized on the Ulaanbaatar Railway (UBZD), where cargo was transhipped from road transport to rail transport. 51,947 tons of imported cargo (2,743 TEU), 310,760 tons of cargo with consumer goods were reloaded into 6,217 railway wagons. Due to the COVID-19 coronavirus pandemic, the transportation of goods in containers by road decreased by 593 TEU compared to 2020, the transshipment of imported goods decreased by 2,278 wagons.

Timber cargo was transported along the Kyakhta (RF) – Altanbulag (Mongolia) border crossing point and cargo was reloaded from road transport to rail transport at the station Sukhbaatar. 5,822 tons of forest cargo were reloaded into 88 railway wagons destined for China.

Starting from March 2021, work was carried out using electronic applications for export cargo, which made it possible to ensure transparency and objectivity of cargo transportation data for the customers.

An "Automated Cargo Transportation Service System" has been created for electronic interaction of all services participating in the transportation process for the electronic exchange of data and documents within the UBZD.

In the development of intermodal transport, an important event for "Lietuvos geležinkeliai" JSC (Lithuanian Railways – LTG), in 2021, became the connection of the European rail gauge "Rail Baltica" with the Kaunas Intermodal Terminal (KIT), which is the farthest point of the European railway system in the east and is directly connected to the European rail infrastructure "Rail Baltica". Lithuania, which now has two terminals where two railway tracks are connected – the one with a gauge of 1435 mm and the other of 1520 mm – the Shyashtokai terminal and the Kaunas Intermodal Terminal, is ready to provide competitive services for the transit of international trains to Europe.

The Kaunas Intermodal Terminal (KIT) is fully ready for operation. Loading and unloading operations are already underway on tracks with a gauge of 1435 mm and 1520 mm. Its important feature is that the terminal is adapted for loading not only containers or other types of cargo, but also for contrailers. After the test shipments successfully carried out by LTG Cargo JSC in 2020, regular piggyback shipments were already carried out on the route Kaunas – Western Europe – Kaunas in 2021. A train departing from the Kaunas Intermodal Terminal twice a week can carry 36 semi-trailers or containers in one train, covers 1,700 km within 50 hours and reaches its destination – Tilburg Terminal in the Netherlands. In 2021, it was transported 1,000 TEU along this route.

The Kaunas intermodal terminal is also used for the transportation of goods in transit to the north – to Estonia, Finland, to the east – to the seaport of Klaipeda, to Poland. The terminal provides a new opportunity to consolidate cargo and continue its transportation in any direction required by customers.

In 2021, Polish Broad-Gauge Metallurgical Railway LLC (PKP LHS) took active measures to maintain existing and develop new intermodal transport. The Company's position in the transport market along the "New Silk Road" has also significantly strengthened. Many additional projects related to container transportation, including multimodal transportation, were also organized.

In 2021, 105 container trains was sent to the LHS Slawkow station from China, and 20 trains in the opposite direction, which is much more than in a 2-year period (in 2020, 40 trains arrived at the Slawkow station).

Thanks to the cooperation with the logistics platform Xi'an Free Trade Port Construction and Operation Co., Ltd., in March 2021, LHS PKP began providing operator services for shipping containers from the Chinese city of Xi'an to the LHS Slawkow station.

In May 2021, as a transportation operator, PKP LHS launched container transportation from Slawkow to Xi'an. From that time until the end of the year, 32 operator trains of the LHS PKP from Xi'an and 19 operator trains to Xi'an were launched.

The company's activities were also aimed at expanding the logistics offer related to the further transportation of containers arriving from China to the target customer in Poland and other EU countries.

PKP LHS provides comprehensive door-to-door delivery services, customs services (inspections) and container storage. The company began to provide "depot" (warehousing) services for partners from China at Slawkow LHS station.

In the autumn of 2021, the Company took part in the work related to the launch of one of the extended broad-gauge container services from Nakhodka station (Russian Railways) to Slawkow LHS station.

According to "Russian Railways" JSC ("Russian Railways " JSC), in 2021, new multimodal container transportation services continued to develop, including in communication with the Asia-Pacific countries.

In 2021, the volume of container traffic in the Russia – Japan connection through the ports of the Far Eastern region increased by 15% compared to the same period of last year and amounted to more than 67 thousand TEU.

At the same time, the bulk of the growth was accounted for the transit transportation of containers on the Trans-Siberian Railway. So, container transit from Japan in the 12 months of 2021 is tripled: from 1,657 TEU to 4,891 TEU; and in the eastern direction, transit traffic increased by 195%: from 1,037 TEU in 2020 to 3,259 TEU in 2021.

In the Russia – Republic of Korea traffic, the volume of container transportation in 2021 increased by 37% to 164 thousand TEU, including in transit traffic by 42% (16 thousand TEU were transported) and 50% (67 thousand TEU were transported), respectively, to/from the Republic of Korea.

The volume of container traffic in communication with China through the ports of the Far Eastern region in 2021 increased by 25% and exceeded 700 thousand TEU.

The use of the Trans-Siberian Railway makes it possible to reduce the delivery time of goods from the Asia-Pacific region to Europe from 55-60 days to 20-25, as well as reduce the cost of transportation.

Currently, transit container transportation in the Asia–Pacific - Europe traffic via the ports of the Far East is carried out using the services of "Russian Railways Logistics" JSC and TG "FESCO" (Trans Siberian LandBridge), "TransContainer" JSC, Maersk (AE19, AE77), GEFCO.

So, in 2021, as part of the TransSiberian LandBridge project, Russian Railways Logistics JSC and the Finnish logistics operator Nurminen Logistics OT organized the dispatch of the first container train of 41 forty-foot containers from Finland to Japan via the Trans-Siberian Railway. After the train arrival at the Vostochny port (Russia), the containers were shipped to the Japanese port of Yokohama as part of the scheduled FESCO line service. Nowadays, "Russian Railways Logistics" JSC continues to implement transportation services to the Asia-Pacific countries on a regular basis.

Multimodal container corridors through the Russian ports of Baltiysk and Kaliningrad are actively developing. The volume of traffic in multimodal services amounted to 106.4 thousand TEU in 12 months of 2021, with an increase of 3.6 times compared to the same period in 2020.

In 2021, the first multimodal transit cargo transportation with transshipment at the Kaliningrad Commercial Sea Port (KMTP) from China to the UK was carried out. A container train loaded with 50 forty-foot containers proceeded from the Chinese city of Xi'an through the Alashankou /Altynkol border crossing and transited through Kazakhstan, then arrived on the regular service of "UTLC EPA" JSC to the commercial sea port of Kaliningrad for transshipment to feeder vessels and further shipment by sea to the port of Immingham (Great Britain). There were auto parts, parts for industrial equipment, video game consoles, medical and other goods as part of the cargo with a total volume of 100 TEU.

In 2021, "Russian Railways" JSC organized transportation of the first container train from Finland to Iran and further to India along the International Transport Corridor (ITC) "North – South" (on the route Vuossari – Helsinki, Finland – Buslovskaya – Samur/Yalama – Astara-exp., "AZD", – Astara, Iran). This is the first multimodal shipment on the western branch of the North–South ITC, organized within the framework of an agreement signed at the St. Petersburg International Economic Forum between Russian Railways Logistics JSC and the Finnish logistics operator Nurminen Logistics

On June 21, 2021, a container train consisting of fitting platforms of an inventory fleet with 32 forty-foot containers with paper products departed from the Vuosaari station of the Finnish Railways. On June 26, the train arrived at Derbent station (Russian Railways) and was handed over to the Azerbaijani Railways.

On June 27, the containers arrived at the Astara-Express station ("AZD" JSC) and on June 29-30, two lots of 16 forty-foot containers were shipped from the terminal of the Astara station (Iran) to the port of Bandar Abbas. Then the containers were shipped to the port of Navasheva, India.

In 2021, the demand for piggyback transportation, one of the vectors of the development of combined transportation, has increased.

In 12 months of 2021, the volume of contrailer transportation amounted to 718 wagons (PFCO JSC - 363 wagons, FGK JSC - 355 wagons). Its shipments on looped routes are organized on a regular basis:

- Silicate station of the Moscow Railway – Ussuriysk station of the Far Eastern Railway (257 wagons owned by PFCO JSC were loaded);
- Sosnogorsk station of the Northern Railway – Vorkuta station of the Northern Railway (254 wagons owned by FGC JSC were loaded);
- Silicate station of the Moscow Railway – Novosibirsk station of the West Siberian Railway (61 wagons owned by PFCO JSC were loaded).

In order to create an attractive service for customers, the regulatory documents of "Russian Railways" JSC regulating piggyback transportation have been improved:

- the procedure for registration and acceptance of contrailers for transportation;
- the procedure for processing transportation documents for return of means of loading and fastening (baskets);
- the procedure for including wagons with contrailers in container trains and calculating the capacity of a container train;
- updated the procedure for checking the routes on its ability for the passage of contrailer trains and the conditions for their passage;
- an agreement was concluded between "Russian Railways" JSC and "FGC" JSC on determining the procedure for organizing full-scale inspection of contrailer routes;
- changes have been made to the local technical conditions for the stowing and fastening of automobile saddle semi-trailers on platform wagons of model 13-5205 (Orders No. 158r and 159r dated 08/20/2021);
- the procedure for the actions of employees of "Russian Railways" JSC in the organization of piggyback transportation as part of container trains and "Cargo Express";
- the procedure for registration of rail transportation of road trains, trailers, semi-trailers, removable car bodies in empty or loaded condition in freight cars (order No. 2380/r of 08.11.2021) in information systems;
- changes in the Standard Technological Process of Organizing Cargo Delivery using the "Cargo Express" service, regarding the possibility of including contrailers stowed in accordance with the order of the Ministry of Transport of Russia dated 26.07.2017 No. 278 "On approval of Technical Conditions for the stowing and fastening of contrailers" (Order No. 2447/r dated 16.11.2021) in the "Cargo Express";
- changes to the Procedure for Organizing the Transportation of Loaded and Empty Containers as Part of Container Trains, approved by the order issued by the "Russian Railways" JSC dated 02.10.2020 No. 2191/r in terms of calculating the capacity of a container train when including wagons with contrailers in its composition (Order No. 2802/r dated 13.12.2021).

The AS ETRAN software has also been improved.

New stations have been opened to work with contrailers. Currently, 24 stations are open on a permanent basis, 13 stations – on a temporary basis; up to 17 units expanded the list of routes tested for the organization of transportation in the outlines of the contrailer dimension.

For the development of the service, in September - October 2021, the first piggyback international shipping was carried out from Germany to Russia and back with the use of the Interim Order of Customs and other Operations in the Implementation of International Piggyback Transport.

To regulate international piggyback transportation at the legislative level, an agreed list of regulatory legal acts has been defined. It requires amendments to organize state control in the implementation of piggyback transportation. The "Russian Railways" JSC together with the Ministry of Transport of the Russian Federation and the Federal Customs Service of the

Russian Federation agreed on the need to amend the Customs Code and the Law on Customs Regulation.

In 2021, the Railway of the Slovak Republic (ZSSK CARGO) transported 776,396 tons in the intermodal transportation segment, which is 71,630 ITE (106,197 TEU).

The "Ukrainian Railway" JSC ("Ukrzaliznytsia" JSC – UZ), in the reporting period, carried out active work for increasing the transit potential of the railways of Ukraine and is working on a significant number of logistics schemes for cargo delivery to the destination points.

The possibility of transportation of container trains along the Trans-Caspian International Transport Route in China – Kazakhstan – Azerbaijan – Georgia – Ukraine – EU countries traffic using ferry crossings through the ports of the Black and Caspian Seas has been organized.

In 2021, - “Viking” – the combined transport train connecting the infrastructure of the seaports of the Baltic and Black Sea regions since 2002;

- the container train "ZUBR", which since 2009 connects railway stations of Estonia, Latvia, Belarus, Ukraine and Moldova;

- the container train "Containerships Train", following the route Lithuania – Belarus – Ukraine continued to run.

In 2021, PLASKE JSC, an affiliated OSJD enterprise, implemented a project for the delivery of cargo – sulphate cellulose from the Republic of Belarus to Serbia using various types of transport – rail, sea and river transport in various combinations, namely:

- delivery of cargo by rail in covered wagons from the Svetlogorsk-on-Berezina station (Belarus) to the Pochaynaya station (Ukraine) and subsequent transshipment of this cargo in the Kiev river port into a river-sea type vessel and a non-self-propelled barge for subsequent transportation along the Dnieper River, the Black Sea and the Danube River to the destination port - Pancevo (Serbia);

- delivery of containerized cargo by the “Viking”- combined transport train from the Svetlogorsk-on-Berezina station (Belarus) to the Odessa-Port station (exp.) (Ukraine) and subsequent transshipment of this cargo in the Odessa Commercial Sea Port into a river-sea type vessel and a non-self-propelled barge for subsequent transportation on the Black Sea and along the Danube River to the destination port – Pancevo (Serbia);

- delivery of cargo in containers and in covered wagons by the “Viking” - combined transport train from the Svetlogorsk-on-Berezina station (Belarus) to the Izmail station (exp.) (Ukraine) and subsequent transshipment of this cargo in the Izmail sea trading port into a river-sea type vessel and a non-self-propelled barge for subsequent transportation along the Danube River to the destination port – Pancevo (Serbia).

Within the framework of the United Nations project "Transport and Trade Communication during the Pandemic", the results of the PLASKE JSC project for the delivery of cargo (cellulose sulfate) from the Republic of Belarus to Serbia were presented to experts of the United Nations Economic Commission for Europe (UNECE). The implementation of international

standards and data models to electronic documents used in goods transportation by inland waterways, including transport corridors through the Danube and Dnieper rivers shall be studied. Within the framework of the UNECE project, the reference data model for multimodal transport (UN/CEFACT MMT RDM) was compared with documents used in real business operations on these transport routes, and proposals were prepared for the implementation of "DAVID" forms in accordance with the requirements of UN/CEFACT. Technologically neutral multimodal standards can serve as a basis for compatibility with the use of XML, JSON API, blockchain or other promising technologies.

Based on the results of the above project, PLASKE JSC sent an request to Ukrzaliznytsia JSC regarding the connection of Izmail station (exp.) to the route of the "Viking" combined transport train. The inclusion of this station in the route of the "Viking" train made it possible to send in July 2021 a full-composite container train consisting of 41 loaded forty-foot containers with the cargo "cellulose sulfite" on 41 fitting platforms on Svetlogorsk–on-Berezina (Belarus) - Izmail (exp.) (Ukraine) the route.

Tariff issues were considered within the framework of the topics *"Improvement of the Agreement on a Unified Transit Tariff (ETT) and updating of the ETT"* and *"Improvement of the Agreement on the International Railway Transit Tariff (MTT) and updating of the MTT"*.

At the meeting of representatives of the Parties to the ETT Agreement (May 25-28, 2021, OSJD Committee, Warsaw, videoconference mode), proposals were discussed and comments and positions of the Parties to the ETT Agreement were taken into account, as follow:

- proposals on improving the Agreement received from the OSJD Committee, as the depositary of the ETT Agreement, as well as from representatives of the Parties to the Agreement received during the meeting;
- proposals on updating the ETT Tariff received from the Vietnam Railway Group (VZD), Georgian Railway JSC (GR), the Ministry of Transport of the Russian Federation (Ministry of Transport of Russia), Uzbekistan Temir Yullari JSC (UTI) and the OSJD Committee, as the depositary of the Agreement, as well as from representatives of the Parties to the Agreement received during the meeting.

The amendments and additions to the Agreement and to the ETT Tariff agreed by the Parties to the Agreement were announced by the OSJD Committee, the depositary of the Agreement, with effect from September 15, 2021, concerning:

- 1) clarification of the provisions in the Contract relating to the procedure for making proposals for amendments and additions to the Agreement and the ETT Tariff, including editorial edits;
- 2) bringing the text of the paragraph "Rounding of the mass" in line with the current structure of the text of the ETT Tariff;
- 3) Section "Calculation and collection of freight charges" related to:
 - clarification of the procedure for calculating the payment for the transportation of a loaded and empty container, including medium-

tonnage, universal large-tonnage, refrigerated, specialized, diesel generator container; for the passage of a maintenance team (conductors) in a diesel generator wagon, for the transportation of loaded and empty ITE (except container) and ATV;

- clarification of the provision concerning the calculation of the fee for the transportation of mail in a container;

- the inclusion of a new provision concerning the calculation of fees for the carriage of mail in a freight wagon, passenger car and mail-baggage wagon as part of a freight train. This change is due to the fact that currently the transportation of international postal items (IPI) by rail is more in demand compared to other modes of transport. In addition, IPI transportation is carried out not only in containers, but also in freight, passenger and mail-baggage wagons as part of a freight train;

4) The section "Transit distance tables" related to:

- clarification of the border crossing code and addition of the port station code in the transit distance table of the Vietnam Railway (VZD);

- clarification of the name of the border station in the table of transit distances of Uzbek Railways (UTI);

5) The section "Additional fees and other payments" related to:

- changing the name of the additional fee for the provision of equipment and devices by the carrier in order to ensure the harmonization of ETT and MTT;

- ordering the tables of additional charges for cold transport on the railways of AZ, KZH, KZD, UBZD, RZD;

6) adjusting the template of Table 1 "Tariff rates for the carriage of goods in wagons" of the Section "Calculation tables of freight charges for the carriage of goods in transit by rail of the ETT participants";

7) editorial edits on the text of the ETT.

For cargo with new GNG codes, the freight charge calculation based at the tariff rate of the 1st and 2nd tariff classes of the ETT, agreed in accordance with the provisions of paragraph 14 "Payment for carriage of cargo in a wagon", Section III "Calculation and collection of freight charges" of ETT, is put into effect from June 1, 2021.

The OSJD Committee, as the depositary of the ETT Agreement, in accordance with the provisions of the Agreement and based on the official notifications of the Parties to the Agreement, made by them during 2021, announced the introduction of amendments and additions to the transit distance tables.

The staff members of the Commission prepared and posted on the OSJD website (<https://osjd.org/>) updated texts of the Agreement and the ETT Tariff as of September 15, 2021, taking into account the announced changes and additions. In accordance with the provisions of Article 11 of the Agreement, the OSJD Committee, as the depositary of the ETT Agreement, issued and sent to the Parties to the Agreement, interested observers and affiliated OSJD enterprises updated texts of the Agreement and the ETT Tariff as of January 1, 2022.

At the XXXII Meeting of Representatives of the Parties to the MTT Agreement (June 29 - July 2, 2021, OSJD Committee, Warsaw, videoconference mode) (hereinafter referred to as the meeting), proposals were considered, comments and positions of the Parties to the MTT Agreement were taken into account, as follow:

- proposals on improving the Agreement received from Lithuanian Railways – "Lietuvos geležinkeliai" JSC (LG) and the OSJD Committee, as the depositary of the Agreement, as well as from representatives of the Parties to the Agreement received during the meeting;

- proposals on updating the MTT Tariff, presented at the meeting by the "National Company "Kazakstan Temir Zholy" JSC (KZH), the Lithuanian Railways – "Lietuvos geležinkeliai" JSC (LG), the "Ulaanbaatar Railway" JSC (UBZD), the Ministry of Transport of the Russian Federation (Ministry of Transport of Russia), the Tajik Railway – SUE "Rohi ohani Tojikiston" (TJ), the Uzbekistan Temir Yullari JSC (UTI) and the OSJD Committee, as the depositary of the Agreement, as well as by the representatives of the Parties to the Agreement.

Based on the results of the discussion by the Parties to the Agreement, the following were agreed to the Agreement:

- amendments with entry into force from July 23, 2021, related to the change in the name of the Party to the Agreement – LG;

- amendments and additions with entry into force from October 1, 2021, related to the clarification of the provisions concerning the procedure for making amendments and additions to the Agreement and to the MTT Tariff.

The amendments and additions to the MTT agreed by the Parties to the Agreement were announced by the OSJD Committee, the depositary of the Agreement, with entry into force on July 23, August 16 and October 1, 2021, concerning:

- 1) the preamble of the Part "General Provisions" related to the change of the name of the Parties to the Agreement – LG;

- 2) the Section "Scope of application of the tariff, publication, language of the tariff and currency of the tariff" related to the change of the official publication of the MTT by the Party to the Contract – UTI;

- 3) the Parts "Calculation of freight charges for the transportation of loaded and empty containers" related to:

- clarification of the procedure for calculating the fee for the transportation of a diesel generator container. In connection with the organization of cargo transportation in refrigerated containers transported on platform couplings, with the provision of electricity from a container's diesel generator and the lack of charging of such containers, this addition has been made to the MTT;

- clarification of the provision concerning the calculation of the fee for the transportation of mail in a container;

- the inclusion of a new provision concerning the calculation of fees for the carriage of mail in a freight wagon, passenger car and mail and baggage wagon as part of a freight train. This change is due to the

fact that currently the transportation of international postal items (IPI) by rail is more in demand compared to other modes of transport. In addition, IPI transportation is carried out not only in containers, but also in freight, passenger and mail-baggage wagons as part of a freight train;

4) amendments to the Section "Tables of transit distances" of the Part "Tariff distances, tariff rates, additional fees and other payments" and to the "Notes to the tables of transit distances" related to the change in the spelling of the abbreviation of the Contracting Party – LG;

5) Section "Transit distance tables" related to:

- a change of the border station at the KRG/KZH border crossing in the table of transit distances of the Kyrgyz Railway (KRG);

- addition of the new code of the port station in the transit distance table of the Railway of Kazakhstan (KZH);

- change of border stations in the table of transit distances of the Railway of Kazakhstan (KZH);

- a new wording version of the border crossings in the transit distance table of the Ulaanbaatar Railway (UBZD);

- amendments and additions to the transit distance table of the Tajik Railway (TJ);

- clarification of the name of the border station in the table of transit distances of Uzbek Railways (UTI);

6) The section "Additional fees and other payments" related to the revision of the fee for a wagon with machine cooling. This change was made due to the fact that the concept of "machine-cooled wagon" is not used, as well as in order to bring to uniformity the concepts used in paragraph 17 "Payment for the carriage of perishable cargo" of the MTT;

7) editorial edits in the whole text of the MTT.

The OSJD Committee, as the depositary of the Agreement, in accordance with the provisions of the Agreement and based on official notifications of the Parties to the Agreement, in 2021, announced the entry into force of amendments and additions to the transit distance tables.

The staff members of the Commission prepared and posted on the OSJD website (<https://osjd.org/>) updated texts of the MTT Agreement and Tariff as of August 16 and October 1, 2021, taking into account the announced changes and additions. In accordance with paragraph 5 of Article 4 of the Agreement, the OSJD Committee, as the depositary of the Agreement, issued and sent updated texts of the Agreement and the MTT Tariff as of January 1, 2022 to the Parties to the MTT Agreement, interested observers and OSJD affiliated enterprises.

When carrying out work on improving *the Agreement on the Rules for the Use of Freight Wagons in International Traffic (The PGW Agreement)*, on amending and supplementing the *Rules for the Use of Freight Wagons in International Traffic (PGW)* in order to update them, the following has been done.

The amendments to the PGW and to the Annex 17 "Methodology for calculating the rates of payment for the use of wagons, bogies and bogieless

wagons" (hereinafter referred to as the Methodology) to the PGW were considered by the experts of the Parties to the PGW Agreement at the meeting (April 8-9, 2021, OSJD Committee, Warsaw, videoconference mode).

Based on the results of the discussion, it was agreed to keep the current version of Annex 9 "Cost of 1 kg of wagon tare" to the PGW and supported the approach to revise Annex 2 to the Methodology proposed by the "Russian Railways" OJSC (RZD OJSC), in order to optimize it.

At the meeting, the leading performer of the topic –"Russian Railways" JSC informed that during 2018-2020 a number of Parties to the Agreement did not provide their initial data for calculating the rates of payment for the use of freight wagons according to the Methodology. In this regard, the leading performer submitted proposals to the Methodology concerning the exclusion of railway companies that do not provide these data, from participation in voting on the draft rates of payment for the use of freight wagons.

Based on the previous calculations of the rates of payment for the use of freight wagons, the leading performer proposed changes to paragraph 1.2.3 of the Methodology concerning the procedure for sending explanations on changes and further decision-making on the inclusion of the submitted cost data in the calculation.

The issue of updating the rates of payment for the use of freight wagons and bogies in international traffic was previously considered at the meeting of the Working Group of the Parties to the PGW Agreement on the calculation of rates (May 11-12, 2021, OSJD Committee, Warsaw, videoconference mode).

The data for 2020, submitted by the Parties to the PGW Agreement were previously analyzed before using for calculating the draft rates of payment for the use of freight wagons, bogies and bogieless wagons in international traffic.

In accordance with paragraph 19.4 of the PGW, the leading performer has prepared a final calculation of the draft rates of payment for the use of freight wagons, bogies and bogieless wagons in international traffic for consideration at a meeting of authorized representatives of the Parties to the Agreement.

In addition, proposals and comments of the Parties to the Agreement from Belarus (BC), Kazakhstan (NC "Kazakhstan Temir Zholy" JSC – KZH), Kyrgyzstan (SE "NC "Kyrgyz Temir Zholy" – KRG), Latvia (LDZ CARGO), Lithuania (LTG), Poland (PKP CARGO JSC), Russia ("Russian Railways" JSC) and Uzbekistan (UTI), concerning the introduction of changes in the Methodology were considered. The majority of the Parties to the Agreement participating in the meeting supported the further work on this issue based on the proposal of "Russian Railways" JSC, taking into account the changes proposed during the meeting.

The issue of agreeing on amendments and additions to the Agreement was discussed at a meeting of authorized representatives of the Parties to the

PGW Agreement (June 15-17, 2021, OSJD Committee, Warsaw, videoconference mode).

The railway enterprises and companies from Belarus (BC), Hungary (MAV state-owned JSC, "RCX" state-owned JSC), China (KZD), Kyrgyzstan (KRG), Latvia (LDZ CARGO), Lithuania (LTG), Poland (PKP CARGO JSC), Russia ("Russian Railways" JSC), Uzbekistan (UTI), Ukraine (UZ) and Estonia (EVR)- Parties to the Agreement submitted the proposals, comments and positions related to amendments and additions to the PGW Agreement for consideration.

In addition, the issue of liability for non-compliance by the Parties to the Agreement with the requirements of the Methodology for providing initial data on the costs of maintaining shared-use freight wagons and costs for the previous calendar year for calculating the rates of payment for the use of freight wagons, bogies and bogieless wagons was considered. The consideration of proposals to address the issue of non-submission, despite requirements of Annex 2 to Methodology, of initial data on the costs for the maintenance of shared-use wagons by the Parties to the Agreement, applied by them to calculate the rate of payment for the use of wagons will continue next year.

Proposals to change the rates of payment for the use of freight wagons, bogies and bogieless wagons in international traffic in accordance with Article 7 of the Agreement were not adopted following the results of the vote.

Due to the fact, that the inflation rate (change in consumer prices) for 2020 amounted to 0.7%, in accordance with the provisions of paragraph 1.3.6 of the Methodology, the rates of payment for the use of wagons are not subject to indexation.

Work on updating the Methodology regarding the application of the average depreciation rate for the use of freight wagons in the calculation of the draft rates of payment for the use of freight wagons will be continued next year.

The Parties to the Agreement participating in the meeting agreed on amendments to the following Annexes:

- Annex B "Rules for the use of freight wagons in international traffic" to the Agreement (paragraphs 17.8.4, 19.1, 19.5);
- Annex C "Rules of Meetings" to the Agreement;
- Annex F "Application for Accession to the PGW Agreement" to the Agreement;
- Annex 1 "Technical requirements for wagons" to the PGW (paragraphs 4.1.1.8, 12.6, 12.9, 12.15);
- Annex 2.1 "The procedure for filling in the wagon list" to the PGW;
- Annex 2.1a "The procedure of filling in the wagon list (in the railway-ferry service)" to the PGW;
- Annex 2-I "List of delivering/receiving railway companies" to the PGW;
- Annex 3-I "List of abbreviated names and codes of railway companies (ZHK)" to the PGW;

- Annex 5 "Protocol of damage/malfunction of the wagon" to the PGW;
- Annex 17 "Methodology for calculating the rates of payment for the use of wagons, bogies and bogieless wagons" to the PGW;
- Annex 31 "High voltage warning sign" to the PGW;
- Annex 35 "Marking on the wagon (form "K" to AVV)" to PGW;
- Annex 36 "Marking on the wagon (form "K")" to the PGW;
- Appendix 37 "Marking on a wagon with a faulty brake" to the PGW.

In accordance with paragraph 3 of Article 6 and paragraph 4 of Article 7 of the Agreement, the decision on amendments to the Agreement agreed at the meeting of authorized representatives was announced by the OSJD Committee, the depositary of the PGW Agreement, with its entry into force from January 1, 2022.

The issue of identifying the status of shared-use freight wagons for their accounting was discussed at:

- meeting of experts of the Parties to the PGW Agreement (April 6-7, 2021, OSJD Committee, Warsaw, videoconference mode);
- an unscheduled meeting of experts of the Parties to the PGW Agreement (August 16-17, 2021, OSJD Committee, Warsaw, videoconference mode).

At these meetings, the OSJD Committee, as the depositary of the Agreement, presented generalized information prepared by the staff members of the Commission on the following issues:

- the need to determine the status of a shared-use wagon;
- definition of information technology;
- scope of application of information about a shared-use wagon;
- determination of the list of data required to obtain information about shared-use wagons for the purpose of calculations.

The analysis carried out by the OSJD Committee, as the depositary of the Agreement, demonstrated the following:

- the majority of the Parties to the Agreement, who presented their positions on the above issues, supported the option proposed by the "Russian Railways" JSC. There is a creation of information platform for the wagons of the gauge of 1435 mm and 1520 mm owned by the Parties to the PGW Agreement proposed. The proposal of the KZH, which noted that the information exchange of shared-use freight wagons should be based on the principle of voluntariness, was also supported;

- it is necessary to determine the approach of carrying out work on information exchange: either the creation of an independent electronic database, or the use of existing technical solutions of databases, providing access to them;

- since the issue of identification of shared-use freight wagons is important, relevant and requires urgent decision, the majority of the Parties to the Agreement who presented their positions on the above issues, supported as a temporary solution the use of the procedure proposed by the PKP CARGO JSC taking this proposal as a basis requiring additional discussion and

improvements. It is a procedure for submission of information about the change in the status of the wagon (hereinafter – the draft document).

When discussing the draft document, the Parties to the Agreement participating in the meetings noted that the temporary procedure is the first step towards organizing information exchange and work on creating (using) an information platform for solving settlement and operational issues for shared-use freight wagons, which will be continued in the future.

Individual Parties to the Agreement participating in the meetings confirmed the existence of a problem to ensure the completeness and correctness of filling in the wagon list.

In this regard, the Parties to the Agreement – participants of the meetings agreed on amendments to subparagraph 19.1 of the PGW and to Annex 2.1 "The procedure for filling in the wagon list" to the PGW.

During the discussion, the Parties to the Agreement did not agree to make changes to the Wagon List in terms of specifying the four-digit RICS code in it. In addition, they came to the opinion about maintaining the current order of document compilation.

Proposals and comments, submitted by the Parties to the Agreement from BC, KZH, LDZ CARGO, LTG, UBZD, PKP CARGO JSC, "Russian Railways" JSC and UZ were considered. It related to making references to the draft document in the PGW, as well as to the way of its filling, indicating the list of necessary data.

During the discussions, the approach to the goals and objectives of the draft document was discussed and, as a result, it was agreed to take as a basis the option proposed by the Party to the Agreement – "Russian Railways" JSC. Taking into account the results of the discussion, a draft document "The procedure for transmitting information on shared–use wagons of the Parties to the Agreement on PGW" has been prepared by the Parties to the Agreement participating in the meeting,

Work on the issue of identifying the status of shared-use freight wagons for their accounting will continue next year.

The OSJD Committee, as the depositary of the Agreement, has issued an updated text of the PGW Agreement with Annexes as of January 1, 2021.

On August 13, 2021, the Party to the Agreement from Latvia – "Latvijas dzelzselsh" state-owned JSC terminated its participation in the PGW Agreement. The OSJD Committee, the depositary of the Agreement, has made the appropriate amendments to Annex A "List of Parties to the PGW Agreement" to the Agreement and informed all Parties to the Agreement about it.

Based on the data provided by the Parties to the Agreement, the OSJD Committee, as the depositary of the Agreement, calculated the voting shares of each Party to the PGW Agreement. The table of distribution of voting shares as of September 1, 2021 was sent to all Parties to the Agreement.

Based on the official notifications from the Parties to the Agreement, the OSJD Committee, as the depositary of the Agreement sent in 2021

amendments to the information annexes to the PGW to the Parties to the Agreement:

- Annex 1-I "Addresses of the Parties to the Agreement";
- Annex 2-I "List of delivering/receiving railway companies";
- Annex 3-I "List of abbreviated names and codes of railway companies (RC)".

The current text of the PGW Agreement with annexes, prepared by the staff members of the Commission, taking into account the announced changes, as of January 13, 2022, is posted on the OSJD website (<https://osjd.org/>) and sent to the Parties to the Agreement.

In the reporting period, the railways of the OSJD Member States carried out work on *updating the Harmonized Nomenclature of Goods (GNG)*.

The leading performer of the GNG in OSJD – "Russian Railways" JSC has prepared draft amendments and additions to the GNG, taking into account the suggestions and comments of the railways of the OSJD Member States using GNG.

To consider the topic "Improvement and updating of the Harmonized Nomenclature of Goods (GNG)", a meeting of the OSJD Commission on Freight Traffic was held in videoconference mode (March 23-26, 2021, OSJD Committee, Warsaw).

The proposals and comments submitted by the railways of the OSJD Member States using GNG, concerning the improvement and updating of GNG as well as ensuring the harmonization of GNG and the NHM (the UIC Harmonized Nomenclature of Goods) version 2021, were discussed.

The agreed draft amendments and additions to the GNG were approved by the decision of the XXXVI meeting of the Conference of General Directors (Responsible Representatives) of OSJD Railways (April 15-18, 2021, OSJD Committee, Warsaw, videoconference mode).

The OSJD Committee, as the depositary of the GNG, announced the approved amendments and additions to the GNG to entry into force from June 1, 2021.

The OSJD Committee published the updated text of the GNG as of June 1, 2021. It was prepared by the leading performer with the contribution from the staff members of the OSJD Commission on Freight Traffic, and sent by the OSJD Committee to all railways of the OSJD Member States, interested observers and OSJD affiliated enterprises in electronic form and as a certified copy.

The text of the GNG as of June 1, 2021 is posted on the OSJD website (<https://osjd.org/>).

Within the framework of cooperation between OSJD and UIC:

- representatives of "Russian Railways" JSC and the staff members of the Commission took part in the meeting of the UIC Working Group on NHM/DIUM (Support Group NHM/DIUM) on the issue of harmonization of the Harmonized Nomenclature of Goods OSJD (GNG) and the Harmonized Nomenclature of Goods UIC (NHM), held on January 27-28, 2021 in the videoconference mode;

- the representatives of the railway enterprises and companies from the OSJD Member States - Latvia (LDZ), Lithuania (LTG Cargo), Poland (PKP CARGO JSC), Russia ("Russian Railways" JSC), Romania (CFR-Marfa, JSC), Slovakia (ZSSK CARGO), Czech Republic (CD Cargo), and the representatives of the OSJD affiliated enterprises - LLC "STM" and "Unicom Transit" JSC, as well as the staff members of the Commission and the OSJD Committee participated in the annual meeting of the UIC Steering Committee on NHM/DIUM held on February 24-25, 2021 in the videoconference mode.

At this meeting, the proposals of the leading performer, "Russian Railways" JSC, were presented regarding the alignment of the Combined Nomenclature of the EU Customs Union (CN) and the Commodity Nomenclature of Foreign Economic Activity of the Eurasian Economic Union (EAEU FEA).

In order to ensure the correct classification of cargoes during the transportation of goods in international traffic, the leading performer analyzed the compliance of the Combined Nomenclature of the EU Customs Union (CN) and the Commodity Nomenclature of Foreign Economic Activity of the Eurasian Economic Union (EAEU FEA). The result of the analysis, conducted by "Russian Railways" JSC, demonstrated inconsistency of these nomenclatures for more than 700 items (there are no codes in one of the nomenclatures, different percentage values of the composition of components of goods under the same code, etc.).

To solve this problem, the "Russian Railways" JSC and the OSJD Committee sent a proposal to the Eurasian Economic Commission (EEC) to consider the possibility of bringing the CN of the EAEU FEA into compliance with CN.

As part of the joint initiative of the UIC and OSJD, the President of the UIC Steering Committee on NHM/DIUM has sent a letter to the Customs Office of the European Commission (TAXUD), the body responsible for maintaining the EU Combined Nomenclature (CN), regarding the harmonization of the coding of CN and CN of the EAEU FEA.

Responses were received from the EEC and TAXUD, in which it was noted that the issue of harmonization of nomenclature is being discussed at the level of the relevant competent authorities and resolved in accordance with the current rules.

In addition, at this meeting, the OSJD delegation noted the differences in NHM codes in relation to GNG codes. It was proposed to discuss this issue within the framework of the UIC Working Group on NHM (Support Group NHM).

During the meeting, the President of the UIC Steering Committee on NHM/DIUM noted that cooperation between OSJD and UIC is fruitful and takes place at a high level, which contributes to the harmonization of OSJD and UIC documents – GNG and NHM.

The topic *"Updating the Directory of Freight Stations on the OSJD Railways"* was discussed at the meeting of the OSJD Commission on Freight

Traffic (March 23-26, 2021, OSJD Committee, Warsaw, videoconference mode). The experts of the OSJD Permanent Working Group on Coding and IT (PWG C &IT), representatives of the affiliated OSJD enterprises – "STM" LLC and "Unicom Transit" JSC, the OSJD Committee and the President of the UIC Steering Committee on NHM/DIUM issues participated in the meeting.

The railways of the OSJD Member States provide their data in accordance with the provisions of the OSJD Leaflet O 405 "Procedure for the Compilation and Maintenance of the Directory of Freight Stations on OSJD Railways", 3rd edition, the current text of which is posted on the OSJD website.

The directory of freight stations of the railways of the OSJD Member States is an important document, since the information contained therein is used for the issuing of the SMGS and CIM/SMGS consignment notes.

The list contains:

- general information (code and name of the road, date of updating of the Directory, contact details and other information);
- a complete alphabetical list of cargo stations (indicating the codes of each station) open for cargo and commercial operations, indicating the names of freight stations with transliteration in Latin, which is an important factor for customers when compiling the SMGS and CIM/SMGS consignment notes (this is the correct indication of the names of departure and destination stations);
- border crossings (indicating the codes of each border crossing);
- schematic map of border crossings;
- distance tables (tariff distances between freight stations and crossing points/port stations; transit tariff distances between border crossings).

The following railways from the OSJD Member States: Azerbaijan (AZD JSC), Belarus (BC), Bulgaria (BDZ–Freight Transportation JSC), Hungary (MAV state-owned JSC), Vietnam (VZD), Georgia (GR), Kazakhstan (KZH), China (KZD), the Republic of Korea (KORAIL), Kyrgyzstan (KRG), Latvia (LDZ), Lithuania (LTG), Moldova (CFM), Mongolia (UBZD JSC), Poland (PKP JSC), Russia (Russian Railways JSC), Romania (CFR-Marfa, JSC), Slovakia (ZSSK CARGO), Tajikistan (TJ), Turkmenistan (TRK), Uzbekistan (UTI), Ukraine (UZ), Czech Republic (CD Cargo) and Estonia (EVR) updated their data, contained in the Directory in 2020–2021.

The Directory of freight stations of the railways of the OSJD Member States, in PDF format, is available on the OSJD website.

Within the framework of the topic *"Organization of high-capacity containers transport between Europe and Asia"*, work was carried out according to the approved Work Plan of the OSJD Commission on Freight Traffic for 2021, the implementation of which was discussed at the meeting of experts of the Commission (September 7-10, 2021, OSJD Committee, Warsaw, videoconference mode).

The leading performer – KZH has carried out work on updating the database on container trains and piggyback transportations in international traffic. The railways of the OSJD Member States: AZD state-owned JSC, MAV state-owned JSC, GR, KZH, LDZ, LTG, CFM, UBZD JSC, PKP LHS LLC, JSC "Russian Railways", CFR-Marfa JSC, ZSSK CARGO, UZ, CD Cargo provided up-to-date information.

It should be noted that currently more than 15 thousand container trains have passed through the railways of the OSJD Member States along 200 routes that run on a regular basis and depart when ready according to the schedule.

Information on scheduled container trains and combined transport on the railways of the OSJD Member States as of October 15, 2021, prepared jointly by the leading performer and the staff members of the Commission was published in the journal "OSJD Bulletin", No. 6/2021 and posted on the OSJD website.

The leading performer – UZ on the sub-topic "Compilation of a database of volume indicators of container transportation" has carried out work on the formation of a database of high-capacity container transportation volumes by OSJD railways for 2019-2020.

The data on the container transportation volume for 2020 were summarized and analyzed comparing to 2019 data. As basis served current information provided by the railway companies of following OSJD Member States: Azerbaijan (AZD JSC), Belarus (BC), Hungary (MAV state-owned JSC), Georgia (GR), Kazakhstan (KZH), Latvia (LDZ), Lithuania (LTG), Moldova (CFM), Mongolia (UBZD JSC), Poland (PKP LHS LLC), Russia (Russian Railways JSC), Slovakia (ZSSK CARGO), Ukraine (UZ) and the Czech Republic (BC Cargo).

The analysis showed that in 2020, 5,021.05 thousand TEU were accepted and 5,232.19 thousand TEU were handed over by the railways of the OSJD Member States, which is 26.8% and 25.7% more, respectively, in comparison with 2019.

In 2021, the Commission's expert meetings discussed the issue of developing a draft document on the rules for the organization *of container transportation as part of container trains in international traffic* (February 17-19, May 31 - June 2 and September 7-10, 2021).

Pursuant to the instructions of paragraph 3.11 of the Minutes of the XXXVI meeting of the Conference of General Directors (Responsible Representatives) of OSJD Railways (April 19-23, 2021, OSJD Committee, Warsaw, videoconference mode), Commission experts completed work on the development of a draft Agreement on the Transportation of Containers as Part of Container Trains in International Traffic.

At the final meeting of the Commission (October 12-15, 2021, OSJD Committee, Warsaw, videoconference mode), the delegations of "AZD" JSC, BC, "LDZ CARGO" LLC, LTG, CFM, "RZD" JSC, EVR; JSC "Eurosib SPb-

Transport Systems", "UTLC ERA JSC " and "TransContainer" PJSC – affiliated enterprises of OSJD expressed their intention to sign the Agreement.

The participants of the final meeting of the Commission were informed by the leading performer –"Russian Railways" JSC about the Agreement status and decided to open it for signature from December 1, 2021, as recorded in the draft decision of the XXXVII meeting of the Conference of General Directors (Responsible Representatives) of the OSJD Railways (2022), prepared at this meeting.

The number of *container trains running between China and European countries and back, including block container trains in international traffic*, is steadily growing.

The rail freight business proved in 2021 to be quite competitive even under the constraints associated with the coronavirus pandemic. Thanks to the joint actions of the railway companies of the OSJD Member States, observers and affiliated OSJD enterprises, good results have been achieved in increasing the volume of container transportations in international traffic. The infrastructure has developed and positive changes have taken place in the technology of organizing the process of cargo transportation.

The main factor in the competitiveness of rail transit is the speed of transportation and the goods delivery time. Currently, container trains travel at a speed of more than 1000 km/day on various routes, which favors the development of overland transit services.

The railways of the OSJD Member States and the affiliated OSJD enterprises carried out work on the development and organization of transportation of large-capacity containers in international traffic, including the organization of block container trains on the OSJD railway network in the direction of China – Europe – China.

The China–Europe rail link remains a reliable transport channel connecting the two continents in the context of the COVID-19 pandemic.

According to the data of Azerbaijan Railways state-owned JSC (AZD state-owned JSC), 416 container trains were transported through the territory of the Republic of Azerbaijan in 2021, of which 240 trains were accepted and 176 trains were handed over.

Within the framework of the TURKUAZ project, which provides for the delivery of goods by container trains from Turkey to Azerbaijan and back through Georgia, the Baku–Tbilisi–Kars (BTK) line was sent 48 container trains with cargoes of chemical products, construction materials, sugar, etc. It should be noted that the first container train sent from Turkey as part of a new logistics product, developed and organized by "ADY Container" LLC – a subsidiary of "AZD" JSC together with the Turkish company "Pacific Eurasia Logistics" and the company "GR Logistics and Terminals of Georgia", arrived in Baku on April 14, 2021. The test train consisted of twenty-one 45-foot containers. The regular movement of container trains carrying export-import cargo from Turkey to Azerbaijan and back also had a significant impact on the increase in the volume of cargo transported along the BTK railway line. The demand for the service of high–speed container trains in the Turkey -

Azerbaijan traffic is provided by attractive tariff conditions and terms of cargo delivery.

In addition, container trains run from Turkey to China and back on the BTK railway line on a regular basis. Upon arrival in Azerbaijan, containers are sent from the port of Baku to the port of Aktau by feeder vessels. Transportation is carried out within the framework of the Trans-Caspian International Transport Route (TMTM).

In the future, it is planned to transport cargo along the BTK route to European countries from countries such as Japan and the Republic of Korea.

By the end of 2021, ADY Container LLC has transported about 50 container block trains in the China–Azerbaijan traffic.

Despite the difficult epidemiological conditions during the period of restrictions imposed to prevent the spread of the COVID-19 pandemic, the transportation of goods by rail in Azerbaijan continues uninterrupted in compliance with all sanitary and epidemiological standards.

The main direction of the work of the Belarusian Railway in the field of container transportation in 2021, in addition to the seamless passage of the existing cargo flow, was the further geography expansion of the container transportation routes with the use of the infrastructure of the BC.

Cargo transportation from China to Poland has been provided with the use of border crossings of the BC: Bruzgi/Kuznica Bialostocka, Svisloch/Siemianowka, Goryn/Udritsk.

In 2021, the BC provided transit passage of container-usable cargo from 140 cargo-forming locations in Asia and Europe, and the total number of routes increased to 310, which became possible due to steady demand from shippers and integration of participants in the transportation process, both in the field of infrastructure interaction and in the field of technologies applied.

One of the priority directions of improving the transportation process on the Belarusian Railway (BC) is the development of cargo transportation in the East-West-East traffic by organized container trains. This type of transportation is characterized by stable growth dynamics. The regulatory train schedule for 2021/2022 provides for the operation of 91 pairs of specialized container trains in the East–West–East direction (an increase of 15.2% compared to the schedule of 2020/2021).

In 2021, the total volume of cargo transportation in containers by the Belarusian Railway (BC) amounted to more than 1.2 million containers in TEU (growth in 1.2 times by 2020), including more than 735 thousand containers in TEU transited on BC routes in China–Europe–China traffic (an increase of 1.3 times).

The forwarding company of the Belarusian Railway – the State Enterprise "BTLC" plays a significant role in the organization of container trains.

In the China – Europe – China traffic, the following main routes of container trains passing through the BC are important:

- Dostyk/Altynkol (Kazakhstan) – Brest/Bruzgi/Svisloch/ Kaliningrad Region (Russia)/ Lithuania/Ukraine – Dostyk/Altynkol (Kazakhstan);

- Zamyn-Uud (Mongolia) – Brest – Zamyn-Uud (Mongolia);
- Zabaikalsk (Russia) – Brest – Zabaikalsk (Russia);
- Grodekovo (Russia) – Brest – Grodekovo (Russia).

The main points of departure and destination of container trains are:

- in Europe – Germany (Hamburg, Duisburg, Nuremberg, Neuss); Czech Republic (Pardubice); Poland (Lodz, Malaszewicze, Wroclaw); Netherlands (Tilburg);

- in China: Chengdu, Chongqing, Xi'an, Zhengzhou, Wuhan, Hefei, Changsha.

In 2021, a total of 58,685 containers (77,323 TEU) were transported in international traffic via the Georgian Railway (GR) network, including acceptance/handing over, as part of 425 block container trains.

At the same time, it is worth noting that special importance is attached to the development of the transit potential of container transportation through Georgia via the Baku–Tbilisi–Kars railway line (BTK), which is currently operating in an experimental test mode. The main directions of container transportation using the BTK line are cargo transportation in China – Kazakhstan – Azerbaijan – Georgia – Turkey – EU countries using feeder vessels through the ports of the Caspian Sea and in the opposite direction along the Trans-Caspian International Transport Route (TMTM), from the countries of Central Asia and the Russian Federation. Competitive tariff conditions have been established to attract cargo traffic and increase container transit along the BTK route.

A regular freight train has started running between China and Georgia. The first container train was sent on December 5, 2021 from the city of Uwe (Gansu Province, China) to Tbilisi.

On the basis of results shown in 2021, the volume of container traffic in transit through the territory of the Republic of Kazakhstan increased by 22 % compared to 2020 and amounted to 1,065,6 thousand TEU. In 2021, the mark of one million containers was reached, an increase of more than 4 times compared to 2016.

Building up container routes between China and Kazakhstan, a new freight railway route Nanning (China– Nur-Sultan) has been launched. The new service is organized as part of the implementation of the Chinese initiative "One Belt, One Road".

Together with the international shipping line "CMA CGM", the first shipment of 6 forty-foot containers from Northeast Africa to Kazakhstan was organized. The cargo was shipped from the port of Alexandria (Egypt) by sea to the port of Poti (Georgia), then along the Trans-Caspian International Transport Route (TMTM) arrived in Kostanay (Kazakhstan).

In partnership with the Russian company Europak, the amount of 2,325 tons of rapeseed oil was shipped from the Kokshetau station (Kazakhstan) to the Chinese port of Tianjin.

Also in 2021, together with the "Center for the Development of Trade Policy "QazTrade" JSC, the first combined cargo was sent from the Kazakh

station Almaty to the Chinese city of Xi'an on the principle of "LCL" as part of a container train.

On an ongoing basis, work is being carried out on the development of additional routes for the traffic China – European countries through Russian ports, Baltic Sea ports and along the TMTM route. Among them are new projects for the export of Kazakh wheat by container trains to Turkey and coal to China.

The first pilot batch of coal produced by Kazakh company "QazCarbon" LLP was sent from the Kazakhstan station of Zhan Karaganda to the Chinese station of Shihezi using the new "open top" transportation technology.

In total, 9,227 container trains (1,025,464 TEUs) passed through the network of "National Company "Kazakhstan Temir Zholy" JSC (KZH), of which 8,510 container trains (944,067 TEUs) were passed in transit, which is 21% more compared to the same period last year; in export traffic - 511 container trains (59,631 TEU); in import traffic – 206 container trains (21,766 TEU).

Container cargo traffic shows positive dynamics in almost all directions, including due to an increase in traffic from China to Turkey, Italy, Azerbaijan, Georgia:

- China – Europe – China - 662.2 thousand. TEU (+28%);
- China, Southeast Asian countries (Southeast Asia) - Central Asian countries – China, Southeast Asian countries – 292.4 thousand. TEU (+5%);
- China – Russia – China - 69.7 thousand. TEU (+88%);
- on the TMTM route, including to Iran, - 14.7 thousand. TEU (+82%).

Particular importance is attached to the development of container transportation in the China – Europe – China traffic, where the joint venture of the railway administrations of Kazakhstan, Russia and Belarus – "UTLC ERA" JSC successfully operates.

During this difficult period, the railway demonstrated stability to cargo owners both in terms of delivery times and in the availability of rolling stock. As a result, since last year, many shippers have begun to switch to shipping by container trains.

The average speed of transit container trains on the territory of Kazakhstan was 1,167 km/day.

Systematic work was carried out with the railway administrations of neighboring states, both on a bilateral basis and within the framework of multilateral international alliances, to establish competitive tariff rates to attract additional cargo flows through the territory of the Republic of Kazakhstan. The implementation of a customer-oriented, stable and transparent tariff policy is one of the main factors in strengthening the competitiveness of transit routes.

Rail freight services in the China – Europe traffic have gained popularity due to the large capacity and high stability. In the context of the pandemic, they helped to stabilize the functioning of the international

production chain, prevent spreading of the epidemic and resuming production in Europe and Asia.

In recent years, the pandemic has hit international transportation hard. But container trains in China – European countries traffic continued to run with enviable regularity, more than a thousand trips were carried out monthly. And this indicator only increased. Compared to the previous year, the number of containers increased by 16%.

In 2021, the State Corporation "Chinese Railways" (KZD) sent 15,183 container trains in China – Europe – China traffic, which is by 22% more than the level of 2020 and transported 1,464 million TEU, which is by 29% more than the level of 2020. Including, in the China – Europe traffic, 8,364 trains were sent, which is by 20% more than the 2020 level and 831 thousand TEU were transported, which is by 29% more than the 2020 level. In the Europe – China traffic, 6,819 trains were sent, which is by 26% more than the 2020 level, 633 thousand TEU were transported, which is by 29% more than the level of 2020.

For example, it can be noted that in terms of the number of departures on the China – Europe route, the city of Shenyang ranks first in the northeast of China. In 11 months of 2021, 355 train runs were launched from Shenyang on the China – European countries route, which is 15.6% more compared to the same period last year. The customs clearance process was optimized, which contributed to improving the quality and efficiency of freight trains on the China – Europe route.

The China – Europe route has been replenished with a new route Xuzhou – Hamburg. On September 28, 2021, the first “Shanghai” train carrying 50 forty-foot containers with various goods (clothing, shoes, hats, glassware, auto parts, precision instruments, etc.) left Shanghai for the west through Xinjiang and the Alashankou/Dostyk border crossing in transit through Kazakhstan, Russia, Belarus, Poland to Hamburg.

A new rail freight route today connected Hamburg (Germany) and Xuzhou, an industrial and transport center in the eastern Chinese province of Jiangsu, against the backdrop of increased rail traffic on the China–Europe route due to disruptions in sea and air cargo transportation due to the COVID–19 pandemic. A container train with cargo (machine parts, medical supplies) was sent in September 2021 from Xuzhou. This freight train was the first train sent from the city of Xuzhou to Germany as part of the China–Europe route. The train covered a distance of more than 10 thousand km, following the railway network of Kazakhstan, Russia, Belarus and Poland in 15 days. During the year, about the same number of freight trains were sent from the city of Xuzhou in the China–Europe traffic as in the total for the previous five years, which indicates the expansion of logistics capabilities.

The number of container trains on the China–Europe route from Chengdu and Chongqing exceeded 4,800, increased by 30.4% compared to the same period last year, which played an important role in stabilizing the supply chain in the domestic and foreign markets. By the end of 2021, more than 400,000 containers of cargo were transported. Since the opening of the

transport route from Chengdu and Chongqing, a total, of more than 18,000 train runs was carried out in the China – Europe traffic.

The first container trains from Chongqing to European countries left in 2011. Over the past 10 years, more than 9 thousand train runs have been made. Goods totaling approximately 60 billion US dollars were shipped. Trains run to 26 European countries.

On June 25, 2021, the first container train with cargo – Konka LCD displays left Chengdu for Vorsino Station (Russia).

Another Chinese city has launched a new China–Europe freight rail route: between the city of Liuzhou (Guangxi Zhuang Autonomous Region, China) and Moscow (Russia). The first container train on this route, loaded with 57 loaders and four graders, left Liuzhou for Moscow in September 2021. The train covered a distance of about 11 thousand km and arrived in Moscow in 20 days. Thus, the time for transporting goods has been reduced by more than two weeks.

This route became the first China–Europe freight railway route connecting the Guangxi Zhuang Autonomous Region of China with Europe. Trains on this route departed once/twice a month.

More than 1,003 container trains were organized from the Chinese province of Zhejiang on the China – Europe route, 82,982 TEU were transported, the volume of containers for import and export increased by 223.8% compared to the same period last year.

On June 16, 2021, a container train loaded with 100 TEU of export goods bound for Moscow (Russia) departed from Yiwu, Jinhua (Zhejiang Province, China).

The third line of the China–Europe Express (YuXiOu) was launched in the Logistics Park of the Jingbian County Economic Development Zone, namely, on June 14, 2021, a container train was sent from Xi'an and on the "Chang'an"- train itinerary arrived to Kazakhstan. In total, 41 containers containing metal products, plastic products, fabrics, porcelain, bicycles, etc. were transported on this train.

The number of container trains in the China–Europe traffic sent from Xi'an and back has doubled.

The first container train on the China— Europe routes left Xi'an in 2013. Currently, there are 15 routes in total connecting Xi'an with destinations in Asia and Europe. They cover 45 countries and regions along the "One Belt, One Road" route.

The number of trains on China–Europe rail freight routes from Xi'an (the administrative center of Shaanxi Province, Northwest China) and back in 2021 exceeded 3,600, which is almost twice as much as in the same period last year. From January to December 2021, these trains transported over 3 million tons of cargo. Xi'an received and dispatched more than 10 container trains on these routes every day.

Xi'an joined forces with Changzhou to create an international logistics channel. On March 19, 2021 from Changzhou City (Jiangsu Province, China), the container train "Changzhou – Xi'an – Europe" was sent to Xi'an, then via

the "Chang'an"—train route to the countries of Central Asia, Europe, as well as on other routes. The travel time of the train to the countries of Central Asia was 10 days, to Europe – an average of 13-15 days, which ensured uninterrupted communication between Changzhou and Xi'an and a direct international logistics channel to Asia and Europe.

On March 31, 2021, two new Chang'an-train lines were launched. The first container trains were sent from Nanyang, Henan and Hanzhong, Shaanxi, respectively, to Xi'an. From Xi'an, the cargo was directed from China to Europe. To date, Xi'an, as an assembly center, has joined 15 train routs in the China – European countries traffic.

The route from the Chinese city of Wuhan has been extended to Milan (Italy). A container train in August 2021 was sent from Wuhan (the administrative center of Hubei Province, China) to Milan, marking the launch of a new extended route. Loaded with goods: electronics, automotive components and epidemic prevention tools, proceeded through the Alashankou /Dostyk border crossing and through Duisburg (city in Germany). Within 22 days, the train arrived in Milan. This container train has already become the 30th cargo train in the China – Europe traffic, sent from Wuhan in 2021.

In addition, on January 26, 2021, the first special China – Europe Express train consisting of 50 cars was sent from Wuhan to Lodz (Poland). The train was carrying communications equipment manufactured by China Information and Communication Technology Group Co., Ltd. Due to the logistics of the direct route, the travel time from Wuhan to Lodz takes 18 days.

A new train run was carried out in the China – Europe traffic on July 1, 2021: a container train from Guangzhou Zengcheng West station went to Duisburg, passing through the Khorgos/Altynkol border crossing in transit through the railway network of Kazakhstan, Russia, Belarus and Poland. The train was loaded with 51 containers with cargo: toys, veloramas, printers, etc. goods with a total weight of about 419 tons. The opening of the new Guangzhou Zengcheng – Khorgos –Duisburg line marked the addition of new resources to the China–Europe traffic.

On October 1, 2021, a special Volvo train was launched from Malashevice station (Poland) to Wuhan (China), which arrived at its destination on October 17. The train was loaded with 50 forty-foot containers. Mainly, three car models – XC90, V90 and V60 were presented in the imported line. Within the framework of the project of importing Volvo cars, until the end 2021, about 1,500 cars were shipped to China.

During 2021, the Eren-Hoto Railway station (KZD) received more than 2,300 incoming and outgoing trains traveling in the China – Europe traffic, which is 17% more compared to the same period last year. Eren-Hoto station is an important hub and the main transport channel for the export of goods to Mongolia, Russia and other countries.

A record number of freight trains have passed through the border crossings of the PRC and the RF.

Since the beginning of 2021, the number of freight train runs in China–Europe and China–Russia–China traffic through the Manchuria/Zabaikalsk and Suifenhe /Grodekovo border crossings crossed the 4,500 mark for the first time.

At the end of 2021, 4,554 freight trains in total, with 436,632 TEUs, passed through the above-mentioned border crossings in international rail traffic. These indicators have increased year-on-year by 25% and 31%, respectively.

Currently, more than 50 China–Europe and China–Russia–China freight routes pass through the Manchuria and Suifenhe border stations, which connect more than 10 countries of the world with 60 Chinese cities, including Guangzhou, Changsha, Tianjin, etc.

On October 6, 2021, a train loaded with 50 containers left the Chinese city of Zhengzhou for Hamburg (Germany). It was the 1114th run of the China – Europe Express train this year and the 5000th train since the launch of the route (with a total weight of 2,851,900 tons).

On November 15, 2021 special e-commerce train the China – Europe Express, loaded with local goods from Anhui Province (China), was sent from Hefei to Hamburg (Germany), passing through the Khorgos/Altynkol border crossing. It was the 255th train sent from Hefei in the China – Europe traffic, which exceeded similar indicators for 2020.

In 2021, 568 trains were sent from the Chinese city of Hefei to Europe, which exceeded the total number of train runs in 2020.

A new route linking directly Shanxi Province (China) with France was first organized in 2021. Freight train, with 50 containers, followed the Shanxi – Paris route, covering a distance of 11,000 km in 19 days.

In November 2021, a new container train from Jinhua in China was launched to France in addition to the existing ones 13 routes to Europe. On November 26, 2021, the first container train was sent, connecting the East Chinese city of Jinhua with the city of Durge in France. The bulk of the cargo consisted of equipment for the machine-building industry and anti-epidemic goods. The train covered about 11 thousand km, passing through the territory of Kazakhstan, Russia, Belarus, Poland, Germany and other countries, arrived in Durge in 18 days. From the logistics center in Durge, the goods were distributed according to destination to various cities in France, Spain, Italy and other countries.

At the end of 2021, 368 container trains were sent from Jinhua (China) to European countries, the volume of traffic amounted to 30,378 TEU, which is 368% more than in 2020.

On February 6, 2021, a special “Made in Dongguan”- train was sent to Duisburg on the China–Europe route. The train transported 50 forty-foot containers loaded with local products, mainly household appliances and furniture. The total weight of the cargo was 523.2 tons.

On May 10, 2021, the first container train was launched from the Chinese city of Nanjing (Nanjing-Yaohuamen station) to Tilburg (Netherlands). The train consisting of 50 containers was loaded with goods

such as electronics, auto parts, daily necessities, medical equipment, etc., with a total cargo weight of 455 tons. The train passed through the Alashankou /Dostyk border crossing in transit via Kazakhstan, Russia, Belarus, Poland and Germany, covering a distance of a total length of 11,583 km.

On May 17, 2021, a train left from the South Station of the city of Wuwei (Gansu Province, China) for Duisburg (Germany). This is the first container train from the city of Wuwei to Europe. Goods from Zhejiang, Guangdong, Shandong and other places were loaded in 50 containers with a total weight of 713 tons. The main products were small-sized kitchen appliances, office chairs, fittings, plumbing, etc. The train passed through the Alashankou/Dostyk border crossing and transits through Kazakhstan, Russia, Belarus and Poland.

On June 25, 2021, a direct container train was sent to Germany to the container port of Yade Weser in Wilhelmshaven from China's Anhui Province for the first time, while the travel time was 18 days. It covered a distance of 10 thousand km, passing through the territory of Kazakhstan, Russia, Belarus and Poland. The train covered this distance twice as fast as by sea by container ship. Household appliances and textiles were transported as part of the train. In the future, it is planned to establish regular rail transportation along this route.

On August 28, 2021, a container train was sent from China to Duisburg (Germany) loaded with high-efficiency monocrystalline silicon solar modules. The train left from the material and technical supply center in Lianyungang. This is the first time since the launch of the China (Lianyungang) — Germany (Duisburg) train run in 2015, the train is fully loaded with one type of cargo.

1,000 container trains have passed through the international dry port of Ganzhou (China) in the China– Europe traffic since the launch of the first train run.

On September 24, 2021, a train was sent from the Ganzhou International dry Port to Budapest (Hungary) loaded with household appliances, household goods, electronics and other goods. The train traveled for 17 days. It was the 1000th train on the Ganzhou - Europe route since the launch of the train run.

On October 1, 2021, a special train on the China – Europe route left Wujiang for European countries. This is the first "China – Europe Express" train of the company "Suzhou Canyu Optoelectronics Co., Ltd.". It is the first company in the Wujiang Integrated Bonded Zone to export products to Europe. The train consisted of 50 containers. All goods were liquid crystal displays.

As of the end of January 2022, more than 50 thousand container trains were running in the China – Europe traffic, their exact number was 50,118 container trains.

In 2021, 60,099 TEU containers were transported internationally via the Latvian Railway (LDZ) network, which amounted to 814.3 tons of cargo.

Container routes were created in 2021:

- container trains on the route Bely Rast (Russia) – Chernyakhovsk (Russia) transit through the LDZ network along the Zilupe exp. – Meitene exp. route. In 2021, 101 container trains (8,975 TEU) were transported;

- container trains from China via Nakhodka Vostochnaya – Kaliningrad transit through the LDZ network along the Zilupe exp. – Meitene exp. route. In 2021, 18 container trains (1482 TEU) were transported.

The LTG Cargo JSC (freight transportation subsidiary "Lietuvos geležinkeliai" (Lithuanian Railways)) in 2021 achieved positive results in the development and organization of container trains. The company offers its current and potential customers a fairly extensive portfolio of container train services. The geography of service and transportation cover local markets, as well as the markets of Europe and Asia.

The volume of international container traffic in 2021 increased significantly and amounted to 240.5 thousand TEU, which is 78% more than in 2020. Transit traffic in the China – Europe – China traffic tended to grow and amounted to 139.3 thousand TEU. Also in 2021, transportation by the “Viking” container train increased by 16% and amounted to 37.1 thousand TEU. By the container train "Baltic Ukraine Shuttle", running from Klaipeda (Draugiste) to Kiev (Brovary), were transported 1,9 thousand TEU.

According to "Ulaanbaatar Railway" JSC (UBZD), in 2021, the number of transit container trains following the UBZD network increased and amounted to 2,513 trains (283,776 TEUs), which is 110% (120%) more than the 2020 level in terms of the number of containers that passed (in TEUs). Of these, 1,235 trains (133,074 TEUs) traveled in the even direction from the Russian Federation to China. Compared to 2020, it increased by 6 trains, decreased by 3,275 containers in the TEU. In the odd direction from PRC to RF ran 1,278 trains. Compared to 2020, it increased by 195 trains (49,780 TEU), in the following directions:

- in the traffic from the Russian Federation to China, 954 trains passed, which was an decrease by 183 trains, compared to 2020;

- there were 281 trains in the Europe– China traffic, which was an increase by 189 trains, compared to 2020;

- there were 771 trains in the PRC – RF traffic, which was an increase by 38 trains, compared to 2020;

- in the China – Europe traffic, 508 trains passed, which was an increase by 158 trains, compared to 2020

In 2021, 13 operator companies took an active part in the organization of container transportation, as a result, the cargo flow of container transportation stabilized.

Transshipment at the Zamyn-Uud border station has significantly increased from 4 to 12 container trains per day due to the commissioning of the Logistics Center at the Zamyn-Uud border station.

In 2021, container trains with destinations to ten European countries transited through the UBZD network.

Container trains from China were assigned to 2-3 regions of the Russian Federation, in addition, in 2021 they began to run to 6-7 regions of the Russian Federation and to 70 railway stations of Russian railways.

In 2021, the "Polish Broad-gauge Metallurgical Railway" LLC (PKP LHS) carried out regular container transportation on the following routes:

- Xi 'an – Slawkow LHS in the Kazakhstan – Russia – Ukraine traffic;
- Slawkow LHS – Xi'an in the Ukraine, Russia and Kazakhstan traffic;
- Chongqing – Slawkow LHS in the Kazakhstan – Russia – Ukraine traffic;
- Chongqing – Slawkow LHS in the Kazakhstan – Russia – Belarus – Ukraine traffic;
- Chengdu – Slawkow LHS in the Kazakhstan – Belarus – Ukraine traffic;
- Jizhou (Hengshui, Hebei Province) – Slawkow LHS in the Kazakhstan – Russia – Ukraine traffic;
- Zhizhao – Slawkow LHS in the Kazakhstan – Russia – Ukraine traffic;
- Nakhodka – Slawkow LHS (via Russia and Ukraine) –a test run.

Container transportation plays a special role in the development of transport logistics of the "Russian Railways" JSC ("Russian Railways" JSC), as the most reliable and efficient way of transporting goods.

According to the results of 2021, the "Russian Railways" JSC transported 6,502.5 thousand TEU, which is 12.1% more than in the same period last year. The volume of domestic traffic increased by 6% (2,467.9 thousand TEU transported); the increase in import traffic was 14% (1,392.3 thousand TEU transported); the volume of transit traffic increased by 34% (1,076.0 thousand TEU transported, excluding the delivery of empty containers from Europe to China under new logistics schemes); the volume of export traffic exceeded the same indicator of last year by 8% (1,566.4 thousand TEU were transported).

The volume of transportation of loaded containers increased by 17% or 661.8 thousand TEU (4.64 million TEU transported); the share of loaded containers in the total volume of traffic increased to 71.4% (+2.8% more than in 2020).

It should be noted that the main increase in container traffic is due to the segment of transportation in container trains.

In 2021, 4,466.0 thousand TEU were transported as part of container trains, the share of block trains is 68.7%, which is 4.5% more than last year. The share of loaded containers transported as block trains is 78.2% (3,630.2 thousand TEU), an increase by 4.0% compared to last year.

In 2021, new transit transportation services continued to develop.

In January 2021, in accordance with the Memorandum of Cooperation in the Development of Rail Transportation signed by the heads of the "Russian Railways" JSC and the railway companies of Turkey and Azerbaijan, a project of container transportation from Turkey to Russia in transit through Georgia

and Azerbaijan was launched. It is a part of development of regular rail transportation on the Baku–Tbilisi–Kars route.

The "Russian Railways Logistics" JSC together with the Turkish logistics operator "Pacific Eurasia Logistics" organized the launch of the first container train along the route. The train loaded with 15 forty-foot containers with household appliances left Ankara for the Akhalkalaki border station (Georgia), where the containers were overloaded from 1435 mm gauge platforms to 1520 mm gauge platforms and then transited through the territory of Georgia and Azerbaijan to the destination station in Russia.

The development of transit transportation of automotive components and finished vehicles was carried out jointly with "Russian Railways Logistics" JSC.

During 2021, it was possible to increase the total volume of transportation of automotive components and finished Volvo and Porsche cars to 16,190 TEU (173 trains), including Volvo products in the traffic China – Europe - 4,272 TEU (43 trains), in the traffic Europe – China - 7,974 TEU (82 trains). The volume of transportation of Porsche products amounted to: in the traffic Europe – China - 3,944 TEU (48 trains).

A new container operator has entered the actively growing market – "RZD Business Asset" JSC, established in November last year as an independent business unit in the structure of "Russian Railways" JSC. The company provides comprehensive transport and logistics services, is engaged in multimodal container transportation basing on its own or attracted assets. The company's clients are large industrial enterprises, forwarding companies, importers and exporters from the Asia–Pacific region, Europe and the CIS, small and medium-sized businesses.

The range of services of the "RZD Business Asset" JSC also includes export-import operations and transit transportation through the territories of Russia, Kazakhstan and Mongolia carried out jointly with the subsidiary FELB, including transport services in Europe and China. The company actively cooperates with other subsidiaries of "Russian Railways" JSC, such as "RZD Logistics" JSC and "UTLC EPA" JSC, already implementing joint projects on container transportation.

The main achievements of the company for the first half of 2021 and plans for implementation are the following results and activity areas:

- work at the Manchuria/Zabaikalsk border crossing. Current volume: 30 trains per month (June 2021);
- loading of the container terminal of the TLC "Bely Rast" - 24 trains per month by the end of June 2021;
- containerization of new cargo: dispatch of 1,100 containers of the type "open top" with coal for export to China according to the results of the first half of the year;
- over 6 months, a fleet of fitting platforms under management amounted to more than 3 thousand units (as the scale of activity grows, it is planned to increase its own fleet of wagons and containers to 18 thousand and 50 thousand by 2025);

- more than 175 profitable contracts have been concluded with the largest cargo owners and forwarding companies: Sibur Holding, Segezha, Ilim Group, Volga JSC, etc.;

- 11 CM container terminals (Central Directorate for the Management of the Terminal and Warehouse Complex of "Russian Railways" JSC (CM)) have been obtained for long-term lease;

- a regional business development network has been established in St. Petersburg, Perm, Yekaterinburg, Novosibirsk and Vladivostok.

The "RZD Business Asset" JSC is working on the possibility of increasing the number of container runs through such border crossings as Kamyshovaya and Grodekovo. The first train of "RZD Business Asset" JSC, with imported cargo overloaded at the Hunchun /Kamyshovaya border crossing was assigned to the Brest station, left on April 30, 2021. This route has a great potential for development.

The trend of changes in the nomenclature of transported goods and packaging continues. Coal transportation in containers of the "open top" type is becoming increasingly developed.

So, in June 2021, at the Krasnoyarsk railway – a branch of the "Russian Railways" JSC, the first shipment of coal in open containers was carried out. From the Minusinsk station through the Zabaikalsk border station, the first six 20-foot containers loaded with coal went to China (previously, coal in open top containers was transported from the landfills of the Trans-Baikal, East Siberian, and Far Eastern Railways). During 2021, more than 15 thousand containers with coal products were sent through the network, the total weight of the cargo exceeded more than 500 thousand tons.

The project of high-speed container transportation was launched. In June 2021, a Comprehensive action plan ("Roadmap") was approved for the implementation of the project for the development of the RZD Holding in the segment of high-speed container transportation. The project provides for the measures necessary for the development of a high-speed 80-foot platform wagon on three-axle bogies model 13-6704, as well as organizational and technological measures that need to be implemented by RZD OJSC and the companies of the RZD Holding to implement the project.

It is planned that the new technology of accelerated freight transportation should be closer to the technology of passenger traffic and provide for the movement of high-speed container trains with speeds up to 140 km/h in the scheduled package of passenger trains. In the future, high-speed platforms will be used for cargo transportation in the Far East – European part of Russia traffic, for China - Europe transit when transporting sensitive goods with high added value at a speed comparable to the movement of passenger trains. The implementation of this service will make it possible to create a new high-margin product for the market on the Russian Railway network.

Currently, the experimental platforms are being tested at the experimental ring in Shcherbinka. Next, they will be sent to the

Belorechenskaya – Maykop high-speed test site of the North Caucasus Railway, where they will be operated at a speed of 140 km/h under load.

According to the TransContainer state-owned JSC, an affiliated OSJD enterprise, the volume of large-tonnage container transported in the Russia–OSJD countries traffic in 2021 amounted to 3,127,159 TEU, which is 21% more than in 2020.

In 2021, the company continued to implement a policy of increasing container traffic both in domestic and international traffic.

In addition to the routes through the Brest border station, the TransContainer state-owned JSC has launched services through Ukraine, Kaliningrad and the Svisloch /Semianowka border crossing between Belarus and Poland.

To continue the increase of cargo transportation volume between Russia and China, in November 2021, the TransContainer state-owned JSC signed memorandums of cooperation with logistics platforms in Shanghai and Hubei Province. In addition, in 2021, a service for importing Chinese-made cars in containers to Russia, as well as a service for transporting containerized cargo from China to Rostov-on-Don through the Far Eastern port of Nakhodka, were organized.

The "Cargo Railway Company Slovakia" JSC (ZSSK CARGO), in cooperation with the Ministry of Transport and Construction of the Slovak Republic, as well as with its business partners, has long been striving to ensure the transportation of goods from China to Slovakia through the terminal of the TKD Dobra within the framework of the “New Silk Road” project. In 2021, deliveries were made from China to Slovakia via Ukraine for the customer of the company "METRANS /Danubia/".

In cooperation with the involved carriers in 2021, 3 container trains in international traffic on the route from China to Slovakia (via Kazakhstan, Russia and Ukraine) to the Dunajska Streda station, as well as 3 container trains from Slovakia to China were organized by ZSSK CARGO. Transshipment of containers was carried out at the terminal of the TKD Dobra.

The Uzbek Railways ("Uzbekistan Temir Yullari JSC" – UTI) paid special attention to the organization of container transportation. So, in 2021, 102,158 TEU containers were transported, including imports - 49,571 TEU containers, export - 52,587 TEU containers.

In 2021, 1,727 container trains passed through the territory of Uzbekistan. 754 trains in import traffic (from the Asia-Pacific countries and Turkey through the ports of Nakhodka-Vostochnaya and Vladivostok to stations Ablyk, Assak, Pitnyak, Sergeli, Chukursai, from European countries to Jizzakh, from China through the border crossings Khorgos/Altynkol and Alashankou/Dostyk destined to Ablyk, Assak, Pitnyak, Sergeli, Chukursay, Tashkent, Jizzakh, Galaba exp., from Kazakhstan to Chukursay, Ablyk). There were 973 trains which crossed the territory of Uzbekistan in export traffic (from Ablyk, Assake, Pitnyak, Sergeli, Chukursai to the Asia-Pacific countries through the ports of Nakhodka-Vostochnaya and Vladivostok, from Ablyk, Assake, Pitnyak to Russia to the stations Bazaiha, Kleshikha,

Chernikovka, Yekaterinburg-Freight Yard, from Ablyk, Assake, Sergeli, Tashkent, Chukursai to China via Khorgos/Altynkol and Alashankou/Dostyk border crossings, from Ablyk, Assake, Pitnyak, Tashkent, Chukursai to Kazakhstan, from Sergeli to Turkey).

In 2021, more than 472 thousand TEU were transported by rail across the territory of Ukraine, which is 11.1% more than the volume of container transportation in 2020 and accounts for 2.1% of total cargo transportation by rail.

In order to increase the volume of transportation, accelerate the delivery and ensure the safety of goods, the "Ukrainian Railway" JSC, ("Ukrzaliznytsia" JSC – UZ) has organized and runs more than 90 container trains, including 17 international trains, which, in 2021, transported about 225 thousand TEU across the territory of Ukraine. It is 3% less than the volumes transported in 2020, and accounts for 48% of the total number of containers transported on the territory of Ukraine. Out of the total number of international trains in 2021, 3 container trains were organized on the following routes: Russia – Ukraine, China – Kazakhstan – Russia – Ukraine, Slovakia/Poland – Ukraine – Russia – Kazakhstan – China.

In addition, UZ is working towards ensuring the attractiveness of the Ukrainian transport potential for the transportation of goods from China.

In June 2020, the first pilot container train from China to Ukraine was accepted, and in 2021, 44 container trains were transported to Kiev, 3 container trains – to the Chernomorskaya station and 1 container train – to the Vishnevoye station.

In September 2021, the first train with loaded containers from Ukraine to China (cargo – lumber) set off.

Cargo transportation as part of container trains along the Trans–Caspian International Transport route in the traffic between the European country - Ukraine (Chop/Batevo/Izov)/Mostiska 2/Vadul-Siret – Paromnaya) – Georgia (Poti/Batumi – Gardabani) – Azerbaijan (Boyuk-Kasik – Alat – Kazakhstan (Aktau-Port – Dostyk) – China using ferry crossings over the Black Sea (Chernomorsk – Poti/Batumi) and the Caspian Sea (Alat – AktauPort) has also been organized.

In 2021, jointly with the carriers involved, container trains were organized and continued to run in international traffic on the following routes:

- Russia – Ukraine;
- China – Kazakhstan – Russia – Ukraine – Poland / Slovakia / Hungary;
- China – Mongolia – Russia – Ukraine – Hungary;
- China – Mongolia – Russia – Ukraine;
- China – Kazakhstan – Russia – Belarus – Ukraine – Poland;
- China – Kazakhstan – Russia – Ukraine;
- China – Russia – Ukraine – Poland;
- Russia – Ukraine – Poland.

In 2021, 226 container trains were transported across the territory of Ukraine to the EU countries (114 – to Hungary, 109 – to Poland and 3 – to Slovakia), as well as 15 container trains from Poland to China, 10 trains –

from Hungary and 3 trains – from Slovakia. Forty-foot containers with combined cargo (mainly consumer goods) were transported as part of the trains.

Also in 2021, a container train from Russia to Poland successfully continued to run, which transits through the territory of Ukraine. During the year, 181 container trains were transported across the territory of Ukraine (92 trains with loaded containers to Poland and 89 train runs with empty containers to Russia).

During the COVID-19 pandemic, freight trains in the China–Europe traffic carried a large number of anti-epidemic drugs and parcels sent as part of cross-border e-commerce, and goods were also transported that were previously delivered by sea or by air.

The organization of container trains in the China–Europe traffic contributed to international cooperation on epidemic prevention and contributed to the stabilization of supply chains between countries located along the "One Belt, One Road" project.

Due to the restrictions imposed due to the spread of coronavirus infection, railways have proven to be a reliable mode of transport for the delivery of medical supplies needed to combat the COVID-19 pandemic.

When organizing container transportation, special attention was paid by the railways of the OSJD member countries to the development and organization of the transportation of postal items in containers in international traffic.

The development and organization of transportation of postal items in containers are in demand and promising in order to attract additional volumes of transportation by rail.

Due to the restrictions imposed on air cargo transportation due to the ongoing COVID-19 coronavirus pandemic, the railway supply channel has begun to play a strategic role as a reliable transport route between China and Europe, ensuring uninterrupted delivery of mail.

In recent years, many pilot projects have been carried out for the transportation of postal items by rail, but their volume was insignificant. However, the situation with the spread of coronavirus infection has caused the accumulation of huge number of postal items in China and, accordingly, the volume of cargo has increased.

According to "National Company "Kazakhstan Temir Zholy" JSC (KZH), the transportation of postal items and courier cargo is carried out on a permanent basis in the China – Europe – China traffic.

Since May 2021, the national operator has issued 41 transit declarations for postal items in containers through Dostyk/Alashankou and Altynkol/Khorgos border crossings, including:

- in May – 6 containers to the Republic of Lithuania;
- in June – 20 containers to the Republic of Lithuania and 2 containers to the Republic of Kazakhstan;

- in July – 12 containers to the Republic of Lithuania and 1 container to the Republic of Poland.

In addition, in 2021, Kazpost JSC, the national postal operator of the Republic of Kazakhstan, carried out work on the provision of mail transportation services by rail (hitching mail wagons to passenger trains).

The delivery by the train "Express Railway "China Post"" with postal items from China to Vilnius (Lithuania) was carried out in 14 days. Each container train carries about 300 tons of postal items and is the result of the cooperation of postal operators "China Post", "Lithuanian Post", "Polish Post" and railway operators.

Currently, many shipments of postal items by rail end in Lithuania, and other container trains go to Poland. The postal items are delivered from there by trucks to more than 30 European countries. The SMGS consignment note and in some cases, the CIM/SMGS consignment note were used for the transportation of postal items, as well as the documents provided for by the acts of the Universal Postal Union, CN37 and CN33 delivery bills, were used as a transit customs declaration.

Postal shipments in containers from the People's Republic of China to the Vaidotai station of the Lithuanian Railways, only in the first half of 2021, reached 117 forty-foot containers (234 TEU).

In 2021, the transportation of postal shipments from the People's Republic of China to Lithuania amounted to 296 TEU.

Postal shipments from China to Europe have become a new point of growth of cargo flows for "UTLC EPA" JSC – an affiliated OSJD enterprise. The first full-fledged mail container trains began to run between China and Europe on a regular basis from April 2020.

The main cities in China, where mail container trains are formed, are Chongqing, Yiwu, Zhengzhou and Dongguan. On the way from China, trains run through Kazakhstan, Russia and Belarus. The average travel time on the railway infrastructure of 1520 mm track gauge from the Chinese border to the EU border is 4.9 days.

During the reporting period, the transportation of mail from China to Russia in transit through Mongolia on the network of Ulaanbaatar Railway JSC (UBZD) was not organized due to the difficult situation caused by the spread of COVID-19 coronavirus infection.

During the reporting period, the "Russian Post" JSC, an affiliated OSJD enterprise, organized regular container transportation of international mail from China to Russia and the countries of the European Union. Over 2021, more than 58 tons of mail in containers were delivered, while the average weight of the mail was 260 grams. The transit time of the containers ranged from 24 to 40 days.

In December 2021, a test shipment of a forty-foot container on the Kaliningrad - Moscow route was organized as part of a container train crossing the borders of two states: Lithuania and Belarus.

In 2021, the geography of mail deliveries in baggage and mail wagons covers the entire territory of the Russian Federation and has 52 routes. Baggage and mail wagons run in fast and passenger trains. In the Moscow - Vladivostok - Moscow traffic, a mail and baggage train runs on a daily basis, consisting only of baggage and mail wagons of the "Russian Post" JSC.

The "Digital Commerce" train on the Moscow – Erlian – Moscow route is a joint project of "Russian Post" JSC and "Russian Railways" JSC. Transit time from Moscow to Erlian is 6 days. The train schedule for the territory of the Russian Federation has been developed, the travel time is 5 days, 4 test dispatches have been carried out. The tariff for the passage of the train along the railway sections of the Russian Federation and Mongolia has been determined (a fixed cost regardless of the composition of the train). In addition, uncoupling of wagons and unloading of mail at the stations with offices of international postal exchange, such as Novosibirsk, Yekaterinburg and Kazan, are provided, which will allow processing incoming international mail from China on the same day.

Due to the restrictions associated with the spread of a new coronavirus infection and, as a consequence, the suspension of international passenger traffic, in 2022, the "Russian Post" JSC plans to develop and improve the routes of delivery of domestic and international mail by rail in cargo container traffic. It will ensure the continuity and timeliness of the transportation of international mail, significantly optimize transport costs, as well as reduce additional cargo operations.

Within the framework of OSJD's cooperation with the Universal Postal Union (UPU), the Commission's specialists took part in the meeting of the UPU Contact Committee on the Transportation of International Mail (IPIs - international postal items) by Rail (UPU Rail Forum), which took place on June 9, 2021 in the format of a videoconference (Bern, Switzerland). The meeting was attended by representatives of the postal departments of the UPU member countries, international organizations OTIF, WCO, TAXUD, CIT, UIC, CCTT, etc. At the meeting, a specialist of the Commission made a report on the experience of the railways of the OSJD Member States in the development and organization of IPIs in international traffic. Transportation of international postal items (IPIs) is one of the topical issues discussed by representatives of the transport industry in recent years. The number of postal items transported by rail has increased significantly during the COVID-19 coronavirus pandemic and the closure of interstate borders. Within the framework of the meeting, the International Bureau of the UPU presented to the participants of the meeting a draft "roadmap", the task of which will be to regulate the transportation process, optimize routes, time and number of trains involved in the transportation of IPIs. The OSJD delegation noted the need to develop an international document with appropriate detailed descriptions and procedures and implementation in all UPU member countries. This will ensure uniformity of procedures and contribute to the recognition of the legitimacy of postal transportation documents (customs control, marking, security checks, etc.). This proposal was supported and it was decided to

finalize the Guidelines for the Organization of International Mail Transportation by Rail (edition of June 2018).

During the meeting, the importance of further cooperation between the OSJD and the UPU on the organization of mail transportation by rail in international traffic was noted.

Work was continued on the practical application of the CIM/SMGS consignment note for the entire route of cargo transportation on railways applying various legal regulations. This, in turn, allows for transportation without reissuing transportation documents, speeding up the delivery time of goods, improving the organization of cargo transportation and, thereby, creating conditions for attracting additional volumes of cargo for transportation by railway.

The OSJD Railways carried out work on the organization of cargo transportation in wagons and containers using the CIM/SMGS consignment note in the Asia-Europe-Asia traffic.

According to the information of Azerbaijan Railways state-owned JSC from September 17, 2021, within the framework of the TURKUAZ project, the application of the CIM/SMGS consignment note began on the Baku–Tbilisi–Kars railway line (BTK). The first shipment with cargoes (electrodes, marble, etc.) in containers was sent from Turkey to Azerbaijan and Kazakhstan. Thus, time and costs savings are achieved for cargo transportation along the BTK route. In the future, the use of the CIM/SMGS consignment note will lead to an increase in the dynamics of cargo transportation in other directions.

The Belarusian Railway (BC) is open for transportation using the CIM/SMGS consignment note in all directions. Transportation of containerized cargo was carried out in the "East – West" traffic from the Czech Republic, France, Germany, Hungary, Slovakia to Russia, Kazakhstan, China and back.

In 2021, the volume of cargo transportation via the Belarusian Railway network under the CIM/SMGS consignment note amounted to 40,803 shipments (wagon and container), which amounted to 125% compared to 2020 (32,636 shipments). In transit, 38,305 shipments (wagon and container) were carried out under the CIM/SMGS consignment note, of which - 31,650 wagons and 52,109 large-capacity containers; in import - 170 shipments (wagon and container), of which - 1,991 wagons and 12 large-capacity containers; in export - 2,326 shipments (wagon and container), of which - 4,157 wagons and 294 large-capacity containers.

In order to simplify the transportation process, as well as significantly reduce the delivery time of goods and the transfer of wagons through the interstate junction point between Georgia and Turkey, transportation via the Baku–Tbilisi–Kars railway line (BTK) by Turkish Railways (TCDD) is carried out using the CIM/SMGS consignment note. Starting from September 25, 2021, 548 wagons and 604 containers with a total weight of 16,298 tons of cargo issued under the CIM/SMGS consignment note were sent from Turkey to Azerbaijan and Kazakhstan through Georgia. At the same time, the

GR, being the railway of changing the legal regulation of transportation from/to the CIM and the SMGS consignment note (Akhalkalaki station is the place of re-issuing), carried out purposeful work with railway administrations to use the CIM/SMGS consignment note to increase transit potential.

Through the network of "National Company "Kazakhstan Temir Zholy"" JSC (KZH) in 2021, the transportation of goods under the CIM/SMGS consignment note in transit through the territory of the Republic of Kazakhstan amounted to 23,054 shipments (large-capacity containers). Transportation was carried out to European countries (Austria, Belgium, Great Britain, Germany, Denmark, Spain, Italy, France, Czech Republic, etc.) – China and back.

In 2021, the State Corporation "Chinese Railways" (KZD) issued a total of 14,350 CIM/SMGS consignment notes in export traffic at stations of Chinese Railways. In particular, through the Alashankou/Dostyk border crossing, 11,075 CIM/SMGS consignment notes was issued in the export traffic and 3,275 CIM/SMGS consignment notes were issued in the export traffic through the Khorgos/Altynkol border crossing.

In 2021, 49 wagons and 99 containers passed through the Latvian Railway network (LDZ) on the Poland–Estonia route (overland transit) under the CIM/SMGS consignment note, while the volume amounted to 454 tons of cargo.

In 2021, 25,583 container shipments, issued with CIM/SMGS consignment note, passed through the territory of Lithuania in the China–Europe–China traffic.

Across the territory of the Republic of Moldova in 2021, 6,652 wagons were transported under the CIM/SMGS consignment note, of which transit amounted to 5,336 wagons, export - 385 wagons, import - 933 wagons. The main types of cargo transported under the CIM/SMGS consignment note are: from the Republic of Moldova - rolled products, sugar, gypsum; to the Republic of Moldova - diesel fuel, cast iron, white spirit; in transit - iron ore and concentrates, coal, ash, fertilizers, white spirit, cast iron, washing machines, metal products, salt.

The "Ulaanbaatar Railway" JSC ("UBZD" JSC) has developed programs for issuing transportation documents and commercial acts for shipments transported under the CIM/SMGS consignment note.

During the reporting period, in export-import and transit traffic, goods transported under the CIM/SMGS consignment note were not registered. In the future, the "UBZD" JSC plans to apply the CIM/SMGS consignment note for the shipment of goods from Mongolia to European countries.

With the use of the CIM/SMGS consignment note, in 2021, the "Russian Railways" JSC transported 28,429 shipments (container and wagon), including 58,440 containers, which is 4.7% more and 20.4% less, respectively, compared to 2020, of which:

- export transportation – 13,836 shipments (18.1% less), including 22,709 containers (28.6% less);

- import transportation – 2,681 shipments (2.3% more), including 23,820 containers (27.5% less);
- transit transportation – 11,912 shipments (56.2% more), including 11,911 containers (36.5% more).

The export-import transportation using the CIM/SMGS consignment note was carried out in 2021 in traffic mainly with countries such as Germany, Romania, Slovakia, Czech Republic:

- with Romania – import – 1,595 shipments (wagon and container), including 406 containers; export – 724 shipments (wagon);
- with Slovakia – import – 683 shipments (container and wagon), including 9,842 containers; export – 551 shipments (containers and wagons), including 10,172 containers;
- with Germany – import – 73 shipments (wagon and container), including 2,359 containers; export – 2,660 shipments (container), which is equivalent to the same number of containers;
- with the Czech Republic – import – 253 shipments (wagon and container), including 9,940 containers; export – 9,876 shipments (wagon and container), which is equivalent to the same number of containers.

From the transit transportation of goods using the CIM/SMGS consignment note, shipments can be distinguished:

- in the China–Germany traffic: (8,423 container shipments (1,744 - from China to Germany, 6,679 - from Germany to China), which is equivalent to the same number of containers);
- in the Sweden– China traffic (814 container shipments, which is equivalent to the same number of containers);
- in the Netherlands – China traffic (600 container shipments, which is equivalent to the same number of containers);
- in the France– China traffic (313 container shipments, which is equivalent to the same number of containers);
- in the Switzerland – China traffic (693 container shipments, which is equivalent to the same number of containers).

In 2021, the TransContainer PJSC – an affiliated OSJD enterprise, continued work on the clearance of transportation using the CIM/SMGS consignment note. 1,929 documents in total were issued. At the same time, along the route Brest-Severny (exp.) – Perspektivnaya, Brest-Severny (exp.) – Nizhny Novgorod – Avtozavod, the routes Lebedyan – Baltiysk (exp.), Battery – Kamyshovaya (exp.) were added to.

Over 2021, the National Railway Freight Company of Romania (CFR-Marfa, JSC) transported 5,465 wagons using the CIM/SMGS consignment note, the total number of transported goods amounted to 251,185 tons.

In 2021, the Slovak Railway (ZSSK CARGO) carried out 658 shipments, 762 wagons and 94 containers under the CIM/SMGS consignment note. The main cargoes transported under the CIM/SMGS consignment note were: chemical goods, building materials, petroleum products from Russia and Ukraine. 222 shipments, 357 wagons and 18 containers were transported

in transit. Transit cargo was transported from Russia and Ukraine mainly to Germany and the Czech Republic.

Currently, the State Unitary Enterprise "Rokhi Ohani Tojikiston" – Tajik Railway (TJ) is considering the introduction of the CIM/SMGS consignment note.

During 2021, at the railway network of Ukraine, 66,133 shipments of goods under the CIM/SMGS consignment note were carried out, which is 34% more than the number of shipments in 2021 (43,548 shipments), including 65,975 wagons (export - 32,609, import - 24,420, transit - 8,946) and 158 containers in the export traffic.

The main goods transported under the CIM/SMGS consignment note:

- export: to Romania – fuel wood, wood chips, flat rolled iron, ceramic plates, wood waste, kaolin, pine timber, sawdust, ceramic building bricks, ammonium nitrate mixtures, fir logs, Portland cement, unpainted or painted cements, corrugated cement sheets, slag and ash, urea, ferrosilicon, channels made of iron, bars made of iron, coal tar, pipes, tubes and hollow profiles made of iron, table salt;

- to Slovakia – empty containers of heavy lifting capacity, sodium hydroxide, coal tar, benzene products containing more than 50% benzene, forged steel work rolls;

- to the Czech Republic – flat rolled iron;

- import: from Romania – empty wagons, ceramic building bricks, fuel wood, wood waste, wood chips;

- transit: paper and cardboard, arsenic sulfides, ammonium sulfate, methanol, cellulose from the Russian Federation to Romania;

- empty wagons from Romania to the Russian Federation, Hungary, the Republic of Belarus;

- cement products, fiberboard, fir timber, glued plywood, wood chips, pine timber, potassium chloride, sawdust from Republic of Belarus to Romania;

- heavy oils from the Republic of Belarus to Hungary; natural steatite from Hungary to the Russian Federation.

On the railway network of Ukraine, the CIM/SMGS consignment note can be used for cargo transportation in all directions, and in rail-ferry traffic – on the following routes:

- Paromnaya (Ukraine) – Poti (Georgia);
- Paromnaya (Ukraine) – Batumi (Georgia);
- Paromnaya (Ukraine) – Ferry Varna (Republic of Bulgaria).

In 2021, Czech Railways Cargo JSC (CD Cargo) transported 21,705 wagons under the CIM/SMGS consignment note, while exports amounted to 10,461 wagons, imports - 11,244 wagons, which represents a decrease of 14.6% compared to last year.

The main routes of cargo transportation using the CIM/SMGS consignment note on Czech Railways are: Mlada Boleslav – Perspektivnaya (Kaluga) and Mlada Boleslav – Nizhny Novgorod, as well as in traffic with the Republic of Belarus, Ukraine and Kazakhstan (Gavirzhov – Kostanay,

Zhilina – Mosty – Oskemen-1). The share of shipments processed under the CIM/SMGS consignment note was in the traffic:

- with the Russian Federation: exports – 99%, imports - 43.4 %;
- with the Republic of Belarus: exports – 74.5%, imports – 87.8 %;
- with Ukraine: exports - 1%, imports - 1 %;
- with the Republic of Kazakhstan: exports – less than 1%.

According to the Work Plan of the OSJD Commission on Freight Traffic for 2021 the *OSJD Training Seminar on "Application of the CIM/SMGS consignment note"* was held from July 7 to 8, 2021 in videoconference mode (OSJD Committee, Warsaw). The representatives of the OSJD Member States` railways: AZD, ARA, BC, VZD, GR, RAI, KZH, KORAIL, KRG, CFM, UBZD, the Ministry of Infrastructure of the Republic of Poland, PKP (PKP CARGO, PKP INFORMATICS, PKP LHS), RZD, TJ, TRK, UTI, UZ, CD Cargo, the OSJD observers: VR Group (Finnish Railways), National Society of French Railways-Freight Transportation (SNCF-Fret), the OSJD affiliated enterprises: "Eurosib SPb-Transport systems", "UTLC ERA", "PLASKE", international organizations: WCO, EEC, CIT, CCTT, TMTM and "Turkish State Railways-Transportation" (more than 250 participants) attended the seminar.

Presentations, reports and speeches on the following topics were presented at the Seminar:

1. Legal aspects of the application of the CIM/SMGS consignment note:
 - a brief history of creation, legal basis. General provisions of the GLV, provisions on the application;
 - contents of the CIM/SMGS consignment note, languages, sample, list of wagons and containers (rules for filling in and applying the CIM/SMGS consignment note, registration of a set of CIM/SMGS transportation documents);
 - status of improvement of the "CIM/SMGS Consignment Note Manual" (Annex 6 to the SMGS);
 - CIM/SMGS electronic consignment note. Legal basis. Electronic data exchange;
 - practice of using the CIM/SMGS electronic consignment note in the China–Europe –China transit via Russian Railways;
 - Commercial act of CIM/SMGS (presentation and consideration of claims during transportation under the CIM/SMGS consignment note);
 - facilitation of customs procedures using the CIM/SMGS consignment note;
2. Practical application of the CIM/SMGS consignment note:
 - Organization of cargo transportation using the CIM/SMGS consignment note (transportation routes under the CIM/SMGS consignment note);
 - Expansion of the geography of application of the CIM/SMGS consignment note;
 - Organization of transportation in the Europe – Asia traffic (from Germany, France, Czech Republic, Slovakia);

- Organization of transportation in the Asia – Europe traffic;
- Experience in the application of the CIM/SMGS consignment note for carriages in multimodal transport.

During the Seminar, a fruitful, professional discussion based on the presented reports and presentations took place. The participants of the Seminar exchanged practical experience in the application of the CIM/SMGS consignment note in the Europe - Asia - Europe traffic.

At the Seminar, special attention was paid to the discussion of the implementation of the CIM/SMGS electronic consignment note, as well as the possibilities for its use.

The participants of the Seminar noted the importance of establishing cooperative working relations with customs authorities in order to simplify customs procedures due to the recognition of the CIM/SMGS consignment note as a transit customs declaration. The results of the practical application of the consignment note and the prospects for use on new routes were also considered. The Seminar program contributed to interesting and useful discussions, further understanding of the processes taking place in the field of railway freight transportation. Confidence in was expressed, that the joint efforts of all participants in the transportation process will contribute to the smooth implementation of cargo transportation in the Eurasian space.

The coordination of cargo transportation volumes in international traffic was considered at the meeting of the OSJD Commission on Freight Traffic, held in videoconference mode from March 15 to 19, 2021 (OSJD Committee, Warsaw).

The meeting was attended by representatives of the State Corporation "Vietnam Railway" (VZD), "National Company "Kazakhstan Temir Zholy" JSC (KZH), State Corporation "Chinese Railways" (KZD), "Ulaanbaatar Railway" JSC ("UBZD" JSC), "Russian Railways" JSC (RZD) and "Uzbekistan Temir Yullari" JSC (UTI) and by representatives of the foreign trade organizations of the Socialist Republic of Vietnam, the Republic of Kazakhstan, the People's Republic of China, the Democratic People's Republic of Korea, Mongolia, the Russian Federation, as well as by invited representatives of the National Railway Corporation of the Republic of Korea (KORAIL); "UTLC ERA" JSC – the affiliated OSJD enterprise and the OSJD Committee.

To consider the proposals of the railways on the coordination of the volume of cargo transportation in international traffic for 2021, meetings were held within the framework of nine subgroups.

The results of the implementation of the volumes of foreign trade cargo transportation for 2020 were summed up and the volumes of export, import and transit cargo transportation for 2021 were agreed with their distribution by quarters and by types of cargo at each border crossing.

Technical and organizational measures have been developed to ensure the fulfillment of the agreed volumes of cargo transportation in 2021.

In order to ensure the identity of the name of goods, when approving monthly cargo transportation plans, the nomenclature of export, import and transit cargo was agreed upon.

In the period from May 11 to May 14, 2020 in videoconference mode (OSJD Committee, Warsaw), a meeting of the OSJD Commission on Freight Traffic was held on *the coordinating the timetables of freight trains in international traffic*.

The meeting was attended by representatives of the railways of the OSJD Member States (railway infrastructure managers, railway carriers and operators) from Republic of Belarus (BC), Hungary ("MAV", "Rail Cargo Hungaria" ("RCX")), Republic of Lithuania ("LTG Infra" and "LTG Cargo" (part of the group of companies of Lithuanian Railways – "Lietuvos geležinkeliai" JSC (LTG)), Republic of Moldova (CFM), Republic of Poland (PKP CARGO, PKP PLK), Russian Federation (Kaliningrad Railway – branch "Russian Railways"); Slovak Republic (ZSR, ZSSK Cargo), Ukraine (UZ), Czech Republic (CD Cargo, Management of the railway infrastructure of the Czech Republic – SZDC). By invitation, the representatives of European railway companies, carriers and operators - Railway Capacity Distribution Office Ltd. (VPE) (Hungary), "DB Cargo Polska" and "Captrain Polska Sp. z o.o" (Poland), Railway Infrastructure of Slovenia (SJ), as well as representatives of the railways of Kazakhstan (KZH), the Republic of Korea (KORAIL), Mongolia ("UBZD") as observers and the OSJD Committee, took part therein.

The meeting participants – representatives of 1st group of railways of the OSJD Member States and European railway companies, carriers and operators held meetings within the framework of subgroups. They consider the proposals made by the railways on the coordination of the amounts of international freight train traffic and on the preliminary timetables of freight trains in international traffic at border crossings for the period 2021/2022.

Based on the results of the discussion, the dimensions of the movement of freight trains at border crossings in international traffic for the period 2021/2022 have been developed and agreed upon.

Applications have been submitted for the previously agreed "itineraries" of the schedule of freight trains at border crossings according to the adopted "Form of international schedule coordination" for the period 2021/2022.

The participants of this meeting noted that it is advisable to consider issues related to the development of freight train traffic volumes and preliminary coordination of freight train schedules in international traffic, not only with the participation of representatives of railways of OSJD Member States. The other European railway carriers, infrastructure companies and operators whose countries are not members of OSJD shall be involved to this work.

During the reporting period, within the *framework of cooperation between OSJD and UNESCAP*, railway companies of OSJD Member States participated in various events held by UNESCAP.

Within the framework of OSJD's cooperation with UNESCAP and the Economic Cooperation Organization (ECO), the participating railways of the OSJD Member States participate in the work on the UNESCAP project "Commercialization of the Regional Railway Corridor between Kazakhstan, Turkmenistan and Iran".

At the meeting of UNESCAP and ECO, held on October 28, 2020 in videoconference mode, the UNESCAP Secretariat and ECO invited the project participants to express the views of the KTI route -participating countries on the revised text of the Memorandum of Understanding (MoU).

According to the information of the leading performer of the topic – the NC "KTZ" (KZH) JSC, it is planed, on UNESCAP initiative, to sign the Memorandum of Understanding between the Republic of Kazakhstan, Turkmenistan and the Islamic Republic of Iran on the implementation of the Kazakhstan–Turkmenistan–Iran railway route (KTI). The work is carried out within the framework of cooperation with UNESCAP on the project "Commercialization of the Regional Railway Corridor between Kazakhstan, Turkmenistan and Iran".

The UNESCAP has developed and submitted for consideration a draft Memorandum of Understanding intended for signing at the level of the top management of the railway administrations of the three countries. After holding a number of meetings in the videoconferencing mode in 2020 and 2021, the Memorandum was finally approved at the 4th Annual Meeting, held on October 4, 2021 in the videoconferencing mode. The final text of the Memorandum will be signed during the 15th ECO Summit on November 28, 2021.

The Memorandum provides for the creation of a permanent working group to discuss all issues related to the KTI corridor.

Currently, the Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan and the National Company Kazakstan Temir Zholy JSC are working on the elaboration and signing of the Memorandum at the railway level.

According to the information of the Railways of the Islamic Republic of Iran (RAI), the KTI corridor passing through the territories of Kazakhstan, Turkmenistan and the Islamic Republic of Iran, the length of which is 942 km, includes only a small part of the railway networks of Kazakhstan, the Islamic Republic of Iran and Turkmenistan. The commercialization of the CTI corridor was carried out in cooperation with the Economic Cooperation Organization (ECO) and UNESCAP, while funding was provided by the Islamic Development Bank (IDB), which invested about 370 million US dollars in the construction of facilities of this corridor. The commercialization of the corridor, in addition to increasing the profitability of the IDB's capital investments, will also enhance the role of railways as an environmentally friendly and energy efficient mode of transport. The KTI railway corridor will

strengthen transport links between different regions. Another task of commercialization of KTI is to turn it into an economic corridor.

A number of analyses carried out by international consultants engaged by UNESCAP, in the process of commercialization, includes the study of physical and non-physical barriers in Kazakhstan, Turkmenistan and the Islamic Republic of Iran. Additionally, the study of the possibilities of increasing commodity flows was carried out and a proposal for a Corridor Management Mechanism (CMM), as well as an Action Plan and a Marketing Strategy for the corridor were developed.

During the meetings and working sessions, a number of recommendations were proposed to improve commercial operations along the KTI corridor and opinions were expressed on the participation of OSJD in the KTI railway route to facilitate its commercialization.

During the reporting period, cooperation and interaction with the World Customs Organization (WCO), the Eurasian Economic Commission (EEC), the International Rail Transport Committee (CIT), the International Coordinating Council for Trans-Eurasian Transport (CCT), the International Association "Trans-Caspian International Transport Route" (TMTM), the International Union of Railways actively took place (UIC).

During 2021, the representatives of the OSJD and the international organizations and associations acting in the field of rail freight transportation, mutually attended their meetings, sessions, workshops and conferences held in the videoconference mode by the OSJD Commission on Freight Traffic and the abovementioned organizations. The main objectives of these events were: to develop and to improve the international freight traffic, to harmonize freight transportation data between countries, in order to ensure and facilitate the global trade while forwarding by rail. To develop proposals and recommendations for the effective use of rail transport under the participation of other transport modes, as well as to ensure competitiveness of railway and support the use of modern technologies in the organization of the transportation process, etc. counted thereto.

On the OSJD website (<https://osjd.org/>), as well as on the OSJD cargo web portal, the texts of agreements, contracts and other OSJD documents within the competence of the OSJD Cargo Transportation Commission were posted and constantly kept up-to-date.

3.4. Passenger Traffic

In the reporting year, the OSJD Commission on Passenger Traffic has set up and held two meetings on the development and harmonization of international passenger train schedules for 2021-2022. OSJD Railway Group I held its meeting a hybrid format on August 14th-16th 2021 in Olomouc, Czech Republic, involving representatives from BC, MÁV Co., LTG, CFM, PKP, RZD OJSC, CFR, ŽSR, UZ and ČD. The meeting of OSJD Railway Group II took place on September 13th-15th 2021 by videoconference (OSJD Committee, Republic of Poland). The meeting involved representatives from VZD, KZH, KZD, ZC, UBZD, RZD OJSC (Russian

Railways) and an OSJD affiliated enterprise, Russian Post JSC.

The OSJD Railway Group I meeting has finalized the schedules and makeup of international passenger trains, including through-service coaches, for 2021/2022.

Among the participants, MÁV START, PKP, CFR Călători, ZSSK and ČD have negotiated electronic schedules of international passenger trains in service between their countries using the PCS platform.

Scheduled service linking Poland and Lithuania provides for two Intercity and Polregio trains of PKP makeup operating on the Wrocław (PKP) – Kaunas (LTG) route, contingent on supplying the train with an LTG locomotive, and Białystok (PKP) – Kaunas (LTG) route through the border crossing at Trakiszki (PKP) – Mockava (LTG).

Seven trains are scheduled to provide international passenger service through Belarusian-Polish border crossings. Of these, 3 will operate on border-crossing routes from Brest (BC) to Terespol (PKP). It has been also agreed that two trains will provide Warsaw – Brest – Minsk service with a stopover connection, one train will serve the Kraków – Hrodna (BC) route and one train will serve the Brest (BC) – Budapest (MÁV)/Prague (ČD) route.

UZ and PKP have agreed on the schedule of eight UZ makeup trains along the routes Kyiv – Warsaw Wschodnia (PKP), Kyiv – Przemyśl (PKP), Lviv (UZ) – Przemyśl (PKP), Odessa (UZ) – Przemyśl (PKP), Lviv (UZ) – Wrocław (PKP) via border crossing at Mostiska-II (UZ) – Medyka (PKP) and Yagodin (UZ) – Dorohusk (PKP).

Train No. 51/52 Lviv – Wrocław (with a through-service coach for Kyiv – Wrocław) has been rescheduled for a faster service in 2021/2022, saving 21 minute on the trip to Wrocław and 43 minutes for the return trip, which is expected to benefit passenger traffic in this direction.

In line with the current development roadmap for passenger transportation between Ukraine and European Union countries, UZ and PKP have negotiated two pairs of new trains to provide scheduled service in 2021/2022 on the Lviv – Przemyśl – Lviv route using 1520 mm track, with the Przemyśl station serving as an interchange “hub” for destinations including Berlin, Prague and Budapest.

As for service between Ukraine and Slovakia, passenger train schedules have been negotiated for Košice (ŽSR) – Mukachevo (UZ) and Košice – Čierna nad Tisou (ŽSR) – Chop (UZ).

International passenger service between Ukraine and Hungary is to be provided by trains, including ones with through-service coaches, operating on routes including Mukachevo (UZ) – Budapest (MÁV), Kyiv (UZ) – Budapest (MÁV) – Vienna, Záhony (MÁV) – Chop (UZ), Záhony (MÁV) – Mukachevo (UZ), Nyíregyháza (MÁV) – Mukachevo (UZ) – Budapest (MÁV) through the border crossing at Chop (UZ) – Záhony (MÁV).

CFM and CFR have agreed on a timetable for passenger trains operating on Chisinau – Bucharest Nord, Chisinau – Ungheni (CFM) – Socola (Iași) (CFR), Ungheni (CFM) – Iași (CFR).

The meeting of the OSJD Railway Group II, involving representatives from VZD, KZH, KZD, ZC, UBZD and RZD OJSC, has agreed on continuing

international service with the current number of passenger trains and through-service coaches on 16 routes.

Scheduled routes for China – Russia include the train No. 3/4 Beijing – Moscow made up by KZD, running through border crossings at Erlian (KZD) – Zamyn-Üüd (UBZD) and Sukhbaatar (UBZD) – Naushki (RZD), and a group of Moscow – Beijing through-service coaches owned by RZD OJSC / FPK JSC, running through the border crossing at Zabaykalsk (RZD) – Manzhouli (KZD). Due to the train No. 3/4 Beijing – Moscow being expected to feature upgraded rolling stock, KZD, UBZD and RZD have confirmed their readiness to carry out a trial trip as soon as possible after restrictive measures are lifted and international passenger train traffic is resumed.

Scheduled train traffic will continue on the routes Suifenhe (KZD) – Grodekovo (RZD) for trains of RZD makeup and Zabaykalsk (RZD) – Manzhouli (KZD) for trains of RZD OJSC / FPK JSC makeup.

In addition, subject to a separate agreement between RZD OJSC/FPK JSC, UBZD and KZD, the schedule provides for tourist trains made up by RZD OJSC/FPK JSC to be operated on the routes Moscow – Irkutsk (RZD) – Ulaanbaatar (UBZD) – Erlian (KZD) and Moscow (RZD) – Ulaanbaatar – Zamyn-Üüd (UBZD) via the border crossing at Naushki (RZD) – Sukhbaatar (UBZD).

Two scheduled trains negotiated to provide Russia – Mongolia service include train No. 5/6 Ulaanbaatar – Moscow and No. 306/305 Irkutsk – Ulaanbaatar running through the border crossing at Sukhbaatar (UBZD) – Naushki (RZD).

The Mongolia – China train schedule provides for the Beijing – Ulaanbaatar route to be serviced by trains made up by UBZD and KZD on a parity basis and the Ulaanbaatar – Erlian route (KZD) to be serviced by KZD trains. Through-service coach operation will continue on the Ulaanbaatar – Hohhot (KZD) route through the border crossing at Zamyn-Üüd (UBZD) – Erlian (KZD).

As for international passenger service between China and the Democratic People's Republic of Korea, the schedule provides for groups of through-service coaches owned by KZD and ZC on a parity terms operating on two routes, Beijing (KZD) – Pyongyang (ZC) and Dandong (KZD) – Pyongyang (ZC) through the border crossing at Dandong (KZD) – Sinuiju (ZC).

Traffic between Russia and the Democratic People's Republic of Korea continues with through-service coaches on routes including Moscow – Tumangang (ZC), Pyongyang – Moscow, Pyongyang – Khabarovsk (RZD) through the border crossing at Khasan (RZD) – Tumangang (ZC).

As for the China-Vietnam service, the schedule provides for continued through-service traffic of KZD coaches on the route Beijing West (KZD) – Hanoi (Zyalam station, VZD) route through the border crossing at Pingxiang (KZD) – Dongdang (VZD).

The Kazakhstan – China connection is to be served by two international express trains routes, Urumqi (KZD) – Almaty-2 (KZH) made up by KZD through the border crossing at Khorgas (KZD) – Altynkol (KZH) and Almaty-2 – Nur-Sultan-Nurly Zhol (KZH) – Urumqi (KZD) made by KZD through the border crossing at Dostyq (KZH) – Alashankou (KZD).

In accordance with the Commission's work plan for 2021 the OSJD Committee held two meetings dedicated to "Systems for seat reservation, passenger helpdesks, service provision and financial reporting".

The expert meetings were attended by representatives of 18 railways: AZD, BC, BDZ, MÁV, VZD, KZH, KZD, KORAIL, KRG, LDZ, LTG, CFM, UBZD, PKP, RZD, UTI, UZ, ČD, and have addressed the following issues:

- Expanding electronic ticket issuance services for international passengers
- Harmonizing seat booking reserves for return trips on international trains in case of schedule changes
- Investigating prospects for the development of electronic booking systems
- Launching new passenger carriage products
- Developing electronic reservation systems to improve passenger experience, provide helpdesk services and upgrade the passenger transportation management technology
- Developing Ukrzaliznytsia's automated information system for passenger transportation management (AIS PT UZ), including the expansion of electronic ticketing for international service.

Meeting participants exchanged information on work in progress at railways and shared their proposals on issues involved.

BC notified meeting participants about a test held together with PKP to verify ticketing interoperability between Express-3 and EPA-PKP automated systems for trains Nos. 127/128 and 125/126 Brest – Warsaw, Nos. 727/728 and 725/726 Minsk – Brest and No. 303/304 Hrodna – Kraków.

PKP specialists have succeeded at completing ticket reservation in the EPA-PKP system with seats allocated from a pool kept in the Express-3 automated system.

Express-3 software was refined to allow to obtain reference information on seat availability and to reserve travel documents for specified trains from a pool of seats stored in EPA-PKP. Additional testing was carried out to verify the functionality of clearing sheet issuance.

Interoperation between Express-3 and EPA-PKP reservation systems will pave the way for the next stage – launching online ticket sales with electronic registration between BC and PKP.

Another upgrade to the online ticketing system included functionality for presenting a graphic layout of FPK JSC's Lastochka coaches providing Minsk – Moscow international service in the unified Passenger Services section of BC's official website and its mobile application, *BC: My Train*.

KZH reported on its effort to improve service quality and expand passenger offering by introducing the Meyirim electronic discount card for different groups of disabled passengers enabling them to obtain tickets for "socially important" train routes at a discount up to 50%. An electronic discount card allows persons with disabilities to enjoy cheaper fares while buying tickets remotely, without leaving the home.

The Digital Technology Quotas task has been launched in test mode. This functionality is designed to enable automated accounting and tracking of passenger train seats allocated to reservation pools. An online resource created as a part of this

project provides every quota owner with a personal account webpage, accessible by officers tasked with distributing seats within the allocated quota and monitoring their use. Quota owners will be able to obtain reports on passengers to whom tickets have been issued within their allocated quotas using a variety of grouping criteria (by train, by date, over reporting periods, etc.) This information cannot be viewed by other quota owners. Carriers will receive statistical information (stripped of personal data) on the utilization of seats allocated for reservation on their trains.

PKP presented information on the PKP Intercity mobile app. The app is a response to an emerging trend among PKP passengers as mobile phones are increasingly used to buy company's products. Not only is the app useful for buying tickets – it handles the entire travel process. It facilitates after-sale processes – the user can manage his/her purchased tickets i.e. exchange them, return them, or alter booking details. Users traveling a particular route frequently can create a travel profile, making ticket purchases faster. The app has an option for ordering food onboard. At the first stage the app will be rolled out for domestic travel, to be followed by expansion into international service.

Russian Railways JSC (RZD) has informed participants of the meetings that work is underway on the development of Next-Generation Passenger Complex Systems to address to domestic needs of the Russian Federation and the Express International integration system.

OSJD railway representatives noted their interest in considering the development of the Express International system to enable its integration with other OSJD railway information systems.

In order to identify common needs and build effective integrations with information systems of OSJD member countries, Russian Railways invited representatives of OSJD railways to participate in the Express International Project Office.

In view of the currently unfavorable epidemiological situation that includes the suspension of international passenger trains (except for the traffic between the Russian Federation and the Republic of Belarus that was resumed in February 2021), and in order to attract passengers to domestic trains, the Express-3 automated system was expanded with a number of new services available to FPK JSC's long-distance train passengers in 2021:

- Defining new multimodal routes, launching new trains including high-speed ones for the Moscow – Minsk line
- Carrying out marketing campaigns aimed to highlight the passenger safety aspect of traveling by rail, new fare-related products such as promotional codes and discount cards for purchasing trips at a discount
- Introducing new technology that lets passengers board the train by showing an identity card without having to produce their tickets
- Expanding the line of Russian Railways' tourist offerings, launching cruise trains.

A joint effort by UZ and PKP has enabled electronic ticketing for all UZ trains and coaches on Ukraine – Poland lines, building on a Bilateral Agreement between UZ and PKP Intercity on the organization of electronic ticket sales with online payment.

Tickets for the Kyiv – Budapest – Vienna international passenger connection can be purchased at UZ, MÁV and ÖBB ticket offices.

BC and UZ have notified that they have signed a Cooperation Agreement for Facilitating Electronic Registration of Passengers on International Trains Running Between the Republic of Belarus and Ukraine.

Participants in meetings on this topic noted the importance of continued effort in these areas in order to improve the competitiveness of international rail passenger transport.

It was decided at the final meeting of the OSJD Commission on Passenger Traffic to hold a seminar with UIC titled *Prospects for the Development and Interaction of Electronic Reservation Systems*. The working body of the OSJD Commission on Passenger Traffic has completed the work necessary to coordinate presentation agenda, make arrangements and hold the seminar in February 2022.

Experts from Parties to the International Passenger Tariff (MPT) Agreement held a videoconference meeting from May 25th to 27th 2021 titled *Improving the MPT Agreement and the MPT Itself*. The meeting was attended by representatives of the parties to the MPT Agreement from BC, VZD, KZH, UBZD, RZD, TDZ and UZ.

The meeting of experts from Parties to the MPT Agreement has negotiated several proposals on amending and supplementing the MPT Agreement that were submitted to the Parties to the MPT Agreement – KZD, ZC, KRG, TRK, UTI and EVR – for review and approval.

In accordance with Clause 2, Article 5 of the MPT Agreement, the OSJD Committee has issued Letter No. IV-42486 ND of September 8th 2021 to notify the Parties to the MPT Agreement on amendments and additions to the texts of the MPT Agreement and the MPT itself becoming effective on November 1st 2021 with regard to corrections in certain paragraphs and clauses within sections titled Fares for Passenger, Baggage and Goods Transportation, Rules for Rounding Weight and Freight Charges, Conditions of Use of Special Trains, Railbuses and Coaches, as well as the Table of Basic Rates for Calculating Freight Charges for Baggage and Goods.

At the final meeting of the OSJD Commission on Passenger Traffic, the Parties to the MPT Agreement – BC, VZD, KZH, KZD, UBZD, RZD, TDZ, UTI, UZ, EVR – have reviewed proposals submitted by KZD and RZD and have unanimously agreed to approve exclusively RZD's proposals to amend the MPT text concerning the alignment of carriage distance ranges specified in Table 4 "Table of fees for declared value of baggage and goods" with Table 3 "Table of basic rates for calculating freight charges for baggage and goods".

In accordance with Clause 2, Article 5 of the MPT Agreement, the OSJD Committee has issued the letter No. IV-42505 ND dated January 11th 2022 to notify the Parties to the MPT Agreement on these amendments and additions becoming effective from February 11th 2022.

From June 1st to June 3rd 2021, experts from Parties to the PPV Agreement held a meeting by videoconference at the OSJD Committee dedicated to "Improving the Agreement on the Rules for the Use of Wagons in International Traffic (PPV) and PPV Rules". Representatives of 7 out of 15 Parties to the PPV agreement joined

the meeting, including BC, KZH, UBZD, CFM, PKP, RZD, UTI. The meeting considered proposals submitted by BC, KZH, KZD, PKP and RZD on amending and supplementing the text of the PPV Rules. The meeting called upon the Parties to the PPV Agreement including RAI, KZD, ZC, KRG, LDZ, LTG, TDZ and EVR to review and approve these amendments and supplements to PPV Rules. Feedback was provided by KZD upon review.

At the final meeting of the OSJD Commission on Passenger Traffic, decisions were taken by the Parties to the PPV Agreement to supplement the text of the PPV Rules with a section titled “Basic Concepts” and to add a definition of “Information message” as follows:

“Information Message means a notification by telegram, e-mail or in other manner agreed upon by the Parties providing a proof of the fact and date/time of information dispatch and delivery.”

The respective paragraphs and clauses of PPV Rules have been revised accordingly.

The proposal to amend § 7 of Appendix B to the PPV Agreement “Reimbursement for use of wagons and other settlements” was upheld by all Parties to the PPV Agreement, except for KZD. No decision was taken as a result.

Considering the subject of “Analyzing the consequences of the pandemic of the COVID-19 novel coronavirus infection and developing guidance for the resumption of international passenger service”, the XXXV meeting of the Conference of General Directors (Authorized Representatives) of OSJD railways instructed the OSJD Commission on Passenger Traffic to carry out a review of the impact of the pandemic of the COVID-19 novel coronavirus infection on the operation of OSJD railway passenger facilities, to develop recommendations for resuming international passenger service after the state borders are reopened and the epidemiological situation is normalized, and to report on the results of this work at the XXXVI meeting of the Conference in 2021.

Based on draft “Recommendations for the Resumption of International Passenger Service after the Reopening of State Borders and Normalization of Epidemiological Situation” developed by RZD OJSC and OSJD Railways’ proposals on the same issue, the OSJD Commission on Passenger Traffic has finalized the former document, and the Conference of General Directors (Authorized Representatives) of OSJD railways has approved it (April 19th-23rd 2021). As of now, the Recommendations are in effect and are applied by OSJD railways. In accordance with the adopted Recommendations (the “Organizational arrangements” section), the Commission's 2022 work plan includes the subject “Resuming International Passenger Service in the Context of the Ongoing COVID-19 Pandemic,” with two expert meetings planned for March and August 2022.

3.5. Infrastructure and Rolling Stock

The OSJD Commission on Infrastructure and Rolling Stock (henceforth referred to as Commission V) has continued its work in 2021 to meet the technical and technological objectives decided upon by the XXXVI Conference

of General Directors (Authorized Representatives) of OSJD Railways along with its policymaking efforts as defined by Commission V's Work Plan for 2021.

Expert continued their work in 2021 on the following topics:

- Dimensions of rolling stock for international service in view of interoperability requirements
- Railway track and engineering structures
- Signaling/interlocking facilities and communications networks
- Power supply and electric traction devices
- Freight rolling stock for railways: component specifications
- Converting OSJD/UIC Joint Leaflets into Draft International Railway Solutions (IRS).

In response to the global pandemic caused by the COVID-19 coronavirus, all meetings scheduled for 2021 in the OSJD Commission V Work Plan were held by videoconference.

On the topic, "Dimensions of rolling stock for international service in view of interoperability requirements," the participants of the meeting discussed the draft annex "Dimensions of cars converted to run on the 1435 mm track" submitted by MÁV Co.. to supplement the current leaflet, "General rules on rolling stock dimensions for interoperable (through-service) international service".

Experts from MÁV Co.. presented a whitepaper on clearing conditions for size 1-VM freight cars at 1435 mm gauge sections of OSJD railways having passenger platforms built in accordance with the European Standard (2008/164/EC) and Regulation 1300/2014/EC, as well as a whitepaper on clearing gauge-converted standard cars built to 1-VM rolling stock outline for operation on MÁV Co..'s network.

The work on "Railway Track and Engineering Structures" was divided into four subtopics.

On the subtopic "Investigating systemic issues pertaining to rails, rail fastenings, seamless track, and mechanization of track works," Ukrzaliznytsia JSC as the leading performer presented an updated Leaflet, "Design of reinforced concrete sleepers and fixtures for curved sections of the track" expanded to incorporate information on types of fixtures developed and operated by Russian Railways, as well as input from the National Railway Infrastructure Company of Bulgaria (NRIC) concerning quality improvement for individual fastening design type drawings. Experts from MÁV Co.. reported on the topic, "Choosing a rail maintenance technology depending on the extent of defects: Limit values for particular maintenance technologies". This material purports to present an integrated review of all factors, operating conditions, rail parameters and defects, and diagnostic methods being used, to determine the rail maintenance technology to be used on railways of OSJD member countries.

Experts from Russian Railways (RZD OJSC) delivered a presentation on "Common defects and damages of rails of different types and categories in different operating conditions" relying on the provisions of a current leaflet, "List of rail defects and their coding". The purpose of the material is to identify rail defects occurring most commonly under particular operating modes in order to apply rail

categories and arrange for ongoing track maintenance in a manner best suited to operating conditions.

Experts from AB LTG Infra delivered on presentation on updating the leaflet, “Methods of restoring seamless track rail in case of rail fractures,” proposing to supplement it with information on the application of rail welding techniques for repairing seamless track rail.

Under the subtopic, “Investigating systemic issues pertaining to earthwork and engineering structures,” Ukrzaliznytsia JSC as the leading performer presented a draft leaflet, “Recommendations on ballastless bridge deck structures to be used on railway bridges,” describing major types of ballastless bridge decking and their operating conditions.

Experts were introduced to a whitepaper by MÁV Co.. on “The experience with experimental application of reinforced concrete bridge bars on a ballastless metal bridge.” The whitepaper reviews the history of experimentation with bridge decking using reinforced concrete sleepers laid on a steel beam bridge on MÁV’s network, explains the features of this design, and summarizes the experience obtained during 11 years of operation, including observations of the state of components upon dismantling. The goal of this experiment was a practical evaluation of the use of the bridge decking.

The leading performer, SŽ (the railway infrastructure administration of the Czech Republic), delivered a draft leaflet, “Earthwork specifications ensuring traffic speeds up to 200 km/h and over 200 km/h with a ballast design of track superstructure” that expands on earthwork design systems for specified speeds at railway infrastructures of the Czech Republic and Slovak Republic.

The leading performer, BC, presented a whitepaper on “Techniques for strengthening reinforced-concrete bridge structures by surface reinforcement”, with a supplement concerning “Strengthening reinforced-concrete culverts and other bridge structures.”

The whitepaper describes the experience with surface reinforcement structures on bridge overspans and supports, as well as reinforcement of culvert pipes using polymer materials.

Ukrzaliznytsia JSC as the leading performer presented a whitepaper on “Rolling stock clearance conditions at railway bridges and speed limiting depending on the structural health condition,” laying down the philosophy and techniques of assessing the structural health of railway bridges and setting speed limits for trains traversing them.

The leading performer SŽ (the railway infrastructure administration of the Czech Republic) presented a whitepaper on “Noiseproofing wall materials: types, functionality and durability considerations, and experience with their application,” developed jointly with ŽSR and containing data on types of noise-proof walls, their structural members and detailed technical parameters, as well as reporting on experience of their use and maintenance in the Czech Republic and the Slovak Republic.

Ukrzaliznytsia JSC as the leading performer presented a whitepaper on the topic “Repairing metal overspan structures of railway bridges using welding with ultrasonic forging,” reporting on key findings from investigations of cracks in metal

overspan structures of railway bridges, including the use of the high-frequency mechanical forging technique.

Under the subtopic “Comprehensive diagnostics of railway track,” experts from RZD OJSC presented an updated leaflet, “Design philosophy of an integrated health diagnostics system for railway infrastructure components,” laying down the design philosophy of an auxiliary expert system as a core component of infrastructural diagnostics. The leaflet expands on state-of-the-art diagnostic complexes used on railways of the OSJD member countries, also highlighting promising directions in the development of integrated diagnostics for earthwork and certain components of the track, such as the seamless track stability, complex assessment of rail joints, and development of standards for the evaluation of rail gauge geometry.

Representatives of an affiliated OSJD company, Firma TVEMA JSC, delivered a presentation on deploying an integrated automated system of combinatorial analysis of readings from infrastructural diagnostics components on Russian Railways’ network.

MÁV Co. as the leading performer presented a whitepaper on “Determining the frequency of track superstructure inspections with various means of the integrated diagnostic system,” containing information on the chosen schedule of railway track measurement inspections at railways of OSJD member countries.

Betamont LLC, the leading performer and an OSJD affiliated enterprise, proposed a whitepaper on “Philosophy of an automated system for in-motion diagnostics of rolling stock with a goal of minimizing damage to railway infrastructure,” addressing the issues of traffic safety and providing a generalized description of system components. The philosophy identifies the main objectives that an automated in-motion diagnostics system must meet.

Automation of data monitoring, processing and storage will enable analysis of changes in the state of the railway track depending on the intensity of freight traffic and the state of rolling stock, which is important for the justification of the rate policy and for the development of a technical policy in terms of maintenance and development of the railway system.

An important component in the diagnostics is the rolling stock weighing system (high-speed under-rail rolling stock weighing, dynamic rolling stock weighing) capable of determining the weight of the rolling stock and identifying load imbalance at normal rolling stock operating speeds at a particular track section.

On the subtopic “Reinforced-concrete sleepers, beams, switches and their diagnostics,” experts from Ukrzaliznytsia JSC delivered a whitepaper on “Build-up welding of switch components,” providing recommendations on build-up welding of stock rails and switch blades, switch frogs and flat crossings, and the leading performer MÁV Co.. presented a draft leaflet, “Maintenance of rail components in switches.” The latter material identifies typical defects in rail components of switches, including switch failures, defects of connecting tracks, failure of the frog part, together with diagnostic measurement and inspection techniques applied for rail elements, tolerable limit values and remedial measures.

Experts from PKP presented a whitepaper, “Maintaining rail components of switches, determining work performance standards, identifying processes and

maintenance facilities to be used at the PKP network.”

On the topic “Signaling/interlock devices and communication networks,” experts from RZD OJSC presented an updated leaflet, “Occupational safety recommendations for maintenance of humping devices.” The leaflet contains recommendations developed to bring down workplace injury and occupational disease rates due to maintenance of humping devices and to ensure favorable working conditions, including basic rules for safe performance of work and health protection during the maintenance of mechanization devices and automation of car marshalling at hump yards.

Experts from NRIC contributed an update to the leaflet, “Recommendations for placement, installation, operation and maintenance of in-motion automated health control systems for rolling stock.” The leaflet provides basic considerations on the placement of control facilities and information centralization systems, the performance of design, construction and installation work, as well as organizational arrangements for operating and maintaining the respective devices. The target audience of the leaflet includes all employees of enterprises and organizations whose jobs are related to maintaining and operating monitoring equipment, ensuring the proper conditions for its operation and maintaining trains identified by monitoring equipment, as well as employees of design and construction organizations performing works on the design, construction and installation of monitoring equipment and information centralization systems.

On the topic “Power supply and electric traction devices,” experts from RZD OJSC presented a draft leaflet, “Repair guidelines for damaged devices of overhead systems.” The leaflet extends to overhead lines of railways and power transmission lines and provides recommendations for repairing damaged devices of overhead power and transmission lines. The procedure for repairing damaged devices of overhead lines and power transmission lines laid out in the leaflet is expected to be used by all employees of railway infrastructure operator companies, including those whose jobs are not normally associated with the operation of overhead power lines and power transmission lines.

Experts from Ukrzaliznytsia JSC have updated the leaflet, “Recommended measures for extending the service life of the overhead wire.” The recommendations are intended to be used by railways of OSJD member countries as a basis for deciding on the feasibility, conditions, stages and extent of implementation of specific measures for extending the service life of the overhead wire in systems of concern and are based on a review of lessons learned and research performed by railways of OSJD member countries.

A delegation from Azerbaijan Railways (AZD) presented a presentation on the topic “Core business of the Azerbaijan Railways Infrastructure Department / Reconstruction of the electrification, signaling and communication system on the railway section Baku – Böyük-Kəsik (West),” providing information on company’s locomotive and car fleet.

A delegation from CFR presented a presentation on “Upgrading fixed electric traction devices in the context of revamping railway corridors across Romania.”

The topic “Railway rolling stock: Component specifications” is divided into two sub-topics, “Locomotives” and “Cars.”

Under the subtopic “Locomotives,” experts from MÁV-START Zrt. delivered the “Recommendations on the development of technical specifications to define requirements for new, zero-emissions passenger rolling stock,” outlining requirements that will apply to new passenger rolling stock designs. The draft Leaflet defines the basic requirements and operating conditions for a new standard-gauge (1435 mm) passenger electric train.

Experts from AZD delivered the presentation on “Prima T8 AZ8A: A next-generation electric locomotive for mainline freight service” showcasing the PRIMA™ series of environmentally friendly electric locomotives with the highest traction power in the world, developed by ALSTOM TRANSPORT for AZD. The presentation provided details of performance specifications and the design of the AZ8A locomotive.

Experts from the Belarusian Railway delivered an updated leaflet, “Key technical requirements for under-floor power equipment of self-propelled rolling stock for multi-unit trains.”

On the subtopic “Cars,” representatives of Ukrzaliznytsia JSC updated the leaflet, “Recommended design of wheels and brake pads of railway rolling stock with shoe brakes based on thermal efficiency considerations.” BC experts completed the update of the leaflet, “Maximum gross weight of containers allowed for carriage on flat cars of existing models.” The leading performer, Lithuanian Railways (LTG), updated the leaflet, “Freight car operating conditions in international railway transportation.”

AZD and PKP as leading performers delivered a leaflet on “Experience with automatic gauge change devices.” Experts from AZD informed about a device used at the Turkey – Georgia border crossing in the city of Akhalk'alak'i for passenger trains running through Azerbaijan, Georgia and Turkey that provides for an automatic adjustment of car wheelset width from 1520 mm to 1435 mm gauge and vice versa. Stadler cars purchased by Azerbaijan Railways from the Swiss company Stadler Rail Group that are intended for international service on the route Baku (Azerbaijan) – Tbilisi (Georgia) – Kars (Turkey) – Istanbul (Turkey) have been adapted to enable gauge conversion without stopping the train and having to replace bogies, reducing the time spent at border crossing points and letting passengers enjoy more comfortable journeys.

The presentation shows the structure of the monitoring system and its principal components, explains the measurement procedure, discusses technical details of the gauge change device, provides a step-by-step description of device operation, shows the design of the gauge change device and explains the three-stage gauge change process.

On the topic “Converting OSJD/UIC Joint Leaflets into Draft International Railway Solutions (IRS/IRS),” members of the ad-hoc working group (AHWG) have held three meetings. The proceedings involved a collaborative effort with UIC experts who continued their work on migrating UIC leaflets to the IRS system.

During the year, the experts finalized the draft IRS 50505-1 “Rolling stock dimensions” for approval at the XXXVII meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways.

The AHWG continued its work on updating the “Rules of the OSJD/UIC Joint

Working Group on Converting OSJD/UIC Joint Leaflets into Draft OSJD/UIC International Railway Solutions (IRS)”.

Work has begun on the IRS project “International rail transportation of unusual goods” involving 1435 mm and 1520 mm gauge railway operators, with proposals coming from Russian Railways.

3.6. Coding and IT

OSJD Permanent Working Group on Coding and IT (C&IT PWG) proceeded in 2021 in accordance with the Work Plan and decisions of the Conference of General Directors (Authorized Representatives) of OSJD Railways.

In carrying out its primary objective, C&IT PWG worked with UIC, ERA, UNECE and affiliated OSJD enterprises to further develop information support for freight transportation over Euro-Asian rail links.

Coding and IT Topics:

Updating the OSJD/UIC Joint Leaflet O 920-13 “Standard coding and data structures of general information required in international freight traffic”

At meetings in March and October 2021, the leading performer ZSSK CARGO presented a draft Russian-language version of the joint OSJD/UIC Leaflet O 920-13 “Standard coding and data structures of general information required in international freight traffic” updated to incorporate proposals received from Rail Cargo Hungaria JSC, Kazakhstan Railways NC JSC, Ukrzaliznytsia JSC and ERA. A UIC representative informed the participants about plans to migrate the joint OSJD/UIC Leaflet O 920-13 to IRS in the course of 2022-2023.

The Final Meeting of the C&IT PWG has approved the draft joint OSJD/UIC Leaflet No. 920-13 “Standard coding and data structures of general information required in international freight traffic” and requested the C&IT PWG to submit it for approval to the XXXVII meeting of the Conference of General Directors as Edition VII.

Updating the OSJD/UIC Leaflet O 920-2 “Standard numerical coding of locations”

At the March 2021 meeting, UIC representatives informed that the joint OSJD/UIC Leaflet O 920-2 required the updating of Articles 1.2, 6.2 and 6.4 that referred to the ENEE database, due to the Central Reference File Database (CRD) managed by RailNetEurope having superseded the ENEE database, which is considered technically obsolete and has been closed. The expert meeting has decided to postpone the revision of Leaflet O 920-2 until the issue of railway locations database is resolved.

The final meeting took note of the information and agreed to include this topic in the C&IT PWG Draft Work Plan for 2022 under a revised title, “Reworking the OSJD/UIC Joint Leaflets into International Railway Solutions (IRS).”

Updating the OSJD/UIC Company Code Administration Regulations

At the March 2021 meeting, participants proposed to postpone the updating of the OSJD/UIC Company Code Administration Regulations pending completion of negotiations between the UIC and the ERA on the assignment of 4-digit codes and called on UIC and ERA representatives to report the current state of business at the 74th meeting of the OSJD/UIC Joint Group (May 28th 2021).

In May 2021, at the 74th meeting of the OSJD/UIC Joint Group on Coding and IT, representatives from UIC and ERA informed participants that negotiations on 4-digit code assignment are still in progress.

At the October 2021 meeting, representatives from ERA, RNE and UIC informed the meeting that a tripartite Agreement on the Assignment of 4-Digit Codes to Railway Companies of OSJD Member States has been made on October 1st 2021. With regard to that the meeting requested the Parties to the Agreement to provide written information to the OSJD Committee prior to the final C&IT PWG expert meeting (November 16th-18th, 2021). UIC and ERA informed the meeting that the UIC would continue to assign 4-digit codes to the railway companies of OSJD member countries, while railway companies of OSJD member countries that are EU members will receive their codes via ERA starting from January 1st 2026. Also at the same meeting, the participants agreed that the OSJD/UIC Company Code Administration Regulations posted on the UIC and OSJD websites are still relevant but further interaction between OSJD and RNE experts would be appropriate and necessary on the issue of assigning 4-digit codes to railway companies. During the meeting, the C&IT PWG together with experts from Russian Railways and Ukrzaliznytsia JSC came to the opinion that it is necessary to send a separate request for amendments to the OSJD/UIC Company Code Administration Regulations to UIC.

At the final meeting of the C&IT PWG, representatives from ERA submitted a written report “On the status of allocation and record-keeping of company and organization codes” in accordance with the tripartite agreement.

The final meeting of the C&IT PWG has taken note of the report and agreed to include the topic into the C&IT PWG Draft Work Plan for 2022.

Updating the Bylaws of the OSJD/UIC Joint Group on Coding and IT

At the final meeting of C&IT PWG (November 17th to 19th, 2020), a C&IT PWG expert notified the participants that the Russian-language version of the “Bylaws of the OSJD/UIC Joint Group on Coding and IT” was approved by the XXXIV meeting of the Conference of the General Directors (Authorized Representatives) of OSJD member countries with a provision that its entry into force will depend on an arrangement with UIC.

According to UIC representatives at the final meeting C&IT PWG, the Bylaws are expected to come into effect during 2022 after their approval by the governing bodies of both organizations. Participants in the final meeting of the C&IT PWG have taken note of the information and agreed to include the topic into the C&IT PWG Draft Work Plan for 2022.

Updating OSJD Leaflets O 920, O 920-1, O 920-2, O 920-13 and associated UIC IRS documents

During discussions at the March 2021 meeting, participants asked an expert of C&IT PWG to bring up the issue of converting OSJD/UIC Joint Leaflets into International Railway Solutions (IRS) at the XXXVI session of the Conference of General Directors and to supplement draft resolutions of the C&IT PWG with an extra clause 8 to: “Approve the commencement of collaboration between the C&IT PWG and UIC on converting OSJD/UIC Joint Leaflets into International Railway Solutions (IRS) with a view to retaining the compatibility of OSJD/UIC documents currently in use under the Coding and IT topic.”

At an October 2021 meeting, an expert from the C&IT PWG informed the participants that the XXXVI meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways (April 19th to 23rd, 2021) had approved, under agenda item 4, the commencement of collaboration between the C&IT PWG and UIC to convert the OSJD/UIC Joint Leaflets into International Railway Solutions (IRS) in order to maintain the compatibility of the OSJD/UIC documents on the Coding and IT topic.

The meeting agreed to proceed with converting OSJD/UIC Joint Leaflets considered as high-priority by OSJD (O 920, O 920-1, O 920-2, O 920-13, O 920-14) into International Railway Solutions (IRS) and to include them in the C&IT PWG Draft Work Plan for 2022.

At the final meeting of the C&IT PWG, a UIC representative notified about the readiness to proceed with converting five leaflets (O 920, O 920-1, O 920-2, O 920-13, O 920-14) into Draft International Railway Solutions (IRS). Participants of the final meeting of C&IT PWG have repeated their request to the UIC to provide a preliminary evaluation of the structure of future documents (draft IRS) before the next meeting of the C&IT PWG (March 28th-29th, 2022). The final meeting of the C&IT PWG has taken note of the information and has decided to include the topic into the C&IT PWG Draft Work Plan for 2022 and beyond.

Concerning the OSJD railway locations database

Representatives from RailNetEurope (RNE) delivered a presentation on the Central Reference Database at the March 2021 meeting. As data on all railway locations was stored together with associated data in the UIC central database of railway locations (the ENEE database) that has been superseded by the Central Reference File Database (CRD) managed by RailNetEurope, the meeting requested the UIC and ERA-RNE review the CRD database and present their proposals on using the database to fill the needs of OSJD and UIC members at the 74th meeting of the OSJD/UIC Joint Group, taking into account the previous functional concept of the ENEE database. The meeting noted that decisions on making an agreement to access the CRD database would be taken only after all legal and technical issues had been discussed. The meeting requested RNE to send a draft agreement for accessing the CRD database to the OSJD Committee.

At the October 2021 meeting, an expert from the C&IT PWG notified the meeting that representatives of ERA and RailNetEurope have submitted the Structure of Entries of the CRD Central Reference Database to the OSJD Committee on July 13th 2021.

At the final C&IT PWG meeting the participants discussed the matter

concluding that it would be reasonable to hold an additional advisory meeting of concerned experts from OSJD, ERA and RNE on the subject prior to the C&IT PWG meeting (March 28th-29th 2022). The final meeting of the C&IT PWG has taken note of the report and agreed to include the topic into the C&IT PWG Draft Work Plan for 2022.

CRD Draft User Agreement

In accordance with the decision made at the XXXVI meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways, a joint meeting of the OSJD Committee management with ERA and RNE took place on May 25th 2021 with participation of concerned railway representatives from KZH, RZD and UZ.

Following the joint meeting, RNE sent a draft CRD User Agreement to the OSJD Committee on July 9th 2021.

At the final C&IT PWG meeting, OSJD representatives suggested ERA and RNE that it may be reasonable to establish a legal basis for allocation of responsibilities among railway companies of non-EU OSJD member countries. This matter will become a subject of discussion at an advisory meeting of concerned representatives from OSJD, ERA, RNE and UIC. Based on letters received, the participants of the final C&IT PWG meeting on the part of the OSJD reiterated their opinion on the need to sign a single agreement between OSJD and RNE with support from ERA and the UIC within their competence. At the final meeting, representatives of ERA and RNE advised that more time will be needed to discuss the issue. At the final meeting of the C&IT PWG it was agreed to include this topic into the C&IT PWG Draft Work Plan for 2022.

Updating the OSJD/UIC Joint Leaflet O 920-14 “Standard numerical country coding for use in railway traffic”

At a meeting in March 2021, RZD OJSC as the leading performer on the joint OSJD/UIC Leaflet O 920-14 “Standard numerical country coding for use in railway traffic” presented an updated draft of the Leaflet.

The final meeting of the C&IT PWG agreed on the draft joint of the OSJD/UIC Leaflet O 920-14 and instructed an expert from the C&IT PWG to submit it for approval to the XXXVII meeting of the Conference of General Directors as Edition III.

Collaboration with UIC

In accordance with the OSJD C&IT PWG Work Plan for 2021 and a mutual agreement between OSJD and UIC representatives, the 74th meeting of the OSJD/UIC Joint Group on Coding and IT was held on May 28th 2021. The 74th meeting of the Joint Group was attended by OSJD railway experts, UIC representatives, experts of OSJD affiliated enterprises and representatives of the OSJD Committee.

Collaboration with UIC in the field of coding and information technology in 2021 has been characterized by resumed dialogue and an interest – shared by representatives of both parties – in making the collaborative effort fruitful. Joint

activities were carried out in accordance with the C&IT PWG Work Plan for 2021. UIC representatives participated in three C&IT PWG expert meetings as well as in the final meeting.

At the final meeting, the UIC representative announced that UIC is willing to hold the 75th meeting of the OSJD/UIC Joint Group on Coding and IT on May 27th 2022 in Paris/Brussels or by videoconference.

4-digit codes were assigned upon applications from railway enterprises as a part of RICS (Railway Interchange Coding System), a joint OSJD/UIC project. As of December 31st 2021, 34 codes had been modified and 140 new codes had been assigned.

On the topic “Paperless technology for transportation of goods in international rail traffic”

Information support for international rail transport (electronic data interchange, EDI) and electronic transport documents (e-Consignment Note)

The final meeting of the C&IT PWG noted the availability of information on EDI from 11 railways and agreed on the publication of information in a draft “Report on the results of work of C&IT PWG in 2021.”

Updating technical specifications for IFTMIN and IFTMCS electronic messages

At meetings held in March and October 2021, representatives of Russian Railways informed C&IT PWG experts on extending technical specifications for IFTMIN and IFTMCS EDI messages and presented consolidated drafts at the final meeting.

Updating OSJD leaflets:

Russian Railways as the leading performer has notified the participants of the C&IT PWG expert meeting in October 2021 about amendments and additions to draft leaflets O+P 943 “Library of standard electronic messages for international freight traffic on the terms of SMGS Agreement in the UN/EDIFACT standard” and O+P 944 “List of classifiers and codes of data elements. Library of code lists for freight traffic under the terms of the SMGS Agreement.”

The final C&IT PWG meeting approved OSJD draft leaflets and asked the C&IT PWG expert to submit Leaflet O+P 943 as Edition XV and Leaflet O+P 944 as Edition XIV at the XXXVII meeting of the Conference of General Directors.

Developing a draft concept for describing electronic document and message structures with XML and JSON formats using Web services

At a meeting in March 2021, the leading performer, AB Lietuvos geležinkeliai (Lithuanian Railways), notified the participants that due to lack of technical resources at the time they will not be able to perform the role of leading performer on this topic. Accordingly, VAS Latvijas Dzelzceļš (Latvian Railways), AS Eesti Raudtee (Estonian Railways), PLASKE JSC as well as AB Lietuvos geležinkeliai have voiced their willingness to act as leading performers on this topic.

At a meeting in October 2021, AS Eesti Raudtee informed the meeting that a

comparative analysis of the current specifications of EDIFACT messages and the proposed XML message standards had been carried out in 2021 with a view of enabling complete and unambiguous conversion of EDIFACT standard messages into XML and back. Their study produced a list of missing data elements in XML standard messages.

At a final meeting of C&IT PWG, a representative of AS Eesti Raudtee told they would be willing to team up with OSJD to hold an expert meeting with UN/CEFACT representatives, railroads of concern and affiliated enterprises of OSJD member countries before February 28th 2022. The final meeting of the C&IT PWG has approved experts' deliverables and agreed on including the topic in the C&IT PWG Draft Work Plan for 2022.

On the topic “Using paperless technology for international financial settlements”

Soliciting railways interested in working on the topic to submit their proposals on enabling financial settlements based on electronic documents, COACSU electronic messages, and other aspects of this topic

During a meeting held in March 2021, Russian Railways informed about their willingness to make a Supplementary Agreement to the existing Electronic Data Interchange Agreement on extending the specification with the COACSU message as soon as the specification is approved according to the procedure set forth in the OSJD Charter.

After discussing the matter at a meeting of experts of the OSJD Permanent Working Group on Financial and Accounting (June 29th – July 1st 2021), the participants have agreed on the possibility of proceeding with practical implementation of electronic interaction on a bilateral basis. Representatives of several Parties including BC, LDZ, LTG and RZD have voiced their interest in applying the proposed technology.

At an expert meeting in October, the Contracting Parties BC and RZD OJSC announced the possibility of setting up a pilot project on electronic interchange of accounting statements. In order to implement this project, BC and RZD will work out additions to the EDI Agreement and engage company IT staff to coordinate technical and technological aspects of the project. Results will be reported to PWGs on finance and C&IT in 2022. Participants in the final meeting of the C&IT PWG have taken note of the information and approved the inclusion of this topic into the C&IT PWG Draft Work Plan for 2022.

Updating technical specifications of the COACSU D.16B message for accounting statement, turnover balance sheet, payment balance sheet

In March 2021, Russian Railways as the leading performer worked on revising structures in the specifications for the COACSU electronic message developed in 2020 for the accounting statement, the (consolidated) turnover balance sheet and the payment balance sheet.

At the final meeting of the C&IT PWG, Russian Railways as the leading

performer presented consolidated draft specifications of the COACSU electronic message version D.16B containing accounting statement, (consolidated) turnover balance sheet and payment balance sheet data, having noted there were no additional comments or proposals from concerned railways. The final meeting of the C&IT PWG agreed on updated draft specifications for the COACSU D.16B electronic message and considered the feasibility of developing a new Leaflet O+P 945 with a provisional title “Library of standard electronic messages in the UN/EDIFACT standard for accounting in international passenger and cargo traffic” and Leaflet O+P 946 “Library of qualifiers and data element codes for accounting in international passenger and cargo traffic.”

Participants of the final meeting of the C&IT PWG have proposed to continue the work on this topic and to include it in the C&IT PWG Draft Work Plan for 2022.

On the topic “Security of information resources and information/telecommunication infrastructure”

Advancing and generalizing the experience with trusted third party (TTP) technology as a means of making paperless documents legally binding in bilateral and multilateral cross-border traffic

BC, the leading performer, reported to attendees of the September expert meeting on the results of migrating bilateral freight traffic to electronic transport documents, as well as on the organization of multilateral interaction schemes as a work-in-progress matter.

Representatives of Russian Railways informed the participants of the meeting about activities carried out in 2020-2021 on implementing and supporting new use cases for cross-border electronic interaction based on legally binding electronic transport documents.

Taking into account the foregoing, the participants of the final meeting of the C&IT PWG have proposed to continue investigating this topic in the C&IT PWG Draft Work Plan for 2022 on the topic “Safety of information resources and information/telecommunication infrastructure”. The final meeting of the C&IT PWG has approved experts’ deliverables and agreed on including the topic in the C&IT PWG Draft Work Plan for 2021.

Reviewing and developing projects for the extension of TTP technology to accompanying documents, customs documents and other process documentation in international traffic, ensuring cross-border interaction between government organizations and enterprises related to international railway transport

The participants of the final meeting approved the key results of the work on applying accompanying, customs and other process documents in international communication and expressed confidence that the development of cross-border interaction between government organizations and railway enterprises, as well as the expansion of the list of electronic accompanying documents for international railway traffic will drive accelerated adoption of the technology and promote customer focus. Participants have asked BC and Russian Railways to continue their work on reviewing and developing projects for the extension of TTP technology to accompanying documents, customs documents and other process documentation in

international traffic, ensuring cross-border interaction between government organizations and enterprises related to international railway transport. The final meeting of the C&IT PWG has approved experts' deliverables and agreed on including the topic in the C&IT PWG Draft Work Plan for 2022.

Updating the OSJD Leaflet P 941-4 “Typical technical specifications of cross-border cooperation between public key infrastructures used by railways operated by member countries of OSJD” in terms of adding new and clarifying existing schemes of cross-border bilateral and multilateral information interaction.

The September expert meeting took note of the information provided by Russian Railways on the results of monitoring of changes in actually implemented schemes of cross-border bilateral and multilateral information interaction. It has been determined during the reporting period that all such changes are within technology boundaries presented in OSJD Leaflet P 941-4 “Typical technical specifications of cross-border cooperation between public key infrastructures used by railways operated by member countries of OSJD”. For that reason, no updates to the Leaflet have been made. It is considered advisable to continue work on monitoring emerging schemes and refining existing schemes of cross-border information interaction with a view on updating the OSJD Leaflet P 941-4 to include new schemes upon their approval by railway administrations of OSJD member countries.

The final meeting of the C&IT PWG has resolved to include work on updating the Leaflet in the C&IT PWG Draft Work Plan for 2022.

Operating and maintaining the Cross-Border Interaction Specifications Databank Portal, including maintaining the English version. Updating technology and software solutions available on the Portal in case the new cross-border interaction schemes are put in permanent operation, as well as making available regulatory documents and technical data (standards, specifications) currently in effect with respect to digital signature and TTP technologies.

The representative of Russian Railways informed the participants of the C&IT PWG expert meeting about the work carried out in 2021 to maintain the Cross-Border Interaction Specifications Databank Portal. The final meeting of the C&IT PWG has approved experts' deliverables and agreed on including the topic in the C&IT PWG Work Plan for 2022.

Reviewing and analyzing cross-border electronic interaction projects implemented in the European Union and Asia-Pacific countries. Preparing recommendations on taking into account new regulatory and technical documents governing the use of electronic signature and TTP technology in cross-border traffic, including hosting these documents at the Cross-Border Interaction Specifications Databank Portal

The leading railway, Russian Railways, delivered its report on monitoring and analysis experience with cross-border interaction projects in the EU and Asia-Pacific countries to C&IT PWG experts.

Special attention has been paid in the report to changes in the legislation of the Russian Federation concerning the activities of the Trusted Third Parties. There are requirements in place concerning the capabilities of a Trusted Third Party,

prompting the need to ensure compliance on the part of existing TTP technologies. In the railway industry there has been a remarkable increase in the number of container transportation projects linked to international “transport corridors” on the Southeast Asia (China, Japan, South Korea) – Russia – Europe route, providing for integration with other modes of transport, especially maritime transport. Results achieved so far include faster deliveries of goods via transport corridors due to wide-scale implementation of advance electronic notices to customs authorities for accelerated customs clearance of goods at border crossings. The report deals with the use of emerging technology, primarily blockchain technology, in electronic document interchange. A report was presented on joint projects on utilizing blockchain technology and its extension, smart contracts, in business processes of Russian Railways, together with an overview of the results of practical implementation of the blockchain technology in Russia as of year-end 2020.

The final meeting of the C&IT PWG has approved experts’ deliverables and agreed on including the topic in the C&IT PWG Draft Work Plan for 2022.

Updating leaflets O+P 941 “Security of common information resources and information and telecommunication infrastructure” and P 941-2 “Organizational and legal measures to ensure information security in railway transport” taking into account the practice and lessons learned from application of paired TTP technology in international cross-border railway traffic

At the September expert meeting, BC as the leading performer informed the participants that Leaflets O+P 941 “Security of common information resources and information and telecommunication infrastructure” and P 941-2 “Organizational and legal measures to ensure information security in railway transport” have not been updated due to lack of need.

The final meeting of the C&IT PWG has resolved to include work on updating these leaflets in the C&IT PWG Draft Work Plan for 2022.

Considering new information technologies for cross-border validation, including blockchain, within the competence of railway transport

Russian Railways as the leading performer reported at the September meeting of experts on the development of state-of-the-art information technology aimed at establishing a trusted space for collaboration between participants of electronic interaction. These include computer algorithms such as blockchain (distributed ledger) and the smart contract technology that builds on it to make and maintain commercial contracts.

The final meeting of the C&IT PWG approved the results of the experts' work and agreed on including this topic under a new title “Study and analysis of new information technologies for the creation of a trusted electronic interaction space in railway transport, including with regard to cross-border validation using TTP technology” in its Draft Work Plan for 2022.

On the topic of “Information support of freight and passenger traffic. Interoperability specifications (TAF TSI and TAP TSI)”

A joint OSJD/UIC seminar was held by the C&IT PWG in cooperation with UIC in accordance with the 2021 Work Plan. The Seminar was attended by 33 experts from OSJD member state railways including observers, affiliated enterprises, international organizations and IT companies, representing 19 entities

in total. Presentations by speakers and discussions covered 7 individual topics during the Seminar.

At the final meeting, a UIC representative announced their willingness to hold the Seminar on May 26th 2022 in Paris/Brussels or by videoconference. Participants in the final meeting of the C&IT PWG have decided to include the topic into the C&IT PWG Draft Work Plan for 2022.

On the topic of “OSJD Website”

At expert meetings held in March and October 2021, a C&IT PWG expert informed the participants about the current state of work on maintaining the OSJD website and delivered a presentation by In-Ex LLC managing company titled “Report on maintenance and technical support work for the OSJD website” covering a timeframe from January to July 2021.

At the final meeting, the expert from the C&IT PWG delivered to the audience a “Report maintenance and technical support work for the OSJD website” prepared by the In-Ex LLC managing company for the July-September 2021 timeframe. Participants in the final meeting of the C&IT PWG have decided to include the topic into the C&IT PWG Draft Work Plan for 2022.

3.7. Finance and Accounting

In 2021, the OSJD Permanent Working Group on Finance and Accounting (referred to as PWGF henceforth) focused its efforts on implementing the decisions of the Conference of General Directors and the PWGF Work Plan for 2021.

The COVID-19 pandemic has affected the work of the Organization and railway companies of OSJD member countries. In 2021, similar to 2020, meetings were held by videoconference. Two meetings of the Parties to the Agreement on the Rules for Accounting and two PWGF expert group meetings were held by videoconference in 2021.

PWGF activities were mainly related to repayment and reduction of debt between railways.

During the reporting period the PWGF considered settlement issues and current status of debt outstanding between the Parties to the Agreement on the Rules for Accounting and presented summary information as of January 31st and July 31st 2021.

PWGF continued its work in 2021 on improving processes and reducing processing time of transportation payments in international rail service.

At meetings of experts and Parties to the Agreement held throughout the year, the Calculation Rules have been agreed upon, and several changes to the Rules for Accounting to align the provisions of the Rules with SMGS, SMPS, PGV, PPV and international rates were put into effect in due time.

Work has been carried out reducing lead times for the preparation and submission of billing documents. This work is expected to continue in 2022.

Taking into account the amendments and additions adopted in 2021, up-to-date versions of the Agreement and Rules for Accounting with annexes as of February 15th 2021 and July 1st 2021 have been posted on the OSJD website.

Amendments to the OSJD Reference Manual on Mutual Settlements in International Passenger and Freight Railway Traffic which include up-to-date data on legal addresses of settlement organizations provided by railways party to the Agreement on the Rules for Accounting, and other necessary information. They are entered into the document immediately as soon as the respective information is received by the OSJD Committee and are published on the OSJD website in a timely manner.

As a part of the continued cooperation in the field of finance and accounting with UIC, a joint OSJD/UIC seminar on financial and accounting issues was held on June 29th 2021 by videoconference.

Presentations and reports delivered during the seminar covered topics including structural and functional changes in the UIC Financial Platform, continuity in the deployment of international railway solutions (IRS), reworking the Leaflet into an IRS, and procedural arrangements for passenger transport and interaction between carriers when settling charges for works performed and services provided in view of fulfillment of financial obligations between railway traffic participants.

The participants of the seminar noted the effectiveness and efficiency of the meetings held between PWGF and UIC experts, as well as the need for further interaction and collaboration.

Starting on July 1st 2021, LDZ CARGO SIA, a subsidiary of VAS Latvijas dzelzceļš (LDZ), acceded to the Agreement on Rules for Accounting.

Effective January 1st 2022, VAS Latvijas dzelzceļš (LDZ) stopped its participation in the Agreement on Rules for Accounting.

During the reporting period, the Commission on Settlements between Railway Parties to the Agreement on Rules for Accounting did not convene because there were no applications from Parties to the Agreement.

3.8. Issues of vocational training/education in the field of railway traffic

The OSJD Ad-Hoc Working Group (AHWG) on Vocational Training/Education in Railway Traffic was established in accordance with the decision of Session XLIII of the Meeting of Ministers of the Organization for Cooperation Between Railways (OSJD) (June 2nd to 5th 2015, Ulaanbaatar, Mongolia).

Members of the AHWG include Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan, Ministry of Transport of the Russian Federation, Georgian Railway JSC (GR), Qazaqstan Temір Joly (KZH), Korean National Railway Corporation (KORAIL), Î.S. “Calea Ferată din Moldova” (CFM), Russian Railways JSC (RZD), O‘zbekiston Temір Yo‘llari (UTI), Ukrzaliznytsia JSC (UZ), Beijing University of Transport, Southwest Jiaotong University, Russian university of Transport (RUT/MIIT), STM LLC, PLASKE JSC; observers (interested Parties) include Azerbaijan Railways JSC (AZD), Hungarian State Railways JSC (MÁV), Rochi Ohani Tochikiston State Enterprise (TDZ), TransContainer PJSC.

The AHWG is chaired by the representative of the Ukrainian Party, Doctor of Technical Sciences, Professor Serhiy Myamlin; the Deputy Chairman of the AHWG

is Mr. Yevgeny Zarechkin, representing the Russian University of Transport (RUT/MIIT), an OSJD affiliated enterprise. The confirmation of the Ukrainian Party on the chairmanship of the AHWG and the nomination of the Chairman of the AHWG was submitted by the Ministry of Infrastructure of Ukraine in accordance with Clause 1, Article IV of the “Bylaws of the OSJD Ad-Hoc Working Group on Professional Training/Education in the Field of Railway Traffic.”

Over the reporting period, four AHWG meetings have been held by videoconference: AHWG Meeting XIX (July 13th-15th 2021, OSJD Committee, Warsaw); AHWG Meeting XX (November 8th-10th 2021, OSJD Committee, Warsaw); AHWG Meeting XXI (March 9th-11th 2022, OSJD Committee, Warsaw); AHWG Meeting XXII (July 12th-14th 2022, OSJD Committee, Warsaw). The respective protocol decisions have been adopted at AHWG meeting, upon agreed by all authorized participants.

The AHWG has worked to develop draft documents related to the functioning of the OSJD Academy to provide organizational arrangements and methodological support of general approaches to training and education on application of OSJD regulations governing international rail traffic.

The AHWG has finalized the following draft documents:

- Procedure for approving and implementing the OSJD curriculum submitted by a stakeholder of the OSJD Academy, effective December 1st 2022 (leading performer: Russian University of Transport (RUT/MIIT))
- Proficiency requirements for candidates seeking the office of the Director of the OSJD Academy (leading performer: Russian Railways JSC)
- Proficiency requirements for candidates seeking the office of the Deputy Director of the OSJD Academy (leading performer: Russian Railways JSC).

These documents have been submitted for approval by OSJD governing bodies.

Ukrzaliznytsia JSC as the leading performer presented a draft model agreement between the owner of the OSJD curriculum and the OSJD Academy granting the right to use the approved OSJD curriculum. AHWG has reviewed the draft and decided to continue working on it in 2022.

Building upon a draft “Procedure for approval of training programs proposed by accredited OSJD educational and training organizations,” the AHWG has prepared draft amendments and additions to Edition II of the OSJD Leaflet P 305/1 “OSJD Glossary” on personnel education and training in the field of railway traffic (as July 14th 2022) submitted for approval by OSJD governing bodies.

AHWG members did not undertake any pilot projects in training and education with interested organizations due to the COVID-19 coronavirus pandemic and other restrictions.

PLASKE JSC, a member of the AHWG, held the following activities pertaining to personnel training and education:

- In 2021, the PLASKE Academy hosted three runs of an online course on “Transport logistics and international freight forwarding (FIATA Diploma)” using the International Rail Traffic Management Module, having successfully trained sixty-one participants from countries including Belarus, Denmark, Kazakhstan, the Kyrgyz Republic, Uzbekistan and Ukraine

- The International Trade & Transport Marathon (ITTM 2021) was held from May 12th to May 31st 2021. Representatives of forty countries of the world and twelve international organizations took part in the marathon. Representatives of the relevant ministries of the Republic of Azerbaijan, the Republic of Belarus, the Islamic Republic of Iran, the People's Republic of China, the Republic of Latvia, the Republic of Lithuania, the Republic of Poland, Ukraine and other states connected by traditional transport links supported the event. Completing the logistics marathon were:

The 11th UNECE Odessa International Seminar held on May 26th to 28th 2021 in cooperation with the Government of Ukraine to discuss trade facilitation issues and develop new solutions to ensure the safe and convenient multimodal transport taking advantage of UN CEFAC recommendations and standards developed for the digital transformation of processes and documents, providing a data pipeline for the supply chain while relying on practical transportation experience, using records of trade and transport documents during carriage by rail, inland waterways, sea, road and multimodal arrangements, leveraging the VIKING combined transportation train technology to operate on railway infrastructures of the Republic of Belarus, Ukraine, the Dnieper river basin, the Danube and the Black Sea; and

The Nineteenth International Freight Forwarder Day held on May 31st 2021 to mark the ninety-fifth anniversary of the founding of the International Federation of Freight Forwarders Associations (FIATA).

Keynote speakers at the event included Mr. Ivan Petrov, Vice President of FIATA; Mr. Mario Apostolov, UNECE Regional Advisor; Mrs. Zubaida Aspayeva, Chairperson of the OSJD Freight Traffic Commission, Mr. Erik Evtimov, Deputy General Secretary of CIT, Mr. Igbal Babayev, Deputy Chairman of the State Customs Committee of the Republic of Azerbaijan, Mr. Ali Abdollahi, Head of the Group for Cooperation with International Organizations of the Iranian Railway (RAI).

Participants discussed the prospect of extending the application of the FIATA electronic multimodal bill of lading, the electronic declaration (eTIR), the CIM/SMGS electronic consignment note to rail and water traffic to take advantage of direct rail and ferry services, and the development of a new annex for documents of title. A new rail freight project from Pakistan to Europe building on the infrastructure of Pakistan, Iran and Turkey was presented to the participants. It was one of a multitude of investment projects linking Iran to countries in Europe, Asia and the Persian Gulf.

PLASKE JSC, an AHWG member and an OSJD affiliated enterprise, informed on a pilot project titled "Logistics and international trade in wartime", an anti-crisis online marathon to be held from March 31st to April 14th 2022, including a special one-day event dedicated to "Transportation logistics and international freight forwarding by rail and road."

An active part in this pilot project was taken by heads and experts of the Ministry of Infrastructure of Ukraine, Ukrzaliznytsia JSC, Association of International Road Carrier of Ukraine (ASMAP), UKRZOVNISHTRANS (the Association for Transport, Freight Forwarding and Logistics Organizations in Ukraine), Ukrainian National Committee of the International Chamber of

Commerce and other stakeholders. Key topics of study and knowledge sharing included multimodal transport, direct rail transport, digital transformation and addressing emerging hindrances to traffic organization.

According to the information from PLASKE JSC, an OSJD affiliated enterprise, an online seminar on “Managing digital transport corridors in emergency situations” was held under the auspices of OSCE from July 6th to 7th 2022 in Ashgabat, Turkmenistan, during which PLASKE JSC delivered a presentation on “Developing electronic data interchange in international rail transport using SMGS and CIM/SMGS electronic consignment notes”.

PLASKE JSC arranged for holding the 12th International Seminar on Trade Facilitation and Digital Transformation of Multimodal Transport and Trade during the Pandemic as an online event in the city of Odessa. The Seminar was held under the patronage of UNECE and the Government of Ukraine.

The Seminar was based on the experience of 11 years of work on trade facilitation, especially in the field of streamlining procedures using the “single window” principle, the information port community system and the implementation of the WTO Agreement on Trade Facilitation and Innovative Projects on Digital and Transport Corridors and Electronic Data and Document Interchange.

Issues highlighted at the Seminar included the development of innovative solutions, the use of international standards and best practices. The speakers at the Seminar shared information on the progress made in recent years within the framework of the new package of standards and reference data models of the United Nations Centre for Trade Facilitation and e-Business (UN/CEFACT). The focus of the Seminar was digital transformation of data and document interchange in multimodal transport, in particular the digital transformation of freight traffic along new overland routes to the western border of Ukraine.

Emphasis was placed on cooperation with international organizations such as UNECE, the Directorate-General for Taxation and the Customs Union (DG TAXUD), Directorate-General for Mobility and Transport (DG MOVE), International Maritime Organization (IMO), Organization for Cooperation between Railways (OSJD), International Civil Aviation Association (ICAO), Organization for Democracy and Economic Development (GUAM), Transport Corridor Europe – Caucasus – Asia (TRACECA), the International Railway Transport Committee (CIT), the International Road Transport Union (IRU), as well as the International Federation of Freight Forwarders Associations (FIATA) and the European Association for Forwarding, Transport and Customs Services (CLECAT), whose representatives participated in the Seminar.

Same as in previous years, the Seminar ended with a formulation of conclusions and recommendations on follow-up actions on initiatives announced at these challenging times. This approach was in line with the recommendations of past seminars, the UN Development Project, the outlook for cooperation with the European Commission and other partners.

In 2021-2022 the Southwest Jiaotong University, a member of the AHWG and an OSJD affiliated enterprise, has carried out four stages of railway theoretical training in consequence for Lao trainees of the China-Lao Railway. Training addresses the real needs of the Sino-Lao Railway, helping trainees to master and

understand basic theoretical knowledge in railway disciplines and to gain the respective railway expertise. The Southwest Jiaotong University coordinated educational and coaching groups inside and outside the University and sent almost 50 instructors in four teams to Vientiane, Laos to train 739 Lao employees of the China-Lao Railway on a multitude of professions and positions such as locomotive driver, rolling stock, train traffic, passenger and freight transport. On December 3rd 2021, the entire China-Lao Railway line was opened to traffic.

In June 2022, the Southwest Jiaotong University launched an online platform project for the exchange of international training courses for railway staff and students pertaining to the One Belt, One Road Initiative. A total of 28 Chinese railway universities participated in the project. By carrying out this project the Southwest Jiaotong University expects to focus on integrating rail production and education, strengthen the unique innovations of international railway education, integrate railway education resources and improve the training of international railway staff and students.

AHWG members continued the custom of sharing best practices in the field of professional training and education aimed at attaining new professional knowledge, skills and skills, maintaining professional communication, using advanced information technologies, etc., in order to improve the quality of work of the personnel of railway companies of OSJD member countries.

AHWG members supported an initiative put forward in 2021 by PLASKE JSC and the Southwest Jiaotong University to ramp up the exchange of best practices in the field of training and education of personnel as soon as the international situation caused by the coronavirus (COVID-19) pandemic is stabilized.

PLASKE JSC, an AHWG member and the leading performer for the development and maintenance of the OSJD online information resource in the field of professional training and education, has undertaken an effort on maintaining and updating the OSJD information website taking into account proposals from AHWG members.

The OSJD website provides a link to the OSJD training and education web portal, the OSJD Academy.

At <http://osjd.plaske.com> one can also go or log in to the OSJD Web portal for training and education. The portal is currently organized into sections containing the following OSJD materials and information:

- The Statute of the Organization for Cooperation between Railways, read together with amendments and supplements adopted (as November 1st 2021)
- The Bylaws of the OSJD Committee, read together with amendments and supplements adopted (as of November 1st 2021)
- Bylaws of the OSJD Ad-Hoc Working Group on Professional Training/Education in Railway Traffic (Edition III), read together with amendments and supplements adopted (as of November 1st 2021)
- The Statute of the Academy of the Organization for Cooperation between Railways
- Procedure for keeping registers of OSJD documents in the field of professional training and education

- The OSJD Glossary on training and education of railway personnel (as July 14th 2022).

The *Best Practices, Experience Sharing* section has been supplemented with a information from the Southwest Jiaotong University on an online course titled “Special training course on the management of urban rail construction and operation projects” held on May 17th 2020 in a cloud format thus breaking the ground for non-standard training with a cloud terminal during the coronavirus (COVID-19) pandemic.

The online resource is filled and updated with information coming in from the Editorial Board or the OSJD Committee.

An up-to-date version of the OSJD Railway Training/Education Glossary as of July 14th 2022 has been prepared and made available.

The AHWG has prepared:

– Draft Report of the AHWG on Issues of Vocational Training/Education in the Field of Railway Traffic (March 2021 – July 2022)

– Draft Work Plan of the AHWG on Issues of Vocational Training/Education in the Field of Railway Traffic for 2022, approved by the Joint Meeting of the Authorized Representatives of Members of the OSJD Meeting of Ministers and the Conference of General Directors (Authorized Representatives) of OSJD Railways (November 30th – December 3rd 2021, OSJD Committee, Warsaw, by videoconference)

- AHWG Draft Work Program for 2023 and beyond, submitted to the governing bodies of the OSJD for coordination and approval

– Draft decision by OSJD managing bodies of issues of vocational training/education in the field of railway traffic.

4. Business Activities of the OSJD Committee

4.1 Publishing

The publication of the OSJD Bulletin proceeded as scheduled in 2021. Four single issues and one double (No. 5-6) issue of the journal were published in English, Chinese and Russian. The total circulation was 2800 copies of each issue in all three languages. The practice of distributing electronic versions of the journal among recipients was also expanded.

Topics of publications over the reporting year reflected major decisions of the OSJD Meeting of Ministers, Conference of General Directors of OSJD Railways, meetings of OSJD working bodies and joint groups, and various aspects of activities of members, observers, OSJD affiliated enterprises of and other railway companies.

It should be noted that year after year, OSJD participants and cooperation partners show increased interest in the development of communications and experience sharing through the publication of articles and materials in the OSJD Bulletin and on the OSJD website. Also rising is the volume of materials covering OSJD events and activities.

The editorial office of the journal routinely adjusts the circulation of journals and other OSJD printed matter in paper form, in addition to updating postal and e-mail addresses (for electronic distribution of journals).

In 2021, the Bulletin was sent to all transportation and railway ministries of OSJD member countries, observers and OSJD enterprises of the region, international organizations and individuals by subscription, as well as to railway and transport publications of the countries of the Eurasian area on a free exchange basis. In addition, printed materials were distributed during various international transport events held in face-to-face format in 2021: the TransRussia exhibition (April 12th-14th, Moscow, Russia), the IX Forum of intermodal transportation – FRACHT (August 18th-19th, Warsaw), the International PRO/Motion.Expo-1520 railway exhibition (August 26th-29th, Shcherbinka, Moscow), the XXX Plenary session of CCTT (September 15th-16th, Moscow), the International TRAKO Railway Fair (September 21st-24th, Gdańsk, Poland), the XV Transport of Russia international forum and exhibition (November 16th-18th, Moscow), the XIX International conference "Transport services market: interaction and partnership" (December 9th, Moscow) and others.

Cooperation on information exchange continued with publishers and research and publishing organizations from OSJD member countries and observers. In connection with the 65th anniversary of the OSJD, information materials and reviews were prepared and published in newspapers including *Belarusian Rail Worker* (Belarus), *Verkehr* ("Transport", Austria) and *Eurasia-Vesti* (Russia), journals including *Deine Bahn* (Bahnfachverlag publishing house, Germany), *Zhelezoputen Transport* ("Rail Transport", Bulgaria), *Problemy kolejnictwa* ("Problems of rail transport", Poland), *Rynek Kolejowy* ("The Railway Market", Poland), *TTS – Technika Transportu Szynowego* ("Rail Transport Equipment", Poland), *RZD-Partner*, *Railways of the World*, *The World of Transport*, *Transport Innovations* (Russia), etc.

In addition to the publication of the journal, the following work was carried out:

- Mobile OSJD displays ("OSJD Railway Transport Corridors", "The 65th Anniversary of OSJD") have been prepared and produced.
- The OSJD Handbook has been published in Russian, Chinese, German and English and has been maintained up-to-date on the OSJD website.
- The Report on OSJD Business in 2020 has been prepared for posting on the OSJD website and printed in Russian, Chinese and English.
- In a joint effort with the working body of the OSJD Commission on Transport Policy and Development Strategy, the OSJD 2020 Statistical Bulletin on Rail Transport was published in 4 languages: Russian, Chinese, German and English.
- The calendar of OSJD meetings for the next year has been posted on the OSJD website. A printed version is also available.
- The editorial staff continued to maintain the OSJD website in Russian, Chinese and English and has contributed to revamping it.

Since August 2021, new updates from railways of member countries, observers and OSJD affiliated enterprises have been made available in test mode on

the OSJD website. This work, carried out with the support of the editorial office of the *Railways of the World* journal, has shown the demand for this kind of information as well as its relevance.

The Editorial Office and members of the Editorial Board took part in the meetings of OSJD governing bodies including Session XLIX of the Meeting of Ministers (April 19th-23rd, OSJD Committee, by videoconference) and the XXXVI meeting of the Conference of General Directors (June 15th-18th, OSJD Committee, by videoconference), meetings of OSJD working bodies, as well as other events organized by other international organizations and cooperation partners, both face-to-face and by videoconference.

On November 16th 2021, as a part of the Transport of Russia exhibition (November 16th-18th, Moscow), awards were given to winners of the University Book 2021 Sixth International Competition in the Transport Publications category, with the OSJD Bulletin getting the First Degree Award Certificate in the Best Print Design nomination. The award was presented to a representative of the Committee OSJD by the Head of the Federal Railway Transport Agency of the Russian Federation.

In 2021, joint work with the UIC Terminology Group continued as a part of cooperation with UIC. Representatives of the editorial staff take part in this group to develop glossaries on railway-related topics with a view to consolidating and standardizing the terminology used in translations into working languages in international cooperation across diverse railway transportation disciplines. Five working meetings were held in 2021 by videoconference to consider technical issues pertaining to the functioning and improvement of the RailLexic electronic dictionary, terminology standardization, development of software for terminology management, the use of electronic dictionaries in practical work, etc.

4.2. Financial Activities

The financial activities of the OSJD Committee in 2021 were carried out on the basis of the Budget adopted by the XLIX Session of the OSJD Meeting of Ministers (June 15th-18th 2021), as well as in accordance with the Procedure for Planning, Accounting and Reporting of Revenues and Expenditures of the OSJD Committee Budget.

5. Participation in the Work of OSJD Observers and Affiliated Enterprises

5.1. Cooperation with Observers

As of year-end 2021, six Organizations have the OSJD observer status, namely: Deutsche Bahn AG, the Hellenic Railways Organization (OSE), the French National Railway Society (SNCF), Finnish Railways (VR), and the Federal Passenger Company JSC (FPK, Russia).

In 2021 the representatives of Deutsche Bahn AG, VR and FPK took part in

the XXXVI meeting of the Conference of General Directors of OSJD Railways and also participated in the OSJD Committees of OSJD work expert meetings on diverse subjects of the Work Plan.

This work mainly concerned the improvement of SMGS and the SMGS Operating Handbook, the work of the CIM/SMGS steering and coordination groups on unified railway law, the practice of crossing borders by rail, the creation of a list of freight stations on OSJD railways, the arrangements for transportation of large-tonnage containers in the Europe-Asia service, improvement of border stations, approval of traffic schedules and passenger train makeups, ticket sales arrangements in view of the development of new sales technologies, paperless technology of freight transportation in international railway traffic, development of technical certificates, as well as rate-setting and commercial issues.

An important field of activities at OSJD concerns strengthening and furthering cooperation with current Observers and attracting new members to the Organization by popularizing and expanding the scope of application of OSJD's fundamental documents.

5.2. Cooperation with Affiliated Enterprises

The possibility for a company to participate in OSJD activities as an affiliated enterprise reflects the business-oriented nature of the Organization and its openness to cooperation with companies of diverse geographies and fields of business, regardless of the form of ownership or type of company. A key prerequisite for potential cooperation with OSJD as an affiliated enterprise is a statement of interest on the part of the enterprise. The Meeting of Ministers has decided at its XL session to let OSJD affiliated enterprises to take part in OSJD working bodies – not only those established by the Conference of General Directors but also by those created by the Meeting of Ministers.

In the past, OSJD affiliated enterprises were mostly railway suppliers from the field of transport construction and services, as well as equipment manufacturing. A noticeable trend in recent years has been the accession of a number of businesses comprising licensed carriers, rolling stock operators or forwarding agents, meaning that affiliated enterprises are increasingly involved in freight and passenger transport and are seeking to participate in the consideration of transport law issues.

Individual national railway companies may seek cooperation with OSJD in an affiliated enterprise status due to the lack of unanimous support for their countries to join the OSJD. Affiliated enterprises not only participated in the work and meetings of OSJD working bodies of the OSJD but also hosted some of the events themselves. Representatives of affiliated enterprises take part frequently in the meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways.

In 2021, the Conference granted the status of an affiliated enterprise to three companies: one from the Czech Republic, one from Poland and one from Hungary.

An account of the results of cooperation with affiliated enterprises in 2021 follows.

Eight railways and five OSJD affiliated enterprises have taken part in the Ad-Hoc Working Group on Vocational Training/Education in Railway Traffic (referred to as the AHWG henceforth) established in 2015. The Deputy Chairman of the AHWG is a representative of the Russian University of Transport (RUT/MIIT), an OSJD affiliated enterprise. Three AHWG meetings have taken place during 2021.

The number of affiliated enterprises with a valid Cooperation Agreement with OSJD varies from year to year. By the end of 2021, the number of such enterprises stood at 41.

6. Cooperation with International Organizations

6. Cooperation with the UN Economic Commission for Europe (UNECE)

In the global epidemiological context in 2021, OSJD continued its cooperation with the United Nations Economic Commission for Europe (UNECE) within the competence of several Working Groups of the Inland Transport Committee of the Economic Commission for Europe (UNECE ITC).

The OSJD Committee, within its mandate, continued its participation in the following working groups:

- Working Party on Rail Transport (SC.2)
- Working Party on Transport of Dangerous Goods (WP.15)
- Working Party on Customs Questions Affecting Transport (WP.30)
- Group of Experts Towards Unified Railway Law (GEURL)
- Group of Experts on International Railway Passenger Hubs (SC.2/HUBS).

At annual sessions of the working groups, representatives of the OSJD Committee participated in the consideration of issues pertaining to:

- Development of international transport, including border crossing facilitation measures
 - Application of the unified CIM/SMGS consignment note
 - Harmonization of operating conditions of different railway transport systems
 - Harmonization of RID and SMGS legal instruments pertaining to the transportation of dangerous goods
- Updating and developing rules for the practical application of the United Nations Convention relating to customs procedures for the international carriage of goods by rail, as well as facilitating the transport of passengers and baggage across borders and international rail transit
 - Developing cooperation within the Trans-European Rail Network project
 - Establishing a legal framework for unified railway law at the initiative of UNECE – “Towards unified railway law in the pan-European region and on Euro-Asian transport corridors”
 - Identifying technical and operational parameters relevant for working out the concept of a “railway hub for international passenger transport,” etc.

6.2. Cooperation with the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)

Due to an application received by OSJD Committee from the Ministry of Public Works And Transport of the Lao People's Democratic Republic concerning interest in the accession to OSJD, and taking into account the completion of a railroad connecting the railway systems of Laos and China, OSJD held a consultation meeting on February 10th 2021 with support from UNESCAP.

During the meeting, the members of the OSJD Committee presented detailed presentations on the structure of the Organization and its main activities.

On May 20th-21st 2021, representatives of the OSJD Committee participated in the seventh meeting of the Working Group on the Trans-Asian Railway Network (Bangkok, Thailand, by videoconference).

During the meeting, representatives of the Islamic Republic of Iran, the People's Republic of China, the Lao People's Democratic Republic, the Russian Federation and Thailand informed the Working Group on current and future projects in progress or under consideration in their countries to further develop and modernize the Trans-Asian railway network and its links to wider transport networks.

The Working Group welcomed the finalization of the Memorandum of Understanding between Kazakhstan, Turkmenistan and the Islamic Republic of Iran concerning the implementation of a rail corridor between the Republic of Kazakhstan, Turkmenistan and the Islamic Republic of Iran and requested the secretariat to continue providing support, including sharing of experience and best practices, commissioning and managing the corridor.

The Working Group noted the initiative to promote electronic exchange of information between railways and border services under the INTERTRAN project carried out by Russian Railways and requested the secretariat to continue to provide technical assistance for improving the efficiency of railway border crossings within the Trans-Asian railway network.

The Working Group has identified 10 key work areas of the secretariat for the development of international rail transport over the network and linked them to the implementation of the Sustainable Development Agenda 2030 as set out in the document ESCAP/TARN/WG/2021/3. The Working Group requested the secretariat to continue to facilitate capacity building in these areas to further enhance the role of rail transport in achieving sustainable development goals.

Emphasizing the importance of smart rail solutions in overcoming the pandemic, the Working Group requested the secretariat to undertake demand-driven capacity-building activities on smart rail solutions in order to enhance officials' knowledge of innovative and successful rail practices that are both replicable and scalable.

In the context of increased importance of digitalization of rail transport during the pandemic and the opportunities opening up in this area for many railways in the region, the Working Group supported the initiative to develop a regional strategy/framework for promoting the digitalization of railways in the region, with a particular emphasis on developing countries, landlocked and least developed countries, and requested the secretariat to finalize the strategy/framework for further consideration by the Working Group.

The Working Group highly appreciated the development of an online network visualization solution based on a geographic information system and requested the secretariat to provide more information on rail border crossings and to consider providing additional data on flows of goods and other related materials.

Reaffirming the importance of international passenger traffic despite the temporary difficulties caused by the pandemic, the Working Group welcomed the recommendations contained in the study on the effective operation of international passenger trains in the Trans-Asian railway network. The Working Group reiterated the recommendation in the study that UNESCAP member states consider acceding to the Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-Luggage Carried in International Traffic by Rail and requested the secretariat to continue its work on the facilitation of international passenger rail transport.

It was noted that the sustainability of freight transport has been increased as a result of UNDP Decade of Action for Achieving Sustainable Development Goals.

The Working Group was informed about the work of ESCAP on improving the sustainability of freight transport as a part of the Decade of Action for Achieving Sustainable Development Goals.

The Working Group upheld a regionalized approach to sustainable freight transport and its key elements, including the guiding concept, objectives, cross-sector incentives and priority areas outlined in the ESCAP/TARN/WG/2021/4 document, and considered that this regionalized approach would provide an opportunity to place the necessary emphasis on the sustainability of freight transport in a way that maximizes the benefits of freight transport and minimizes its negative externalities.

The Working Group recognized that international rail transport could play a pivotal role in improving the sustainability of transport, in particular by increasing the capacity of existing freight train routes and creating new routes between Asia and Europe. In this regard, it noted the need for safe and stable operation of container trains, the expansion of existing corridors and the exploration of potential new corridors within the network by facilitating rail transport procedures and promoting digitalization of container trains.

The Working Group noted the importance of decarbonization of rail transport and requested the secretariat to continue its work on supporting further decarbonization of the railways in the region.

Furthermore, noting that the issue of strengthening the sustainability of freight transport affected all modes of transport, the Working Group considered that a regional approach to sustainable freight transport should be brought up for discussion at the Fourth Ministerial Conference on Transport with a preferable outcome in the form of a ministerial declaration on sustainable freight transport, and requested the secretariat to undertake the necessary preparatory work.

6.3. Cooperation with the Intergovernmental Organization for International Carriage by Rail (OTIF)

In 2021, in response to measures taken by national governments to prevent the spread of the COVID-19 coronavirus, cooperation between OSJD and OTIF took place electronically.

The basis for cooperation between OSJD and OTIF is the agreement on cooperation signed by the heads of the two organizations on June 5th 1991 and a document titled “Cooperation between OSJD and OTIF: A Common Position,” signed on February 12th 2003. (endorsed at the XXXI session of the OSJD Ministerial Meeting, June 17th-20th 2003, Tbilisi, Georgia).

In 2021, representatives of OSJD and OTIF participated in the work of the UNECE Group of Experts “Towards unified railway law in the pan-European region and on Euro-Asian transport corridors” and exchanged information frequently on this issue.

In 2021, OSJD and OTIF continued to cooperate and share information on the improvement and application of international legal instruments in the field of international passenger transport. A representative of OTIF participated in SMPS meetings organized by the OSJD Commission on Transport Law.

Cooperation between OSJD and OTIF continued in 2021 on the Regulation on International Carriage of Dangerous Goods by Rail (RID). Experts of members of OSJD and the representative of Committee of OSJD participated in joint meetings of RID Expert Committee and working group WP.15 and also in a conference by the RID Expert Committee where the agenda included the harmonization of RID and SMGS legal instruments concerning the transportation of dangerous goods.

At a conference held by the OSJD Commission on Transport Law concerning the Regulation on International Carriage of Dangerous Goods by Rail (October 26th-29th 2021, OSJD Committee, Warsaw) the participants, at the proposal of a SMGS participant from the Russian Federation, decided to analyze the feasibility of work on incorporating Chapter 6.20 of Annex 2 to the SMGS in the RID Regulation.

Instructed by the aforementioned conference of the Commission, the representative of the OSJD Committee delivered an informational presentation on the work being done to update Annex 2 to the SMGS and on making effective Chapter 6.20 at the meeting of a permanent working group of the RID Expert Committee held on November 15th-19th 2021. During a discussion following the presentation, it was agreed to carry out a detailed review of Chapter 6.20 by the RID Working Group on Tanks and Vehicle Technology.

OSJD and OTIF continued to cooperate with the Universal Postal Union in 2021. Both organizations are interested in this cooperation in order to further develop the arrangements for mail delivery by rail. OSJD and OTIF continued to share information on this subject.

Cooperation and information sharing continued in 2021 between OSJD and OTIF on technical requirements for infrastructure and rolling stock. In 2021, three meetings of the OTIF Working Group of Technical Experts (WG TECH) were held. During the meetings, experts reviewed and refined issues related to the audit of uniform technical requirements for telematic applications for cargo communications. Discussions on the rolling stock registry and access to the registry database also continued. A representative of the OSJD Committee participated in two meetings of the Working Group. A representative of OSJD participated in the

final meeting of the OTIF Commission on Infrastructure and Rolling Stock.

In March 2021, the OSJD Committee received proposals from the Secretariat-General of the OTIF on further possibilities for cooperation between the two organizations. Three possible approaches to cooperation between OSJD and OTIF were suggested. The first option is no cooperation altogether. The second option is superficial cooperation, roughly matching the current level of cooperation between the two organizations. The third option is extended cooperation on the basis of a joint platform and common goals. After a survey among OSJD member countries, 11 members of OSJD favored the third option and 7 voted in favour of the second option.

At a joint meeting of authorized representatives of the Members of the OSJD Meeting of Ministers and the Conference of General Directors (Authorized Representatives) of OSJD Railways (held on November 30th to December 3rd 2021 by videoconference at the OSJD Committee in Warsaw) the participants discussed this issue and proposed to extend the provisional agenda of the L Session of the OSJD Meeting of Ministers with a new item “On cooperation with OTIF.”

The OSJD Committee was instructed to hold a preliminary consultative meeting with the OTIF Secretariat on expanding the field of cooperation (defining goals, objectives, etc.). Such a meeting took place on February 18th 2022 by videoconference.

6.4. Cooperation with the International Rail Transport Committee (CIT)

In 2021, in response to measures taken by national governments to prevent the spread of the COVID-19 coronavirus, cooperation between OSJD and CIT took place exclusively in electronic form.

The basis for cooperation between the organizations is the Memorandum of Cooperation between the Organization for Cooperation between Railways (OSJD) and the International Rail Transport Committee (CIT), signed on June 4th 2015 in Ulaanbaatar (Mongolia).

In accordance with that document, OSJD and CIT cooperate and share information on work in progress in fields including the development of measures aimed at facilitating border crossing in international rail transport in the Euro-Asian space; the refinement and preparation of legal instruments regulating the carriage of passengers and goods in international rail transport; the development of multimodal transport; making arrangements for combined transport and carriage of large-tonnage containers in the Europe – Asia service; enabling containerized transportation of mail; and facilitating freight traffic using CIM/SMGS consignment notes.

In 2021, OSJD and CIT continued to cooperate and exchange information on the improvement and application of international legal instruments in the field of international passenger transport, including changes being made to SMPS and CIV. OSJD representatives attended the 20th and 21st meetings of the CIV/SMPS Working Group held by videoconference.

Work on the OSJD and CIT joint project on the CIM/SMGS Transport and

Legal Harmonization continued in 2021. A CIM/SMGS expert group meeting and a CIM/SMGS Steering Group meeting were held by videoconference to negotiate amendments and supplements to SMGS Annex 6 “CIM/SMGS Consignment Note Manual”.

Work on enabling goods transportation using the CIM/SMGS consignment note continued in 2021 in cooperation with CIT. On July 7th-8th 2021, the OSJD Commission on Freight Traffic held an OSJD Training Seminar “CIM/SMGS Consignment Note Application” by videoconference.

The Seminar sought to familiarize the audience with legal aspects of the CIM/SMGS consignment note, including amendments and supplements adopted since its introduction, to share practical experience of its use in order to improve the professional level and quality of knowledge, skill, experience and expertise of specialists whose activities are related to the planning and organization of rail transport of goods using SMGS and CIM/SMGS consignment notes.

6.5. Cooperation with the European Railway Agency (ERA)

The OSJD/ERA Contact Group on the Interoperation of 1520 mm and 1435 mm Rail Gauge Systems continued its work in 2021 on the basis of the Memorandum of Understanding between OSJD and ERA.

Pursuant to the provisions of the above Memorandum, and in accordance with the approved Work Plan, the OSJD/ERA Contact Group held four meetings in 2021, during which the following topics were considered:

- Analyzing parameters relevant for maintaining technical and operational compatibility in the field of the TAF subsystem (Telematic Applications For Freight Transport). The analytical work on this subsystem has been completed. The document has been published at OSJD and ERA websites.

- Updating the analysis of the Power Supply subsystem parameters. The work on updating the analysis of parameters for this subsystem has been completed. The document has been published at OSJD and ERA websites.

- Updating the analysis of the Locomotives and Multi-Unit Rolling Stock and Passenger Cars subsystems

- Updating the analysis of the Infrastructure: Track and Facilities subsystem.

Relevant information and practical experience were shared in order to coordinate measures for maintaining and improving the existing technical and interoperability compatibility and ensuring unhindered international rail transport (including cross-border traffic and transport safety). A number of presentations were delivered by speakers:

- A Presentation of the representative of DG MOVE on Sustainable Development Strategy and Smart Mobility Solutions

- A presentation of the representative of Russian Railways titled “Report on the work of the Interstate Technical Committee for Standardization on Railway Transport (MTK-524) for 2020”

- A presentation by a representative of AB Lietuvos geležinkeliai titled “An approach to continuous improvement of safety at LTG Group”

- A presentation by a representative of ERA on “An approach to continuous improvement of traffic safety in the railway sector”

- A presentation by a representative of ERA on “The development of the ERTMS system in the European Union.”

According to the approved work plan, the Contact Group will continue its work on the following topics in 2022:

- Updating the analysis of the Locomotives and Multi-Unit Rolling Stock and Passenger Cars subsystems

- Updating the analysis of the Infrastructure: Track and Facilities subsystem.

As a part of routine sharing of relevant information and practical experience for coordinating measures for maintaining and improving the existing technical and interoperability compatibility and ensuring unhindered international rail transport (including cross-border traffic and transport safety), the following topics have been approved for 2022:

1. “Additional presentation on some key aspects in the approach to continuous improvement of safety in the LTG group of companies,” taking into account the complexity of topics and interest expressed during the presentation (Republic of Lithuania)

2. “Results of the work of the Interstate Technical Committee for Standardization on Railway Transport (MTK-524) in 2021” (Russian Federation)

3. Prospective changes in the TSI-2022 Package (ERA)

4. "On the Year of Ecology at Russian Railways” (Russian Federation)

5. “A Risk Management Framework Manual for Overland Transportation of Dangerous Goods” (ERA).

6.6. Cooperation with the International Union of Railways (UIC)

The basic principles of cooperation between OSJD and UIC were laid down in a Cooperation Agreement between signed by the two organizations in 1995. Collaboration between OSJD and UIC is carried out on the basis of the Memorandum and Program on Cooperation between OSJD and UIC, which is signed on every fifth year.

In view of the fact that the Memorandum and the Program for the previous period have expired, the Memorandum as well as the Program on Cooperation between OSJD and UIC for the following years have been developed and negotiated with the UIC. The objectives of cooperation between the Parties to the Memorandum include improving the competitiveness of railway transport in the world transportation services market, promoting interoperability of railway systems of different gauge and multimodality of transport.

In accordance with the above-mentioned documents, cooperation between OSJD and UIC continued in 2021 in the following areas:

- Promoting the creation of a unified compatible railway transport system in the Eurasian space, taking into account the interests of the railways

- Developing a list and scope of services in the field of railway transport in order to increase its competitiveness

- Ensuring harmonization of operational and technical regulations and other documents within the railway industry to improve the interaction and efficiency of railway transport

- Submitting the results of joint developments and proposals for consideration to governing bodies of the two organizations.

Based on 20 years of cooperation experience since the signing of the Cooperation Agreement, the following forms of cooperation are currently in use:

- Sharing information and documents, including work programs and annual work plans

- Taking part in mutual meetings, setting up joint events

- Developing joint regulations (leaflets).

In order to enhance cooperation between OSJD and UIC on the development of draft international railway solutions with a voluntary accession regime, a Supplementary Agreement was signed on May 15th 2018 to the Agreement “On publication of leaflets developed jointly by the Organization for Cooperation between Railways (OSJD) and the International Union of Railways (UIC)” that has been in effect since November 22nd 2001.

The first meeting between the Chairman of the OSJD Committee and the UIC Director-General took place on February 12th 2021 by a videoconference and dealt with general questions of cooperation between OSJD and UIC in the forthcoming years, also considering a prospective situation of cooperation between OSJD and UIC in the field of coding and IT.

In 2021, a representative of the OSJD Committee attended the 98th and 99th sessions of the UIC General Assembly held on July 8th 2021 and December 9th 2021 by videoconference. A representative of the OSJD Committee took part in the work of the annual meeting of the UIC Steering Committee on NHM/DIUM on February 24th-25th 2021.

Representatives from UIC participated in the meeting of the OSJD Commission on Freight Traffic on “Updating the Harmonized Nomenclature of Goods (GNG)” and “Updating of the list of freight stations of OSJD railways” (March 23rd-26th 2021) and in final meetings of the OSJD Commission on Freight Traffic (October 12th-15th 2021), OSJD Commission on Infrastructure and Rolling Stock (November 8th-10th 2021), OSJD Permanent Working Group on Coding and Information Technology (November 16th-18th 2021), as well as in the joint meeting of the Authorized Representatives of the members of the OSJD Meeting of Ministers and the Conference of General Directors (Authorized Representatives) of OSJD Railways (November 30th – December 3rd 2021) which took place by videoconference.

The OSJD/UIC Joint Working Group on Converting OSJD/UIC Joint Leaflets into Draft OSJD/UIC international railway solutions (IRS) held three meetings in 2021 (February 16th-18th, May 25th-27th, September 21st-23rd).

The 74th meeting of the OSJD/UIC Joint Group on Coding and IT was held on May 28th 2021 and the OSJD/UIC Joint Seminar on Financial and Accounting Issues was held on June 29th 2021 by videoconference.

In accordance with decision of the XXXVI Conference of General Directors (Authorized Representatives) of OSJD Railways (April 19th-23rd 2021, by

videoconference) the Permanent Working Group on Coding and IT has begun a collaborative effort with UIC on converting of OSJD/UIC leaflets into draft OSJD/UIC international railway solutions (IRS) with a view on maintaining the compatibility of the used documents OSJD/UIC under the Coding and IT topic.

6.7. Cooperation with the International Association “Coordinating Council for Trans-Siberian Transportation” (CCTT)

In accordance with the Treaty on Cooperation between OSJD and CCTT, cooperation proceeded within OSJD Commissions on Transport Policy and Development Strategy, Transport Law, Freight Transport and Coding and IT PWG.

Plans of these commissions provide for the participation of CCTT experts in the work on facilitating border crossing by rail in international freight transport, on the application and legal significance of digital signatures in international transportation of goods, as well as on the following topics: “Facilitating transportation of large-tonnage containers in Europe – Asia service,” “Devising and implementing comprehensive measures to improve transportation and develop OSJD railway transport corridors,” “Carrying out organizational work to enable cargo transportation using the unified CIM/SMGS consignment note,” improving the legal framework of the transport process, developing transportation of mail by rail, etc.

At the behest of the CCTT Secretariat, the Chairman of the OSJD Committee, Mr. Miroslav Antonovich participated in the XXX anniversary plenary meeting of CCTT held in Moscow, the capital of the Russian Federation, on September 15th-16th, 2021.

In 2021 the CCTT Secretariat proposed a new discussion format, an “open dialogue,” enabling participants to discuss the prospects for the development of trans-Eurasian routes and the role of the CCTT in establishing green, reliable and safe multimodal corridors.

It was noted during presentations that coordinated interaction between participants of the transport process at the CCTT platform has driven decisions that improve the competitiveness of railways in international transportation.

Among the challenges facing the CCTT are the need for further digital transformation of transportation processes and innovation in logistics products to suit demand, improving the environmental friendliness of railway transport and developing competences for the training of specialists in the field of international transport and logistics.

The “open dialogue” also involved heads and authorized representatives of railway companies from Austria, Azerbaijan, Belarus, China, Germany, Finland, Italy, Kazakhstan, the Republic of Korea, Latvia, Mongolia, Poland, Russia, as well as the Federal Customs Service of Russia, Universal Postal Union, Delo Group, UGMK JSC, OTLK ERA JSC (an OSJD affiliated enterprise), and FESCO Group who told about the results achieved so far while highlighting issues of concern.

The Chairman of the OSJD Committee, Mr. Miroslav Antonovich, noted in his keynote that 2021 marks the 65th anniversary of OSJD, as well as the 70th anniversary of SMGS and SMPS agreements for which the OSJD Committee, an

executive body of the organization, serves as the depository. In addition, 2021 is also significant for rail transport in Europe – it was declared the European Year of Railways in the EU. All these events should drive further promotion of rail transport, emphasize its advantages as the most environmentally friendly, sustainable and safe means of transport.

Mr. Antonovich stressed that OSJD has devoted enormous effort to audit the SMGS and SMPS taking into account the current market realities and reforms on the railways of the OSJD member countries.

The Chairman of the Committee OSJD noted the prominent role of thirteen OSJD railway transport corridors, the longest and most demanded of which is OSJD Corridor No. 1 with the Trans-Siberian Railway at its core. The possibilities of the corridor are enormous, and experience has shown that the countries party to this corridor, aided by OSJD and CCTT, foster favorable conditions for its operation. He also focused on issues of increasing the efficiency, attractiveness and competitiveness of railways and on OSJD's ongoing activities in this field. From this standpoint, digitalization of the transport process should be a catalyst for processes that improve railway transport.

In total, more than 500 participants from 28 countries joined the online broadcast of the 30th Plenary Session, including heads of ministries and departments, customs and postal services, administrations of railways, seaports, shipping, transportation/logistics, insurance, security and IT companies, international and public organizations (UNECE ITC, ESCAP, OSJD, EAEC, UPU, WCO, OTIF, UIC, CIT, FERRMED, the Russian Export Center, the Russian Union of Industrialists and Entrepreneurs, ACEX), national associations of operators and forwarding agents of Russia, Europe, Japan, China and the Republic of Korea.

6.8. Cooperation with the Eurasian Economic Commission (EAEC)

Cooperation between OSJD and EAEC is carried out within the framework of the Memorandum of Understanding signed by the Parties on January 21st 2016 and includes the following areas:

- Sharing experience and existing practices among interested OSJD and EAEC member countries to enable advance notice of goods transportation and to improve the efficiency of the advance notice system within the scope of consignment notes and accompanying documents, and preparing recommendations based on such practices

- Sharing experience on the implementation of pilot projects related to the transition to the use of electronic consignment notes in railway transportation

- Sharing experience on addressing shortcomings related to the organization of train traffic, including with regard to the harmonization of transport; on introduction of paperless technologies for the organization and tracking of freight traffic; on application of the mechanism and practice of interaction between transportation business stakeholders and government authorities

- Preparation proposals to facilitate border crossing, remove barriers, simplify procedures hindering smooth movement of passengers and goods, with a view to

eliminating root causes of delays of passenger and freight trains based on existing international experience

- Preparing proposals for shaping coordinated approaches to improving the quality of international passenger transport, including improving train schedules, reducing the time spent on checks en route, upgrading the rolling stock fleet, conducting scientific research and introducing best international practices

- Preparing proposals on the part of interested OSJD and EAEC member countries for the creation and development of high-speed and bullet train passenger services between the member states of the Eurasian Union, taking into account individual differences in railway transportation development and geographical locations of each member state

- Holding consultations on the development and improvement of international rail transport

- Involving EAEC representatives in OSJD-sponsored events and engaging OSJD representatives in meetings of the EAEC Advisory Committee on Transport and Infrastructure.

6.9. Cooperation with Other International Organizations

Cooperation with international organizations is a prominent field of OSJD activities and is carried out within the framework of memoranda of cooperation in the field of railway transport.

OSJD values its long-standing partnership with the Universal Postal Union (UPU), the World Customs Organization (WCO), the International Federation of Freight Forwarders Associations (FIATA), the International Association of the Trans-Caspian International Transport Route (TITR) and the Commonwealth Member State Rail Transport Council.

Our cooperation covers extremely diverse fields. Priority areas of cooperation include:

- Matters of development and improvement of international railway transportation with the traffic between Europe and Asia

- Development of international transport corridors

- Development of proposals and recommendations to improve and harmonize international regulation of rail freight transport

- Issues pertaining to facilitation of border crossing in international rail transport

- Development of combined, intermodal, multimodal and mixed-service transport

- Development of measures aimed at the increase of railway transport competitiveness in comparison with other modes of transportation

- Railway management issues

- Technical issues related to the development of international rail transport

- Implementation of the project for mail transportation by rail

- Sharing particular case studies of “best customer service practices”

- Developing joint recommendations in the field of vocational training, logistics and transport forwarding.

R E C O R D
of participation of OSJD members in
agreements and treaties in effect within OSJD
(as of September 15th 2022)

No.	Country	Short names of members of the Conference of General Directors	Participation status								
			SMPS	SMGS	MPT Agreement	MTT Agreement	ETT Agreement	PPV Agreement	PGV Agreement	Agreement on the Rules for Accounting	Combined Transport Agreement
1	2	3	4	5	6	7	8	9	10	11	12
1.	Republic of Azerbaijan	AZD	yes	yes	no	yes	yes	no	no	yes	no
2.	Islamic Republic of Afghanistan	ARA	yes	yes	no	no	no	no	no	no	no
3.	Republic of Albania		yes	yes	no	no	no	no	no	no	no
4.	Republic of Belarus	BC	yes	yes	yes	yes	yes	yes	yes	yes	yes
5.	Republic of Bulgaria	BDZ Holding	yes	yes	no	no	yes	no	yes	yes	yes
6.	Hungary	MÁV	no	yes	no	no	no	no	yes	yes	yes
7.	Socialist Republic of Vietnam	VZD	yes	yes	yes	no	yes	no	no	yes	no
8.	Georgia	GR	yes	yes	no	yes	yes	no	no	yes	no
9.	Islamic Republic of Iran	RAI	no	yes	no	no	no	yes	yes	no	no
10.	Republic of Kazakhstan	KZH	yes	yes	yes	yes	yes	yes	yes	yes	yes
11.	People's Republic of China	KZD	yes	yes	yes	no	yes	yes	yes	yes	yes
12.	Democratic People's Republic of Korea	ZC	yes	yes	yes	no	yes	yes	yes	yes	no
13.	Kyrgyz Republic	KRG	yes	yes	yes	yes	yes	yes	yes	yes	yes
14.	Republic of Latvia	LDZ	yes	yes	no	yes	yes	yes	yes	yes	yes
15.	Republic of Lithuania	LTG	yes	yes	no	yes	no	yes	yes	yes	no
16.	Republic of Moldova	CFM	yes	yes	no	yes	yes	yes	yes	yes	yes
17.	Mongolia	UBZD	yes	yes	yes	yes	yes	yes	yes	yes	yes
18.	Republic of Poland	PKP	yes	yes	no	no	no	yes	yes	yes	yes
19.	Russian Federation	RZD	yes	yes	yes	yes	yes	yes	yes	yes	yes
20.	Romania	CFR	no	no	no	no	no	no	yes	yes	no
21.	Slovak Republic	ŽSR	yes	yes	no	no	no	no	yes	yes	yes
22.	Republic of Tajikistan	TDZ	yes	yes	yes	yes	yes	yes	yes	yes	no
23.	Turkmenistan	TRK	yes	yes	yes	yes	yes	no	no	no	no
24.	Republic of Uzbekistan	UTI	yes	yes	yes	yes	yes	yes	yes	yes	yes
25.	Ukraine	UZ	yes	yes	yes	yes	yes	no	yes	yes	yes
26.	Czech Republic	ČD	yes	no	no	yes	no	no	no	yes	no
27.	Republic of Estonia	EVR	yes	yes	yes	yes	yes	yes	yes	yes	yes
Total number of participants			24	25	13	16	18	15	20	23	15