

**ORGANISATION FOR CO-OPERATION  
BETWEEN RAILWAYS  
(OSJD)**

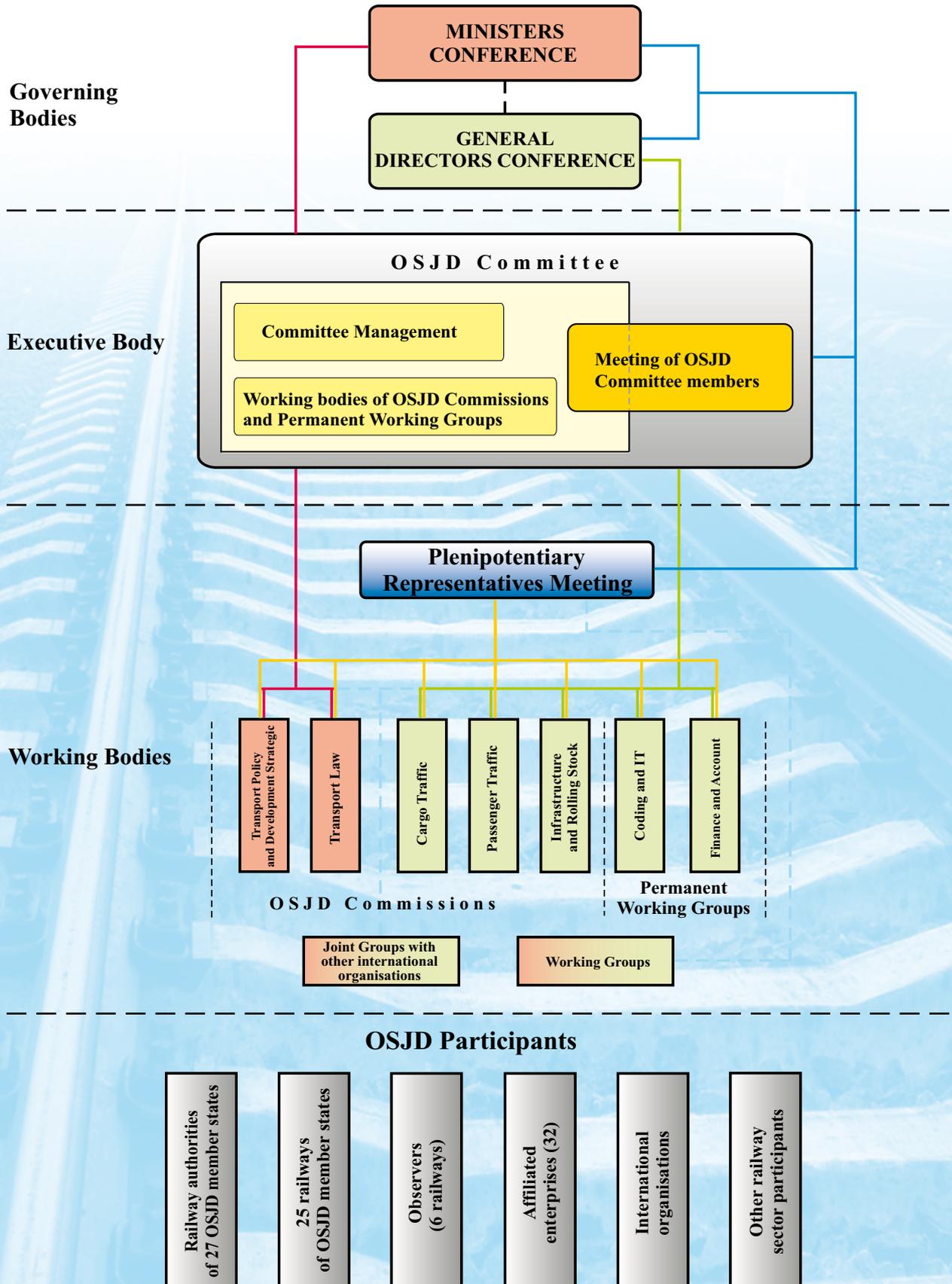


**REPORT  
ON THE ACTIVITIES OF THE ORGANISATION  
FOR CO-OPERATION BETWEEN RAILWAYS  
FOR 2009**

**Warsaw  
2010**

# Structure of Organisation for Co-Operation between Railways

(As of 1 January 2010)



# Contents

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OSJD Structure .....	2
Statistics.....	5,7
Introduction .....	8
Progress of OSJD Activities by Subjects.....	12
Activities of the OSJD Governing Bodies.....	32
Participation of Observers and Affiliated Enterprises in the OSJD Activities .....	34
Cooperation with International Organizations .....	35
OSJD Committee Activities.....	38
Summary on Participation of OSJD Members in Agreements and Treaties in Force within the OSJD Framework.....	41
Members of OSJD.....	47

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## List of Abbreviations Used in the Text

ADB	Automated Database
AWG	Ad Hoc Working Group
CCTT	Coordinating Council for Trans-Siberian Transportation
CGD	Conference of General Directors (Authorized Representatives)
CIT	International Rail Transport Committee
DMU	diesel multiple units
EMU	electrical multiple units
ERA	European Railway Agency
ETT	Uniform Transit Tariff
IT	Information Technology
ITC	Inland Transport Committee
MTT	International Railway Transit Tariff
STI	Scientific-Technical Information
NHM	Harmonized Commodity Code (GNG)
OSJD	Organisation for Co-Operation between Railways
OTIF	Intergovernmental Organisation for International Carriage by Rail
PGW	Rules for the Use of Wagons in International Traffic
PPW	Rules for the Use of Coaches in International Traffic
PWG	Permanent Working Group
PWG CIT	Permanent Working Group on Coding and IT
PWG FA	Permanent Working Group on Finance and Accounting
SMGS	Agreement on the International Freight Traffic
SMPS	Agreement on the International Passenger Traffic
STEI	Scientific, Technical and Economical Information
TSI	Technical Specifications for Interoperability
UIC	International Union of Railways
UNECE	United Nations Economic Commission for Europe
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
USS	Uniform Search System



Heads of Delegations of the XXXVIII-th Session of OSJD Ministers Conference  
(Czech Republic, Prague, 15-18 June 2010)

## Statistics

### Main indices of railways of the OSJD member countries in 2009

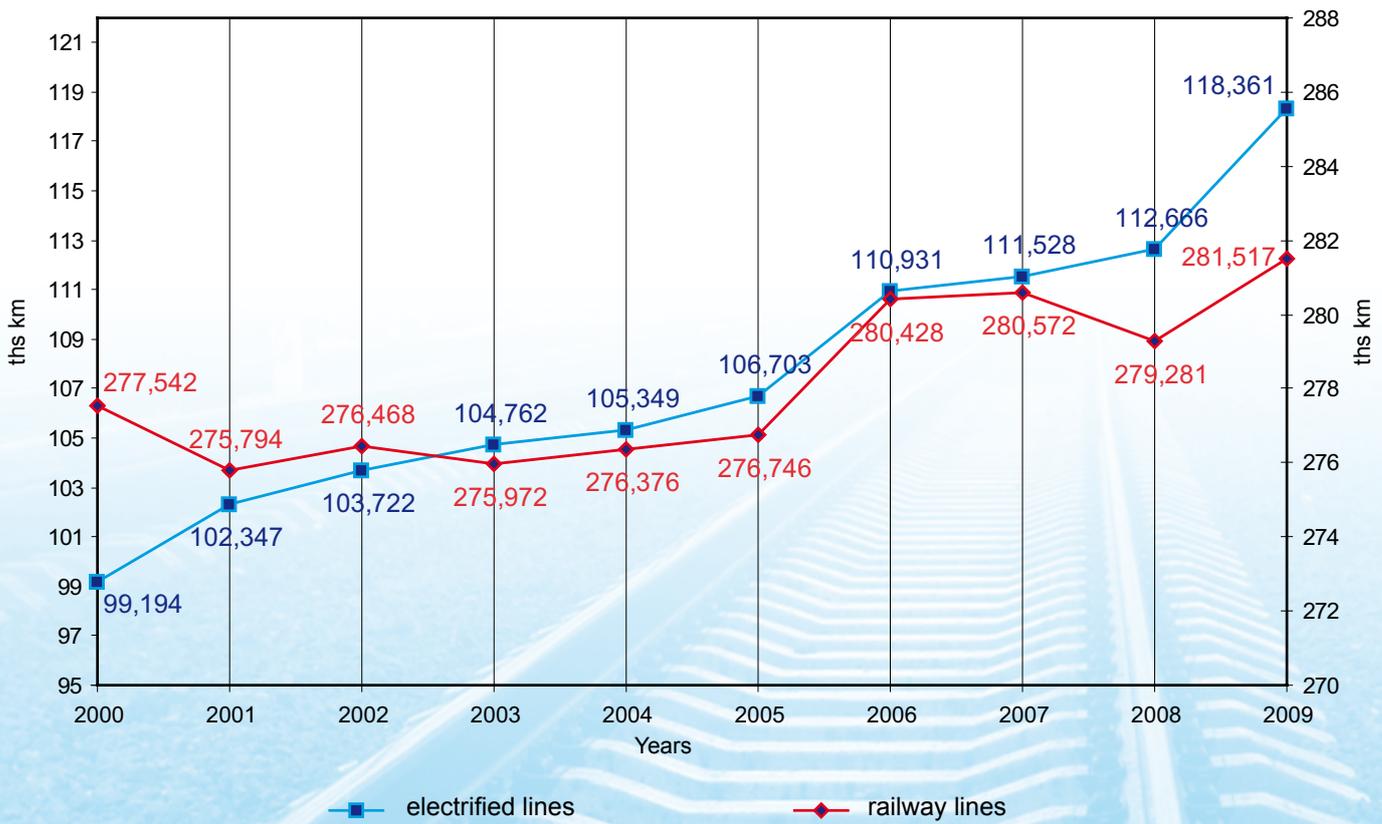
No.	Country	Railway	Code	Length of lines in km	Electrified in km	Passenger traffic in tsd.	Passenger -kilometres in mill. pkm	Freight traffic in tsd. t	Tonne-kilometres in mill. tkm
1	Azerbaijan	AZD	0057	2 079,1	1 251,2	6 389,6	1 024,5	20 789,7	7 592,1
2	Belarus	BC	0021	5 511,3	898,2	83 478,5	7 400,9	133 996,1	42 741,6
3	Bulgaria	BDZEAD	0052	4 150,0	2 833,0	31 360,0	2 144,0	10 633,0	2 266,0
4	Hungary	MAV	0055	7 572,0	2 731,6	142 656,0	8 030,0	42 411,0	7 735,0
5	Vietnam	VZD	0032	2 347,0	0,0*	11 072,3	4 138,5	8 159,5	3 807,1
6	Georgia	GR	0028	1 566,4	1 486,2	3 120,2	626,0	17 104,0	5 417,0
7	Iran	RAI	0096	6 950,0	148,0	26 225,0	15 312,0	33 044,0	20 540,0
8	Kazakhstan	KZH	0027	14 205,4	4 143,5	18 797,1	14 859,6	247 677,4	197 302,3
9	China	KZD	0033	65 491,1	30 242,6	1 416 062,0	736 543,0	2 712 400,0	2 250 258,0
10	PDRK	ZC	0030	4 400,0	0,0	0,0	0,0	0,0	0,0
11	Kyrgyzstan	KRG	0059	417,2	0,0	751,5	106,1	5 981,6	744,5
12	Latvia	LDZ	0025	1 884,2	257,4	21 554,7	755,8	53 678,6	18 693,4
13	Lithuania	LG	0024	1 767,6	122,0	4 374,1	356,9	42 668,6	11 887,8
14	Moldova	CFM	0023	1 157,1	0,0	5 186,7	422,8	4 414,9	1 016,7
15	Mongolia	MTZ	0031	1 814,0	0,0	3 118,3	1 008,5	14 171,5	7 852,1
16	Poland	PKP	0051	20 750,3	11 952,9	282 579,0	18 640,0	240 718,0	43 394,0
17	Russia	RZD	0020	85 194,0	43 086,0	1 139 564,0	153 575,0	1 235 416,3	1 865 305,0
18	Romania	CFR	0053	10 776,0	4 002,0	65 538,0	5 975,0	29 464,0	5 386,0
19	Slovakia	ZSSK Cargo	0056	3 629,2	1 577,6	45 135,0	2 247,0	35 266,0	6 485,0
20	Tajikistan	TDZ	0066	616,0	0,0	706,4	45,3	14 545,5	1 282,1
21	Turkmenistan	TRK	0067	3 095,1	0,0	6 235,0	1 685,0	25 407,0	11 547,0
22	Uzbekistan	UTI	0029	4 229,6	589,0	15 302,6	2 632,1	79 306,6	24 237,8
23	Ukraine	UZ	0022	21 678,5	9 755,8	490 031,0	48 327,0	391 523,0	196 188,0
24	Czechia	CD	0054	9 420,0	3 153,0	162 906,0	6 462,0	68 162,0	12 616,0
25	Estonia	EVR	0026	816,2	130,7	4 895,2	249,7	25 374,9	5 782,6
	TOTAL	OSJD		281 517,3	118 360,7	3 987 038,2	1 032 566,7	5 492 313,2	4 750 077,1

\*0,0 – no data available

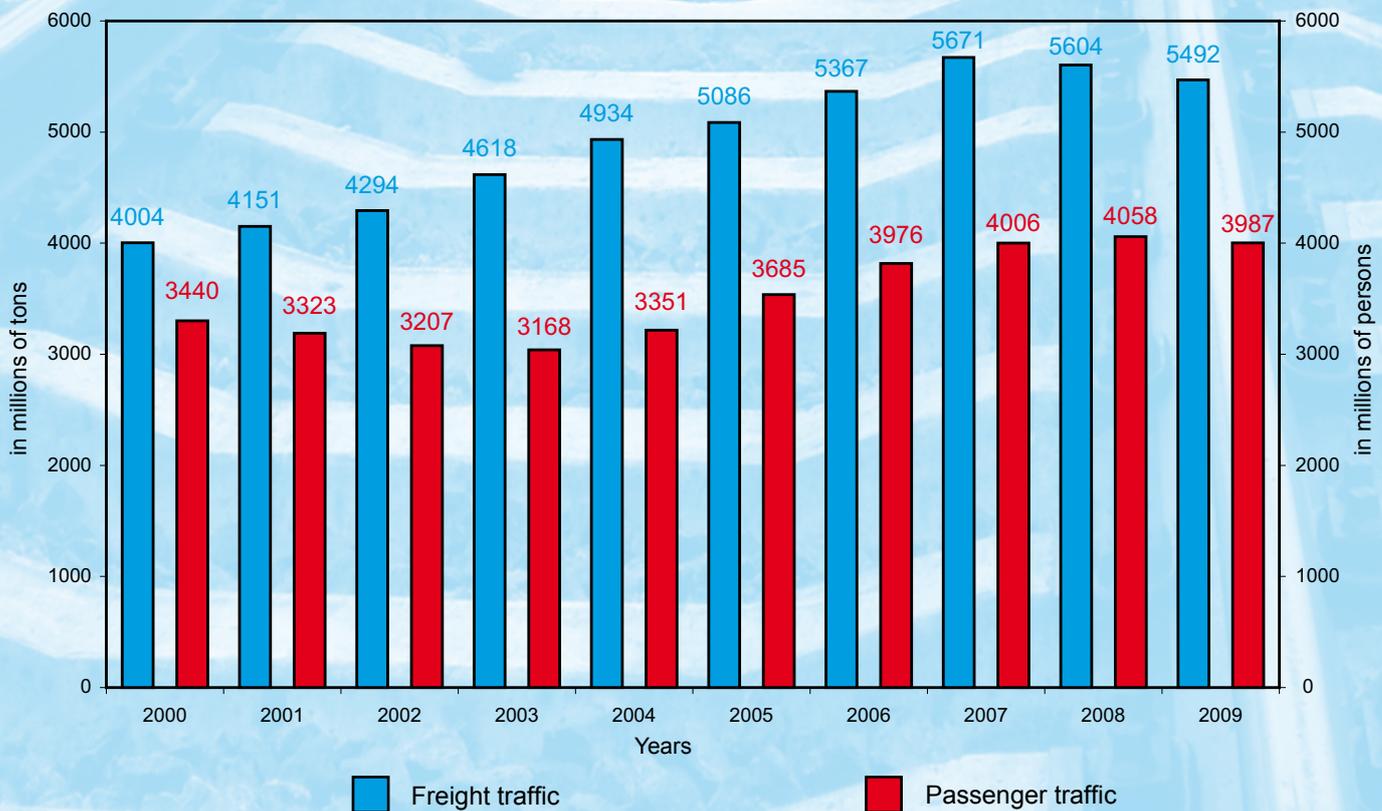


Heads of Delegations of the XXV-th Jubilee Meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways (Mongolia, Ulan Bator, 19-23 April 2010)

## The dynamics of changes in the operational length of the railway network and electrified lines



## The dynamics of changes in the traffic volume



## Introduction

In 2009 the activities of the railways of the OSJD member countries were characterized by the difficult conditions, resulting mainly from the global economic-financial crisis. In spite of general slump in production in the majority of the OSJD member countries, breach of steady economic relations, the railway transportation continued to occupy the leading positions in the uniform transport system.

In 2009 the activities of the Organisation for Co-Operation between Railways (OSJD) were aimed at accomplishing specific tasks to further develop the international rail transportation between Europe and Asia, improve legal and normative bases, allowing the greatest efficiency in realizing a full complex of transport services in railway transportation and providing increase of its competitiveness.

For the past few years most of the railways of the OSJD member countries have undergone essential transformation and updating of the managerial structure to adapt it to the modern market conditions and requirements marked by tendencies of significant technical progress in the railway transportation development.

This was promoted by the performance of the “Programme of Updating of Railway Traffic between the Countries of Europe and the Asia”, approved by the OSJD governing bodies, which enabled to successfully accomplish in 2009 a number of actions and recommendations, developed by the OSJD together with the ministries and railways to reconstruct many railway routes, modernize OSJD transport corridors, construct new perspective railway lines, update rolling stock that has allowed to perform necessary level of cargo and passenger transportation on the railways of OSJD member countries, transport more than 4 billion passengers and more than 5.6 billion tons of cargoes. These results have been achieved thanks to the active and efficient work of all OSJD railways.

Thus, in 2009 the Chinese Railways laid 5481 km of new railway lines and 4063 km of the second lines, brought into operation 5557 km of new lines (including 2319 km for passenger traffic), electrified 8448 km of tracks. High-speed traffic was opened on Wuhan - Guangzhou line totaling 1068 km on which passenger trains travel at a speed of 350 km/h. The batch production of high-power locomotives - 6-axle 7200-kW electric locomotives, 8-axle 9600-kW electric locomotives and 6000-h/p diesel locomotives was launched.

The Russian Railways have launched a new 51.2-km railway line between Jaive and Solinamm (Sverdlovsk Railway) and 82.7 km of second tracks; the organization of the high-speed passenger traffic on the Moscow - Nizhni Novgorod line has been completed.



South Railway Station for high-speed trains in Beijing (KZD, China)



A high-speed emu Sapsan en-route from Moscow to St. Petersburg (RZD, Russia)

The station tracks stretched for 123.7 km more. The project on the organization of high-speed passenger traffic on the Saint Petersburg – Buslovskaya line has been successfully completed that has allowed to reduce the en-route time from Saint Petersburg to Helsinki from 5 hours 50 minutes to 3 hours 30 minutes.

Procured in 2009 were: 229 electric locomotives, 126 diesel locomotives, 9.5 thousand freight wagons, 653 electric trains, 1296 passenger coaches. The Programme of Actions for the Container Transportation Development with the use of Trans-Siberian Railway for the period till 2015 has been approved, its realization will put out to the market a new transport product “Via Trans-Siberian Railway in 7 days”.

In 2009 the modernization of railway lines and infrastructural objects continued on the Polish Railways. Special attention was paid to the reconstruction of the Warsaw railway hub, which is located on the crossing of three Pan-European transport corridors and two OSJD corridors.

The Mongolian Railway have reconstructed 110 km of the main line, diesel locomotives of 2 ZAGAL-007 series have been modernized.

Within the framework of expansion of commercial co-operation and in connection with the admission to operate on the networks of railways of Czechia and Slovakia, received for the PKP Cargo electric locomotives of ET41 series, it became possible for the heavy trains to move freely from Poland onto the territory of those countries with the use of these locomotives.

The Romanian Railways actively continued modernization of a 189-km OSJD corridor No. 6 section between Bucharest-Nord – Constanza.

The key assets have been successfully updated on the Byelorussian Railway on that has allowed to raise the rates of investments growth to 107.9%, procure 450 freight wagons, 4 passenger diesel locomotives TEP70BS (ТЭП70БС), 4 diesel-engines trains, 53 passenger coaches.

The Latvian Railway have completed the reconstruction of railway lines of 74.4 km long and of the second tracks on the line Daugavpils – Indra, that has allowed to improve considerably the traffic conditions between the boundary stations of Latvia and Belarus.

The Lithuanian Railways have completed the modernization of the shunting yard Vaidotai - the first fully automated marshalling yard in Eastern Europe.

On the railway route between site Shaulyai and Klaipeda, which is part of the OSJD railway transport corridor No. 9, a microprocessor traffic control system was introduced, as a result of which it has become possible since 2010 to perform traffic control from the uniform center in Vilnius. The reconstruction of a railway tunnel at the Kaunas station has been fully completed, the tracks of the receiving-departure yards at 7 stations have been lengthened, the Radviliskis and Klaipeda railway junctions, as well as Klaipeda port have been modernized.

As a result of this it has become possible to double the carrying capacity and speed of trains movement along the 9<sup>th</sup> transport corridor and to organize the runs of trains with an increased length and weight up to 6000 tons.

The Azerbaijani Railways continue successfully the construction of a new railway line Baku – Tbilisi – Kars and carry out works for the development of fast and high-speed passenger traffic network on Baku - Bejuk – Kjasik line.

The Iranian Railways continue the construction of a railway line connecting Iran, Turkmenistan and Kazakhstan with a total length of 922 km.

The Railway of Kazakhstan opened the construction of Zhetyguen – Korgas railway line in the direction of the Chinese People’s Republic with a total length of 293.4 km, which will become the second border crossing point between China and Kazakhstan.

The construction of a new railway line Uzen - state border with Turkmenistan in the extent of 145,7 km has opened that will allow to create a route connecting Kazakhstan with Iran.

Modernization of the Neman centralized traffic control system on the lines Aktube -



A new electrical locomotive of PKP Intercity (Poland) manufactured by Siemens



A high-speed train Tulpar with Talgo coaches (Kazakhstan)



A passenger train of CFR (Romania) nears Predeal station (photo: Club Feroviar)



Modernization of railway tracks on LDZ (Latvia)

possible to organize regular traffic of more than 254 container block-trains on the railways of the OSJD member countries.

The urgent questions relating to the simplification of the border crossing procedures by railway transport were solved by the OSJD in cooperation with UNECE, EU, OTIF, ERA, UIC and OSJD member countries and concentrated on the preparation for the international conference on this subject under the aegis of the United Nations, drafting of Appendix 9 "Facilitation of border crossing procedures in the international transport by rail" to the International Convention on Harmonisation, as well as actions and recommendations the realization of which will promote to a considerable decrease in time for the cross-border railway traffic.



A new double-decker emu of Czech production (LG, Latvia)

Kandygash - Zhem, Shymkent - Tulkubas has been completed. Modernized were 327,5 km of the track structure on several routes.

On the Astana – Almaty line the speed tests of the passenger train "Tulpar" with Talgo wagons were conducted with a speed of 176 km/h. Renovation of rolling stock was underway, 632 new wagons were procured.

Special attention was paid by the railways of Belarus, Kazakhstan, China, Poland, Russia, Slovakia, Ukraine, Czechia and other countries to the realization of the Programme for the Development of Fast and High-Speed Passenger Traffic Network approved by the XXX-th OSJD Ministers Conference session.

In these countries a stage-by-stage increase of the routing speeds of passenger trains is underway, the passenger rolling stock, capable of moving at a speed of 160 km/h and higher is being modernized, resulting in a considerable reduction of the train running time on many routes of the railways of the OSJD member countries.

In 2009 the tendency of escalating multi-modal transportation was continued. 38 new container routes and trains have been organized on the railways of Belarus, Bulgaria, Hungary, Kazakhstan, China, Latvia, Lithuania, Mongolia, Poland, Russia, Romania, Slovakia, Uzbekistan, Ukraine, Czechia and Estonia that made it possible

In the reporting year the work aimed at the updating of the OSJD legal base was continued, which determines the conditions and rules for the international rail transportation (SMGS and SMPS agreements), as well as revision of these agreements. As a result positive outcomes have been achieved, bringing these documents in line with the requirements and realities of today, taking into account all changes occurring in the system of mutual economic relations of OSJD member countries, as well as a draft "General Provisions of the Agreement for the International Transportation of Passengers by rail" has been drawn up as an appendix to the draft Convention on Direct International Railway Traffic.

Continued in the same field were the works,

aimed at promoting to the harmonization of 2 legal systems and simplification of border crossing procedures, which were conducted in cooperation with CIT, at drafting a unified CIM/SMGS consignment note, expansion of its application area, including Kazakhstan, China and Mongolia. Most of railways have realized positive results from the use of the new consignment note.

A notable field in the OSJD activities in 2009 became harmonization continuation of the Rules for the Transportation of Dangerous Goods with the Rules RID ones as a result of which it became possible to update Appendix 2 to SMGS to the RID Rules of 2009.

Active work continued in the field of drafting and coordination of train schedules, realization and adjustment of the freight traffic volumes in international communication, as well as in the field of amending the PGW agreement.

Works on development and approval of the leaflets relating to the technical and technological issues of railways became actual in the field of rolling stock, gauges, tracks and engineering structures, SFT and communications, power supply and traction, organization of transportation with the use of paperless technology, in the field of scientific, technical and economic information.

Also effective was the OSJD work in the field of updating financial and accounting activities of OSJD member countries resulting in a remarkable reduction of mutual debts of railways of the OSJD member countries.

Great concern was also in the activities of the OSJD/ERA Contact Group on the comparative analysis of the technical parameters of the 1520 and 1435-mm systems, as a result of which the conditions for railway systems interaction in the EU and OSJD countries were established.

An important place in the OSJD activities was occupied by the co-operation with other international organisations, first of all with UNECE, UNESCAP, OTIF, ERA, ITF, CIT, UIC, CCTT, etc.

The OSJD observers and affiliated enterprises made substantial contribution and positively influenced the OSJD activities, and the amount of the latter has doubled for the last 5 years having reached 32 in the reporting year.

Stable work was continued by the Working Group on Updating the OSJD Fundamental Documents as a result of which the draft OSJD Charter has been completed, as well as the draft Convention on Through International Railway Traffic continued to be prepared, which will include the OSJD fundamental documents – SMGS and SMPS – as annexes to the Convention in the shape of general provisions for the agreements for the carriage of goods in international traffic and for the carriage of passenger in international traffic.



An AZD train with oil cargo (Azerbaijan)



Construction of a new railway line in Turkmenistan



The Euro-Sprinter ER 24 manufactured by Siemens for RAI (Iran) (photo: A. Dworaczek)

# 1. Progress of OSJD Activities by Subjects

## 1.1. Transport Policy and Development Strategy

In the reporting period within the framework of the OSJD Commission on Transport Policy and Development Strategy the complex measures realization was continued aimed at improving the cross-border railway transportation and development of OSJD transport corridors, facilitation of border-crossing procedures in international railway passenger and freight traffic, solution of railway transport policy issues.

In the reporting year the countries participating in OSJD transport corridors No. 2, 3, 4, 6, 10 and 12 in co-operation with the staff of the OSJD Commission on Transport Policy and Development Strategy summarized the materials and analyzed how the Complex Plans for the modernization of transportation and the development of these OSJD transport corridors were accomplished.

The Commission's meeting approved and confirmed the developed technical and operational certificates for OSJD corridors No. 2, 4, 8, 9, 11 and 12, and it was recommended to continue such works in respect to other transport corridors, that results in the increase of the transportation volumes and elimination of "bottle necks" in communication between Europe and Asia.

The draft technical and operational certificates on transport corridors No. 1, 6, 10 have been prepared to be submitted for further coordination and approval by the final meeting of the Commission.

Following the decision of the experts meeting the staff of the OSJD Commission on Transport Policy and Development Strategy have submitted for consideration the general data on OSJD transport corridors No. 2, 3, 4, 5, 7, 8, 9, 11, 12 and 13 published in the shape of brochures to be then placed on the OSJD Web site.

Following the decision of the Commission's meeting the general data on the above-stated corridors are placed on the OSJD Web site.

The general data on OSJD transport corridors No. 1, 6, 10 will be placed on the OSJD Web site after the technical and operational certificates of the abovementioned corridors are approved in 2010.

In connection with the opening of a new 220-km railway line Tashguzar - Boisun – Kumkurgan in the Republic of Uzbekistan, the Commission's meeting took a decision to include this new line into branch line "r" of the scheme of OSJD transport corridor No. 10. Besides changes have been made into the scheme brought into the Scheme of OSJD Railway Transport Corridors in Communication Europe - Asia.

Drawing up of new topology of fast and high-speed traffic network for the passenger trains continued in the reporting year, which provides the elaboration of time periods for the accomplishing of the national programmes for the organization of high-speed movement in the OSJD member countries.

From 15<sup>th</sup> till 17<sup>th</sup> of June 2009 an International Workshop was held in Paris (France) on the subject "Studying of the works performed in accordance with the national programmes of organisation of fast and high-speed traffic for passenger trains" under the auspices of OSJD and SNCF.



Ust Luga harbour (Russia) from where ferry railway traffic to Germany is organized with a CIM/SMGS consignment note application in view



Chinese-made high-speed trains on KZD

The workshop participants made statements and presentations on the progress of fast and high-speed traffic development in the OSJD member countries.

On the basis of the reports, presentations, statements and discussions the workshop participants worked out the recommendations aimed at the organization of the fast trains movement on the existing lines after their reconstruction and modernization.

The issues of railway transport policy continued to be considered, which strategic goal is to develop, in coordination, the OSJD railway system and to increase the competitiveness of railways in order to attract additional volumes of international transit flows.

At a seminar of the OSJD Commission on Transport Policy and Development Strategy on the subject "Development of OSJD Railway Transport Policy issues" the Russian Federation delivered a report and a presentation "On the strategic development of railway infrastructure on the territory of the Russian Federation till 2030". During the discussion the seminar participants exchanged information on the projects of railway infrastructure development in their own states and noted the importance of coordinated development of the railway infrastructure sectors, included into the transport corridors.

Within the subject of studying the experience and analyzing the reforms of railways of the OSJD member countries, the Republic of Kazakhstan made a presentation titled "Liberalization of the Transportation Process", prepared on the basis of the Questionnaire, in which the difference of the existing approaches, methods and rates of carrying out the reforms of the railway transport in the OSJD member countries was specified. During the discussion the pros and cons of the ongoing reforms were considered. The OSJD member countries participating in this subject came to a conclusion about the necessity of carrying out regular analysis of these processes within the OSJD frameworks and exchange the experience in the field of railway transport reforms.

In addition to that the leading duty holder from the Republic of Kazakhstan made a presentation prepared together with the representatives of the Czech Republic on the subject "Studying the Experience of State-Private Partnership and Its Efficiency". During the discussion it was noted that in many states the legislation in respect to this issues is on different levels of development that necessitates further exchange of experience in the field of the use of the mechanisms of state-private partnership on the railway transport.

The leading duty holder from the Lithuanian Republic submitted a presentation on the subject of "The Progress of Work of the OSJD-ERA Contact Group on the Interaction of 1520 and 1435-mm railway systems". With the purpose of facilitating the border-crossing procedures at the border crossing points, the OSJD member countries carry out and provide control of the strict observance of the time set for the processing of passenger trains at boundary stations. In case of train delays the necessary measures are taken at the boundary stations to eliminate the draw-backs, and in-time information is provided for the adjacent party about the reasons of the passenger train delays.

Continued in the reporting year were the works aimed at the preparation and coordination of draft Appendix 9 "Facilitation of Border-Crossing Procedures in the International Railway Traffic" to the International Convention on the Harmonization of Frontier Controls of Goods, 1982.

This document was considered at the International Transport Forum held in Leipzig (Germany) from 26 till 29 of May, 2009. The Forum's final document – a Declaration – was signed and sent to the countries – participants of the Forum.

Consultations were continued in the OSJD mem-



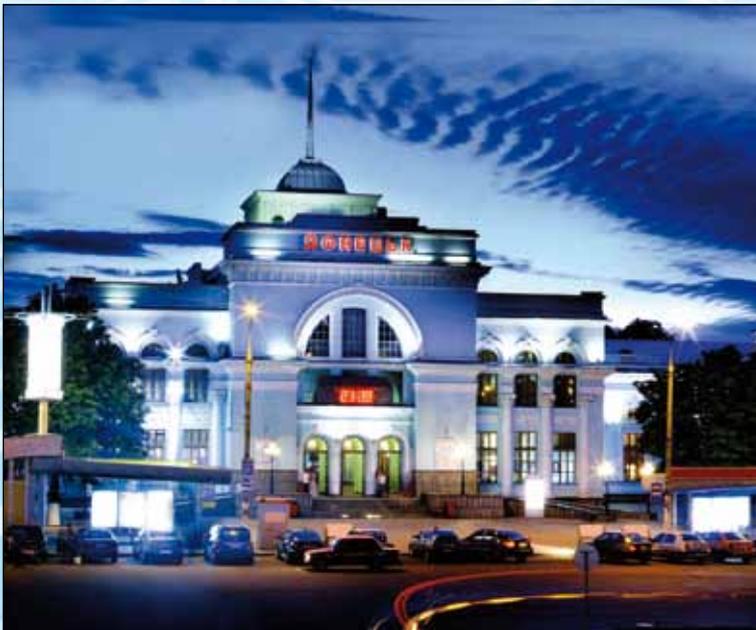
Annual meeting of the OSJD Commission on Transport Policy and Development Strategy (19-22 October 2009, Warsaw)



A newly roofed platform at Cisenau Railway Station (CFM, Moldova)



Platforms at Brest-Central Railway Station after major repairs (BC, Belarus)



Railway station in Donezk (UZ, Ukraine)



A modernized electrical locomotive of the Slovak Railways at Bratislava main station

ber countries in order to define the possibility and expediency of adhering to the existing International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage Carried by Rail, 1952.

The staff of the OSJD Commission on Transport Policy and Development Strategy had summarized the statistical data of the OSJD member countries on railway transport for 2008, and the Bulletin on OSJD Statistical Data on Railway Transport for 2008 was issued.

The leading duty holder from the Russian Federation developed the draft "Methodological Recommendations on the Conformation of the Basic Parameters of the OSJD Railway Transport Corridors Operation and Methodology for Defining these Parameters" for the calculation of the cargo transportation volumes through the sectors of the OSJD transport corridors, taking into account the proposals received from the Azerbaijani Republic, Republic of Belarus, Lithuanian Republic, Ukraine and Czech Republic.

Besides, the AWG and expert meetings on the railway transportation statistical issues updated OSJD Leaflet R 307 "Methodology, uniform for the OSJD member countries, for the calculation of basic parameters of the rolling stock application and interrelations of these parameters", which was subsequently approved by the Commission's meeting, to come into effect since January 1, 2010.

In the field of "Creation of an OSJD Distributed International Databank of Scientific, Technical and Economic Information on Transport (OSJD ADB) with the Use of Modern Information Technologies" the leading duty holder from the Russian Federation and the AWG on Technical, Soft and IT issues of OSJD STEI worked out changes and amendments to OSJD Leaflet O 905-1 "Methodological Guide for Work in the Field of Exchange of Scientific, Technical and Economic Information on Transport" and to Annex of OSJD Leaflet O 905-1.

In accordance with the decision of the expert meeting on STEI, the leading duty holder from the Russian Federation have updated and reissued the Address Directory of the STEI Centers of OSJD Member Countries (9th edition).

The AWG on Technical, Soft and IT issues of the OSJD STEI developed the STI USS pilot project in accordance with the Technical Specifications for the OSJD STI Uniform Search System (USS). The results of works have been formalized in an Explanatory Note.

Within the framework of the OSJD STI USS pilot project creation an “insertion point” into the search system has been placed on the OSJD Web site home page – a reference to the leading duty holder’s server, on which the STI USS central part is situated.

In accordance with the STEI centers’ data as of December 30, 2008 the overall information capacity of the STEI international distributed databank made up 1,700,395 documents, which was added by 609,535 documents in 2008.

The results of the newly made research show an increase of STEI centers’ information activities value.

The STEI centers Web site of OSJD member countries in the Internet continued to be developed. The work will be proceeded in cooperation with the UIC.

A reference the STEI centers Web site of OSJD member countries ([www. Rail-net.org](http://www.Rail-net.org)) has been placed on the OSJD Web site ([http:// www.osjd.org](http://www.osjd.org)) in section “Documents”.

## 1.2. Transport Law

Last year was marked by an active work on updating and developing of the transport law. Therefore, alongside with further updating of the normative legal documents, the works were continued performed in the framework of the SMGS revision (Agreement on International Goods Transport by Rail): its development as an annex to the Convention on Through International Railway Traffic – “General Provisions on the Agreement of the International Transportation of Goods”.

In the reporting period the amendments and changes to SMPS have been developed, which concern the uniform civil and legal regulation of the relationship between a carrier and a passenger on the conclusion, execution and change of the transportation agreement.

Also new sections on the “Liability of Carriers” and “Liability of Passengers, Forwarders and Recipients of the Luggage and Commodity Luggage” have been drawn up and conformed.

The section “Liability of Carriers” stipulates a solidary liability in relation to the passenger for the proper performance of the transportation agreement throughout the whole journey, as well as the responsibility for the damage caused to the life or health of the passenger, for delay in delivery, for full either partial loss or damage of the luggage and commodity luggage.

Following the statement of the XXXVII-th OSJD Ministers Conference session, the AWG on the SMPS Revision continued to develop “General Provisions for the Agreement of the International Transportation of Passengers”



Overhaul repair of rolling stock for UTI (Uzbekistan)



New multi-system multi-purpose locomotive Skoda 109E (CD, Czech Republic)



A fast passenger train Tallinn – Moscow (Go Rail, Estonia)



Meeting on CIM/SMGS consignment note on 21.01.2010, Warsaw

as a draft annex to the Convention being developed.

In 2010 the AWG on the SMPS revision starts the development of The Rules for the Transportation of Passengers, Luggage and Commodity Luggage. To this end 3 AWG meetings are foreseen in the Plan of Work of the OSJD Commission on Transport Law, at which these rules are going to be drawn up.

The activities of the AWG on SMGS Revision were stipulated by the decisions of the XXXVII-th OSJD Ministers Conference session to continue the works in this field in view of the fact that the draft SMGS Agreement being developed is to be an appendix to the Convention (under the title "General Provisions

on the Agreement on the International Transportation of Goods").

The drawing of the draft "General Provisions on the Agreement on the International Transportation of Goods" has been completed, and in 2009 the AWG continued drawing up some sections of the Rules for the Transportation of Goods, in which provisions for the transportation of goods should be detailed following of the intergovernmental agreement, which do not require to be included into the intergovernmental agreement.

At four AWG meetings held in 2009 the operational procedure of the AWG participants was coordinated, as well as their duties in respect to the development of draft sections of the Rules of Transportation were distributed.

As a result of the AWG work in 2009 the most labour-consuming sections of the Rules for the Transportation of Goods were drafted and agreed upon, namely: "Admission of the Goods to Be Carried" and "Consignment Note".

Taking into account the specific features of such documents being developed, the updating of the articles of the draft "General Provisions on the Agreement on the International Transportation of Goods" was carried out concurrently. The work on the section "Consignment Note" of Rules for the Transportation of Goods in line with the development of other sections of Rules for the Transportation of Goods.

The following draft sections of the Rules for the Transportation of Goods have been decided to be drawn up in 2010: "Dispensing of Cargo", "Sealing", "Procedure for Presentation and Consideration of Claims", "Handling of Cargo En-Route".

3 meetings were held in the reporting period by the OSJD Commission on Transport Law's AWG for the development of Appendix 14 to SMGS "Rules for the Arrangement and Fastening of Goods in Wagons and Containers". Drafted and coordinated as part of Appendix 14 to SMGS were:

- Chapter 7 "Arrangement and Fastening of Wheeled Vehicles";
- changes and amendments into Chapter 1 "Requirements for Arrangement and Fastening of Goods in Open Wagons of 1520-mm Gauge";
- changes and amendments into Chapter



A tank wagon of GR (Georgia)



New passenger emu of MAV (Hungary)

3 "Arrangement and Fastening of Metal Products and Scrap Metal";

- changes and amendments into Chapter 5 "Arrangement and Fastening of Goods with Flat Supports";
- changes and amendments into Chapter 9 "Arrangement and Fastening of Containers and Swap Bodies".

The abovementioned documentation has undergone the established procedure and will be commissioned since July 1<sup>st</sup>, 2010.

This AWG has commissioned drawing up Chapter 8 of Appendix 14 to SMGS "Arrangement and Fastening of Tracked Vehicles".

Appendix 14.1. "Rules for Arrangement and Fastening of Caravans, Motorcars, Tractors, Trailers, Semitrailers and Swap Bodies on platforms 13-9095 and 13-9004 M Series of 1520-mm Gauge" to SMGS was planned to be revised in 2010.

Appendix 14 to SMGS is also planned to be revised in order to prepare "Rules Arrangement and Fastening of Goods in Wagons and Containers" as an annex to the Convention.

Continued in 2009 in accordance with the corrections and amendments introduced into the international and national regulations and on the basis of the UN recommendation, Standard Rules (16<sup>th</sup> issue) and RID 2009 were the works on updating the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS), taking into account the operational peculiarities of the railways of the OSJD member countries.

Within this period of time an AWG meeting, an expert meeting and a meeting of the Commission on Transport Law were held in the field of the Rules for the Transportation of Dangerous Goods, at which the following documents have been considered and coordinated:

- materials in respect to the implementation of the requirements of Chapters 1.6, 4.3, 6.8, progress of work in application of the unified system of coding and tanks testing in the countries according to the national legislation;
- draft corrections and amendments to update the regulation of the Rules for the Transportation of Dangerous Goods according to the changes and amendments, occurring in the international and national rules for the transportation of dangerous good.

It is necessary to note, that last year an actual text the Rules for the Transportation of Dangerous Goods was completely prepared (Annex 2 to SMGS) in hard-copy and electronic versions as of July 1<sup>st</sup>, 2009 and sent to all OSJD members.

Updating of Rules for the Transportation of Dangerous Goods are continued in 2010 in accordance with the Plan of Work of the OSJD Commission on Transport Law.

In the reporting period special attention was paid to the issues of transportation process improvement with the use of the CIM/SMGS consignment note. This work was carried out in co-operation with CIT.

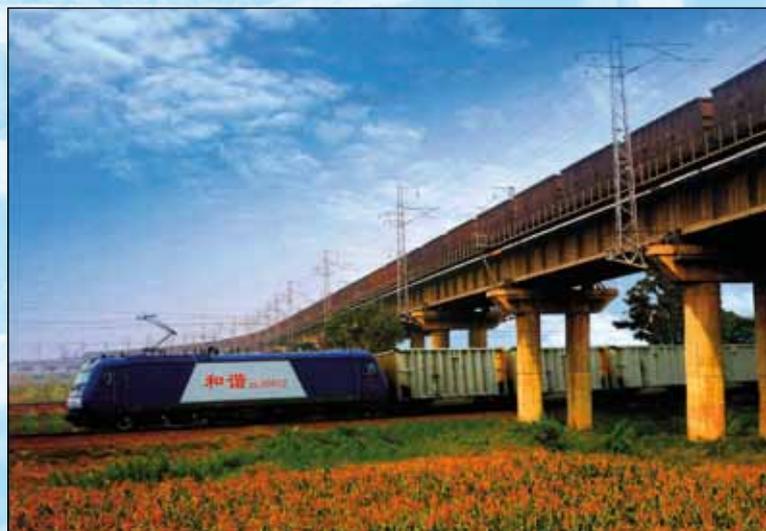
In 2009 at the incorporated meetings the documents connected to the updating of the Manual on CIM/SMGS Consignment Note were developed.

A new edition of item 12 and item 25 of the "Manual on CIM/SMGS Consignment Note" under the name accordingly "Liability, CIM/SMGS commercial act, CIM/SMGS claims" and "Introduction of Modifications and Amendments" has been developed in effect since 1<sup>st</sup> of January 2010. Meanwhile the amendments have come into effect, which relate to the use of the Chinese language both in the columns titles of the CIM/SMGS consignment note, and in the procedure of its filling in. These and other amendments make the use of the CIM/SMGS consignment note more attractive for carriers and clients using their services.

Last year special attention was paid to the development of the electronic version of the CIM/SMGS consignment note.



Participants of the meeting on SMPS issues of the OSJD Commission for Transport Law, 25.11.2009, Warsaw



Freight traffic from/to China will soon be organized with CIM/SMGS consignment note

As a result of this work the functional and legal specifications of electronic version of the CIM/SMGS consignment note were prepared in 2009, which are of recommendatory nature for carriers and their clients.

In 2009 regular transportation of goods with the use of the CIM/SMGS consignment note was under way on the following routes:

- wagonload transportation of chip wood boards from Jihlava (Czechia) to Kostopol (Ukraine);
- wagonload transportation of plastic pipes from Zlin (Czechia) to Donetsk (Ukraine);
- wagonload transportation of diesel fuel from Bruzgi (Belarus) to Trebisov (Slovakia);
- wagonload transportation of empty tanks from Trebisov (Slovakia) to Bruzgi (Belarus);
- container trains with car spare parts for Volkswagen factory from Velka Ida (Slovakia) to Kaluga (Russia);
- container trains of empty containers from Kaluga (Russia) to Velka Ida (Slovakia);
- container trains from Zilina (Slovakia) to Kaliningrad (Russia);
- container trains from Kaliningrad (Russia) to Zhilina (Slovakia);
- container trains from Mlada Boleslav (Czechia) to Kaluga (Russia).

In 2010 additional transportation with the use of the CIM/SMGS consignment note are planned along following routes:

- container trains for the BTT company from Duisburg (Germany) to Moscow (Russia);
- wagonload transportation for the Claas company from Germany to Krasnodar (Russia);
- container trains with car spare parts for Volkswagen factory from Velka Ida (Slovakia) to Kaluga (Russia);
- container trains with automobile spare parts for Audi factory from Gyor (Hungary) to Kaluga (Russia).

### 1.3. Freight Traffic

In 2009 the activities of the OSJD Commission on Freight Traffic were aimed at updating the international agreements and contracts on the organization of combined transportations in communication Europe - Asia, application of transit rates for the transportation of goods; updating of the rules for mutual application of freight wagons in international traffic with the purpose of their harmonization with the similar international normative documents and uniform system of description and coding of cargo transported along the OSJD railways; on planning and organization of container block-trains in communication Europe - Asia - Europe; on cooperation in the field of railways operation related to further development of the international rail transportation.

The issues, which are within the competence of the Commission, were considered at its meetings according to the approved Plan of Work of the OSJD working bodies for 2009.

The tariff issues were discussed within the framework of the acting Agreements on Uniform Transit Tariff (ETT) and on International Railway Transit Tariff (MTT).

The parties to the ETT Agreement adopted changes and amendments into the ETT in effect since January 1, April 1, July 1 and October 1 2009, concerning:

- list of dangerous goods, the prices for the transportation of which rises by 100%;
- collection of freightage for the transportation of transit goods through the railways of Kazakhstan and Kyrgyzstan with further reloading onto the road transport in the direction of the Chinese People's Republic and back;



A high-speed emu Pendolino of CD (Czech Republic)



Transportation of oil cargos on BDZ (Bulgaria)

- application of tariff for the transportation of transit goods through the railways of Ukraine with the use of pipeline transport;
- tariff rules for the transportation of private and rented wagons, which do not belong to the railway - refrigerating wagons (refrigerator units);
- settlement of freightage for the run of coaches belonging to the railway with freight trainmen;
- inclusion of new additional fee for sealing at boundary station;
- rate of additional fee paid to the railway for providing equipment and devices at reloading of goods at the boundary station, as well as for the delay of wagons and containers at the transit railway by the reason depending on the sender or recipient;
- tables of transit distances of BDZ, LDZ and UZ;
- formal and editorial specifications into the whole text of ETT.



Diesel locomotive TE33A (Evolution) manufactured in Kazakhstan

In accordance with the ETT Agreement, an updated text of the ETT Tariff was prepared and issued as of January 1, 2010 by the OSJD Committee as an ETT Administrator and sent to the parties to the ETT Agreement in an electronic version (CD ROM), as well as an authenticated hard copy was sent to each of the Party.

With the purpose of updating the MTT Agreement and MTT, the parties to the MTT Agreement have adopted corrections and amendments into the MTT in effect since January, 1, April 1, August 15 and October 1, 2009, concerning:

- settlement of tariff for the transportation of universal large-capacity 20-foot containers with gross weight 30 tons and more, as well as containers of more than 40-foot category;
- tariff rules for the transportation of perishable goods, in particular for the transportation of private and rented wagons, which do not belong to the railway - refrigerating wagons with no loading points (refrigerator units);
- settlement of freightage for the run of coaches belonging to the railway with freight trainmen;
- specifications of substantive provisions on freightage collection and procedure for freightage collection for the goods carried between East and West and West and East, as well as in/from Finland;
- tariff rules for the transportation of transit goods through the railways of Ukraine with participation of pipeline transport;
- tariff rules for the transportation of load-carrying equipment;
- actualization of Unit III "Additional Fees";
- actualization of transit distances tables for LDZ and UZ;
- formal specifications of the text, as well.

It is necessary to note, that since January 1, 2009 the decision of the Parties to the MTT Agreement in respect to 8.8-% indexation of the freightage base rates for all types of cargo transportation has come into force, to include: small, wagonload, contrailer and container transports.

According to the MTT Agreement, the OSJD Committee as an Administrator of MTT, prepared and issued an updated text of the MTT Tariff as of January 1, 2010 and sent to the parties to the MTT Agreement in an electronic version (CD ROM), as well as an authenticated hard copy was sent to each of the Party.

According to the procedure stipulated by articles 10 and 11 of the Agreement on Organizational and Operational Aspects of Combined Transportation in Communication



Annual meeting of the OSJD Commission on Freight Traffic on 7.10.2009, Warsaw

Europe - Asia, the following documents came into force:

- since December 1, 2009 – an amendment to Article 1 of the Agreement, adopted on the basis of the proposals received from the Parties to the Agreement;
- since December 24, 2009 – an amendment to Annex I “Railway lines of great importance for the international combined transportation” to the Agreement, which was introduced by the proposal of the Republic of Belarus.

Experts of the Parties to the Agreement have prepared draft amendments (changes and additions) into the acting edition of the Agreement.



Meeting on the Agreement on Combined Transportation Europe-Asia  
24-26.03.2010, Warsaw

The commission has coordinated this draft and according to the procedure stipulated by article 10 of the Agreement, proposed to submit it for the decision by the XXV-th General Directors Conference meeting of OSJD railways with the purpose of its further ratification by the XXXVIII-th OSJD Ministers Conference session.

The Commission has approved the updated text of OSJD Leaflet R 407 “Technical and Operational Requirements to the Combined Transportation Materiel” (III edition) to come into effect since October 10, 2009.

In the reporting period in respect to the subject “Updating of the PGW Agreement and Roles for the Use of Wagons in International Traffic” the works were carried out aimed at:

- updating of the PGW Agreement;
- updating of the PGW Agreement in accordance with the Parties to the Agreement;
- actualization of the tariff rates for the use of freight wagons in international traffic (Annex 34 to PGW) on the basis of actual costs for the rolling stock maintenance according to the data for 2008;
- preparation and consideration of railways’ proposals relating to the actualization and unification of prices for the repair and maintenance of freight wagons and prices for freight wagons (Annexes 13 and 13a to PGW).

As a result of this work:

- draft amendments to the PGW Agreement had been drawn up, which provide for an opportunity for a few railway companies from one OSJD member country to adhere simultaneously to the PGW Agreement; the draft amendments were approved by the XXIV-th CGD meeting of OSJD member countries (20-24.04.2009, Russian Federation) with effect from January 1, 2010;
- amendments and corrections into PGW had been agreed upon which were approved by the XXIV-th CGD meeting with effect from 1<sup>st</sup> January 2010;
- changes and amendments to PGW, which are exempt from the approval by the CGD, have been agreed upon with effect from 1<sup>st</sup> January 2010;
- it had been considered expedient to revise the PGW text: the XXIV-th CGD meeting made a decision to set up AWG on PGW revision;



Container traffic on the LDZ railway (Latvia)

- the draft procedure for the calculation of tariff rates the use of freight wagons in international traffic for 2010 has been considered, which was prepared by the leading duty holder – the Russian Railways OJSC.

According to Article 4 of the PGW Agreement, the railways of Ukraine (UZ) have joined the PGW Agreement since 29<sup>th</sup> June 2009 in which connection the OSJD Committee as a PGW Agreement depository received a formal notice and corresponding amendments were introduced into the PGW Agreement and PGW.

The staff of the OSJD Commission on Freight Traffic prepared the first official edition of the PGW Agreement with Annexes, including all changes and amendments as of

January 1, 2010. The document was sent to the Parties to the the PGW Agreement on 15<sup>th</sup> December 2009.

The Commission agreed upon changes into OSJD Leaflet O+R 401 "General provisions for registration and operation of private freight wagons in international traffic", which were submitted for the approval by the XXV-th CGD meeting.

The Commission's experts agreed upon changes into the joint Leaflet OSJD O 402/UIC O 430/5 "Rules for the exchange and usage of new generation freight wagons in communication between 1435 and 1520-mm railways", which have been sent to the UIC for coordination.

The Commission took a decision to rescind since October 10, 2009 OSJD Leaflet R 403 "Operational requirements for the application of an intermediate insert" (01.09.1974) and OSJD Leaflet R 405 "Recommendations for the basic operational requirements, necessary for the introduction of freight shuttle trains equipped automatic couplers, in the conditions of regular operation of trains with screw coupling" due to their irrelevancy.

As a result of work within the framework of the subject "Updating and actualization of Harmonized Nomenclature of Goods (GNG)", performed by the GNG leading developer in OSJD - Russian Railways OJSC with the proposals of the OSJD railways, using GNG, in view, changes and amendments into GNG (01.07.2007) have been developed which were approved by the decision of the XXIV-th CGD meetings and are commissioned since July 1, 2009.

In accordance with the subject "Organization of of large-capacity container traffic in communication Europe – Asia" the leading duty holder - Russian Railways JSC together with the OSJD railways concerned the database on container and con trailer trains in international traffic has been updated.

The summary information on the regular container and con trailer international traffic on the OSJD railways, prepared by the leading duty holder – RZD JSC together with the OSJD Commission on Freight Traffic's staff was published in the OSJD Bulletin 4-5/2009.

In accordance with the subtopic "Creation of database of volumetric parameters of container transportation" the leading duty holder - UZ prepared a database of transportation volumes for the goods carried in large-capacity containers on OSJD railways in 2007-2008.

In accordance with the subject "Studying of potentials for the organization of container traffic in communication China/countries of Central Asia - countries of Europe (through the countries of Balkan Peninsula) the leading duty holder – BDZ EAD prepared information on the progress of work in this field on the basis of the materials submitted by the concerned OSJD railways (KZH, CFM, ZSSK Cargo and UZ).

In accordance with the subject "Works on organization of container block-trains runs within the framework of the UNESCAP-OSJD joint project" the involved railways (BC, KZH, KZD, MTZ, PKP, RZD, DB) planned and organized the demonstration runs of container block-trains along the Northern Corridor of the Trans-Asian Railway (TARW NC).

Within the framework of implementation of this joint project, demonstration runs of container trains have been successfully performed on the following routes:

I. Port Vostochny (Russia) - European countries (with participation of the railways of Russia, Belarus and Poland);

Within the framework of implementation of this joint project, demonstration runs of container trains have been successfully performed on the following routes:

I. Port Vostochny (Russia) - European countries (with participation of the railways of Russia, Belarus and Poland);



34 new locomotives ER20CF series manufactured by Siemens are in service on the LG railways (Lithuania)



Modernized tracks of the PKP line Siedlce – Terespol (Poland) of OSJD Corridor No. 1



A passenger train of VZD railway (Vietnam)

- II. Port Lianyungang - European countries (with participation of the railways of China, Kazakhstan, Russia, Belarus and Poland);
- III. Port Tianjin (People's Republic of China) - European countries (with participation of the railways of China, Mongolia, Russia, Belarus and Poland).

No demonstration runs of container trains have been organized on the following routes so far:

- Port Pusan (Republic of Korea) - European countries;
- Port Radzhin (DPRK) - European countries.

Railways that are parties to the project developed competitive through tariff rates, provided qualitative service for the organization of container trains in order to increase the volumes of freight traffic and attract additional

flows of freight traffic on TARW NC.

The activities of OSJD railways in respect to the organization of demonstration runs of container trains on TARW NC within the framework of the joint UNESCAP-OSJD project, started in 1998, have made considerable contribution into the development and improvement of container trains technology that run on the routes not only of the TARW Northern Corridor, but also of other Eurasian and internal Asian corridors, which resulted in an increase of the number of trains running between Europe and Asia.

The subject was discussed at the expert meeting of the OSJD Commission on Freight Traffic (16-19 June 2009, OSJD Committee, Warsaw).

In the framework of the "Joint UNESCAP/OSJD Project on operationalization of Euro-Asian rail routes with particular reference to landlocked countries in Asia and Caucasus", the work was carried out at two stages: stage I (pilot project) - Mongolia (leading duty holder is MTZ), stage II - Kazakhstan (leading duty holder is KZH).

Leading duty holder KZH prepared a Report on the progress of work on stage II of the Project, which was submitted to the XXIV-th CGD meeting, where note was taken of it.

The report was also submitted for the consideration of the Commission's annual meeting. The work was approved and implementation of the II stage was completed.

Active participation of all the railways - parties to the Project in this work, as well as transport-forwarding organizations promoted to the successful implementation of the Project on the Euro-Asian railway routes (I-II stages).

The issue of coordination for the period of 2000-2010 of international freight train timetables was considered by the representatives of the first group of European railways: Bulgaria (BDZ Cargo), Hungary (CJSC MAV Cargo), Poland (JSC PKP CARGO, JSC PKP PLK), Romania (JSC CFR, JSC CFR Marfa, JSC "Servtrans"), Slovakia (ZSR), Czech Republic (JSC CD Cargo), Austria (ÖBB Infrastructure), Bosnia and Herzegovina (ZFBH), CJSC GySEV, Germany (RAILION Deutschland), Greece (OSE), Macedonia (MZ), Serbia (JIS), Slovenia (SZ Cargo, SZ Infrastructure, SZDC), Croatia (HZ Cargo, HZ Infrastructure), Montenegro (ZCG), etc.

It was agreed to go on developing freight train timetables for Europe in 2010 within the framework of further cooperation with the international organization of Forum Train Europe (FTE).

For the fifth group of railways: Vietnam (VZD), Kazakhstan (KZH), China (KZD), PDRK (ZC), Mongolia (MTZ) and Russia (RZD), summed up were the volumes of international freight traffic for 2008, agreed were the traffic volumes of export, import and transit goods for 2009 with their distribution by quarters and categories of goods for each border crossing point, as well as technical and organiza-



Railway line between Cahul and Giurgiulesti (CFM, Moldova)

tional measures were specified to provide the implementation of the agreed volumes.

The International Conference, which took place in Prague (Czech Republic) with regard to freight railway traffic from Asia to Europe on the 4-6<sup>th</sup> of March 2009, was organized under the support of OSJD, UIC and IBS (Interessengemeinschaft der Bahnspeditionen) and by the "JERID" company - OSJD affiliated enterprise. Representatives of transport organizations, enterprises and companies from almost 20 countries of Europe and Asia attended the Conference.

Actual versions of the following documents in the field of freight traffic are available on the OSJD Web site:

- Agreement on Organizational and Operational Aspects of Combined Transportation between Europe and Asia;
- Agreement on the Rules for the Use of Freight Wagons in International Traffic (PGW) and the Rules for Use of Freight Wagons in International Traffic (PGW);
- Agreement on Uniform Transit Tariff (ETT) and ETT Tariff;
- Agreement on International Railway Transit Tariff (MTT) and MTT Tariff;
- Harmonized Nomenclature of Goods (GNG);
- Rules for the Use of Universal Large Containers of proprietors in the OSJD Member States in International Railway Traffic;
- OSJD Leaflets O+R401, R404, R407, R910/1, R910/4 and joint OSJD/UIC Leaflet O 402.

#### 1.4. Passenger Traffic

In 2009, the OSJD Commission on Passenger Traffic continued its activity in accordance with the adopted Plan of work for 2009 for organizing the passenger train movement, drawing up and coordinating the train timetables, as well as train makeup schemes, imposing the favourable conditions for passengers, developing rail passenger traffic and complying with the passenger train schedules.

In the reporting year, the OSJD Commission on Passenger Traffic drew up and agreed the train schedules, makeup schemes of trains and allocation of coaches in them in the international traffic for 2009-2010 for the 1<sup>st</sup> group of railways: BC, BDZ EAD, MAV, KZH, LG, CFM, PKP, RZD, CFR, ZSSK, UZ and CD.

As a result of work and coordination, traffic of 113 international passenger trains of the 1<sup>st</sup> group of railways was provided, including the near-border traffic. The number of international passenger trains of the 2<sup>nd</sup> group of railways remains unchanged.

Owing to the decreased time for bogies exchange at the station of Chop, reduced was



New passenger emu of BDZ (Bulgaria)



The "Capital Express" branded train Kiev - Dnipropetrovsk (UZ, Ukraine)



The ES64U2 Siemens locomotive of GySEV Austro-Hungarian Enterprise (OSJD observer)



Central railway station in Minsk (BC, Belarus)

the running time of "Tissa" train No.15/16, and at the Kiev Passenger station, reduced was the stoppage time of the direct coaches Simferopol - Warsaw by 6 hours 14 minutes. The UZ, RZD, BDZ EAD and CFR tackled the issue on speeding up Bulgaria Express train No.59 from Moscow to Sofia by over 4 hours, with the timetable for 2010-2011 to be changed.

Owing to the completed modernization of the railway line Berlin - Warsaw - Terespol, reduced was travel time from Warsaw to Terespol, which resulted the reduction of running time of trains from Moscow and Minsk in the direction of West (Berlin, Amsterdam, Munich, Basel, etc.) via Warsaw and back. Coordinated were the timetable and makeup scheme of Saint Petersburg - Nice (France) train.

With the purpose of improving the technology of fast running of passenger trains through the border crossing station of Naushki - Sukhe-Bator, the makeup schemes of passenger trains No. 6/5 of Moscow - Ulan Bator (train set by RZD and MTZ), No. 4/3 of Moscow - Beijing (train set by KZD) were changed, with shunting time reduced and train handling techniques changed at the station of Naushki.

As a result of the decisions of the meeting of the representatives of the 1<sup>st</sup> group of railways, the "EuroAsia Rail 2010" international timetable was published.

The railway experts:

- considered draft OSJD Leaflet R 103 "Recommendations for marking the seats, couchettes and berths in sleeping cars", drawn up by the Byelorussian Railway with the proposals of railways in view. The BC is busy finalizing the leaflet in view of the proposals of PKP and CD;
- coordinated the RZD and BC proposals concerning the amendments to Paragraph 2 Annex 29 to the PPW Agreement, with regard to Leaflet 103 to become Annex 29 to the PPW;
- coordinated the international passenger traffic tariffs with the management team dealing with the updated versions of East-West Tariff and of East-West Tariff Accounting Rules;
- considered the matters on automated ticket issuing from the stations of other railways in accordance with East-West Tariff;
- harmonized joint OSJD/UIC Leaflets No. 918-0, 918-1, 918-2, 918-3, which are used in the systems of seat reservation, information service and passengers service;
- continue working in the framework of Leaflet 361 on applying the rules of procedure for ticket inspection in order to prevent travel document fraud cases in passenger traffic;
- coordinated the OSJD draft Leaflet of "Combined blank forms of travel documents issued electronically by means of "Express" and PP UZ automated control systems", which was drawn up by UZ and LDZ railways: the Leaflet has been submitted for adoption;
- commenced the introduction of the software designed by RZD for the Express system in order to prepare the accounting notes in



Participants of the expert meeting on the subject "Booking, information, service and accounting systems" (6-8.10.2009, Warsaw)

accordance with joint OSJD/UIC Leaflets 301 and 108.

In 2009, considered were the proposals of the railways that are Parties to the PPW Agreement on updating the PPW Agreement and the PPW.

In view of the abovementioned amendments, the official edition of the Agreement on the "Rules for the Use of Coaches in International Railway Traffic" (PPW) came into force on 1 January 2010.

Besides, considered were the issues in regard to the measures to be taken by the railways in order to increase the speeds of international passenger trains, construct and modernize passenger stations and station buildings, purchase the passenger rolling stock and provide safety of passengers travelling by rail.

### 1.5. Infrastructure and Rolling Stock

In the reporting year of 2009, the OSJD Commission on Infrastructure and Rolling Stock continued its activities in the technical segment of railway infrastructure and rolling stock operational assets tackling the concrete tasks contained in the approved Plan of Work.

In 2009 the Commission's activities were carried out on six subjects, within which 12 expert meetings and the Commission's annual meeting were held. Owing to the effective work of railway experts of 19 parties from 15 railways of OSJD Member States, who participated in the Commission's meetings, adopted were 11 new and 12 updated recommendatory Leaflets and agreed were three new and three updated obligatory and recommendatory-obligatory Leaflets with their subsequent submission for the approval by the Conference of General Directors (authorized representatives) of OSJD railways.

Concerning the subject of "Rolling stock gauges in view of interoperability", the experts carried out some tasks as in 2008 in cooperation with and participation of the UIC.

The experts completed their work on joint OSJD/UIC obligatory Leaflet 502/3 "Transport of Exceptional Goods in International Traffic with participation of railways of 1435 and 1520 mm gauges". As a result of work carried out by the group on collation of the Russian and German texts, draft Leaflet was submitted at the XXV Conference of General Directors (authorized representatives) of OSJD railways.

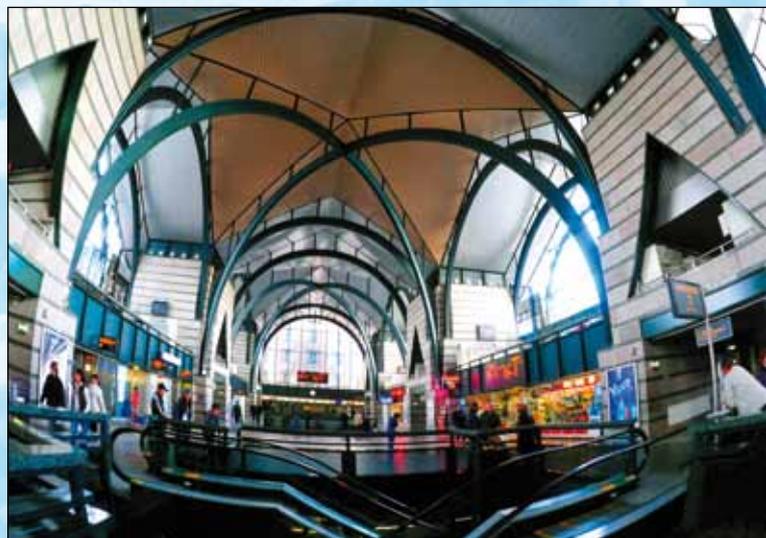
In 2009, agreed and prepared for adoption was draft Annex B "Space for the current collector at the top of minimum structure gauge. Requirements for rolling stock to be loaded onto the ferry" to joint obligatory OSJD O 500/UIC V 505-6 Leaflet "General rules for rolling stock gauges (without unloading freight or disembarking passengers) in interoperable international traffic".



Railway station in Teheran (RAI, Iran)



Major repair of rolling stock on ZC railway (DPRK)



Vitebskij railway station in St. Petersburg after general repair

Subject No. 2, "Railway Track and Engineering Structures" is divided into four subtopics due to a wide range of specific issues (a variety of basic building material, distinct climatic and other conditions of the OSJD Member States):

- "Rails, rail fastening, jointless tracks, their overall diagnostics, mechanization of engineering work";
- "Permanent way, engineering structures and their overall diagnostics";
- "Technical standards for and diagnostics of fast and high-speed railways";
- "Concrete sleepers, timbers and switches and their diagnostics".

The experts considered 23 individual technical issues at their meetings, as a result of which 8 recommendatory Leaflets were elaborated and the Leaflets were approved by the Commission.

The following may be briefly mentioned with regard to the outcome of work on certain subtopics:

- performed work was of much importance in order to provide stable and safe operation of track facilities, which makes it possible to arrange the handling of engineering work and optimize the technological processes of handling;
- task performance on the subtopic is aimed at providing an increased traffic capacity of engineering facilities within the framework of development of transport corridors between the countries that have different track gauges;
- being elaborated, the Leaflets on application of the expert systems will allow experts to take fair decisions on amount

and period of time for handling engineering work based on the outcome of infrastructure element diagnostics.

In view of intensive development of fast/high speed rail traffic in the OSJD member states, the Leaflet under elaboration with regard to standards and tolerances for rail track maintenance will represent a regulatory framework for creating technical requirements and specifications for infrastructure.

Common OSJD member states approaches to design standards for switches, as well as for limits of speed at switches make it possible both to better the train movement safety, and make switches more cost-effective and reliable.

Joint solution of technical problems on design, maintenance and upgrading of permanent way and track substructure and engineering structures is beneficial to railways and very important to provide the train movement safety, to increase their speed, to minimize the effects of railways on the environment (which are already much more lower as compared to the motor transport), to raise the effectiveness of investments, etc.

Implementation of the plans of work on the topic of "SFT and communications" made it possible to elaborate three new Leaflets and update one obsolete Leaflet. Application of the Leaflets by railways will contribute to ensuring



President of Tajikistan E. Rahmon cuts a tape during an opening ceremony of Javan – Vakhdat railway line construction (Tajikistan)



Opening of the reconstructed North Railway Bridge on the line Esztergom – Budapest (Hungary)



A passenger train at Bishkek railway station (Kyrgyzstan)

the reliability of power supply units of microprocessor devices of railway automatics and telematics, digital communications, as well as standardization of identification codes on displays for computer networks of railway automatics and telematics.

In view of proposals made by a number of railways and with a view to identify future priorities for elaborating new Leaflets within the subject of "SFT and communications networks", a questionnaire was sent to the railways regarding practical application by them of the Leaflets being in effect as of 1 June 2009 in the abovementioned field.

The analysis results were considered at the expert meetings and at the Commission's meetings, which made it possible to reduce the number of Leaflets by 13% cancelling those Leaflets, which are irrelevant any longer.

In 2009, the main aspects of work of the experts engaged in the subject of "Power Supply and Power Traction" were focused on elaborating the standard requirements for design and operation of power traction systems.

Implementation of such systems will make it possible to minimize the voltage drops and power losses in the overhead systems by reducing their active/reactive resistance, as well as to reduce the operational losses by lowering the number of traction substations and reduction of time for their maintenance and an increase in power supply reliability. The requirements comply with the technical specification for interoperability (TSI).

The experts of BC, KZH, LDZ, ZSR and UZ took active part in elaborating and updating the Leaflets.

Under the Plan of Work for 2010, the experts intend to consider Leaflets on energy saving in power supply units, overhead contact wire diagnostics and ensuring electrical safety at working with a charged overhead contact wire system.

Work on the subject of "Rolling Stock for Railways. Technical Requirements for its components" was focused on approximation and harmonization of technical requirements for the international railway rolling stock in view of intensive development of innovative technical solutions applied at designing railway rolling stock and its components.

The experts of BC, PKP, RZD OJSC and UZ took active part in the meetings on this subject.

At the expert meeting, considered were proposals made by the UIC and DB Schenker Rail on the issue of "Automatic Track Gauge Changeover System".

The representative of AXSTONE Sp. z o.o., an OSJD affiliated enterprise, presented information on the application of "CRASH" elements in rolling stock energy absorption devices.

The Plan of Work for experts in 2010 includes elaboration and updating of the Leaflets that envisage standardization of technical requirements and regulations, introduction of new technical solutions on resource saving technology to cut the costs and provide train movement safety.

Following the decision of the XXIV-th CGD meeting (20-24.04.2009, Moscow), the Commission started developing a new topic called "Infrastructure Overall Diagnostics Systems".

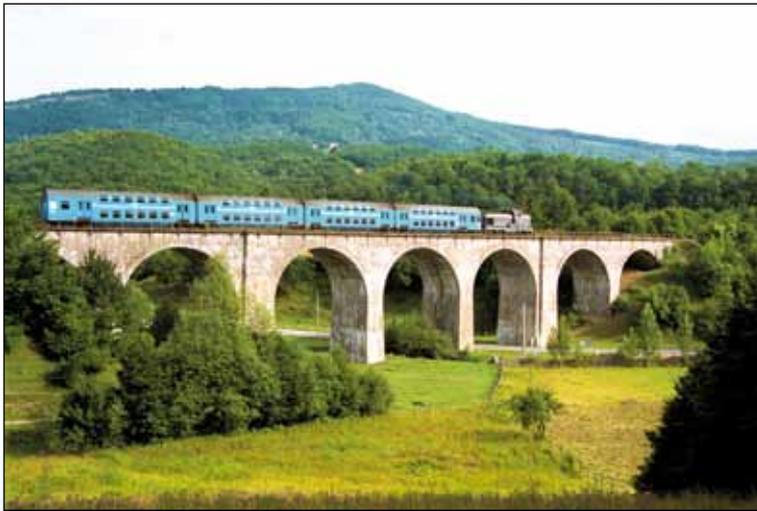
The joint meeting of the Plenipotentiary Representatives of the Members of the Ministers Conference and the Conference of General Directors (Authorized Representatives) of the OSJD Railways (9-12 December 2008) took the following decision: "Based on the first edition of Leaflet O 733 «Concepts for development of overall diagnostics system for technical condition of railway infrastructure elements»",



Meeting on railway track and engineer structures of the OSJD Commission on Infrastructure and Rolling Stock (1. April 2010, Warsaw)



Chinese-made electrical locomotive of Uzbek Railways (Uzbekistan)



A double-decker train of CFR (Romania). Foto: Club Feroviar

actively the Commission's experts are to elaborate in 2009-2010, on individual topics, draft Leaflets on diagnostics in the following fields: "Railway track" (permanent way and track sub-structure, engineering structures), "SFT" and "Power supply".

In this connection, in 2008, work was carried out on the topic of "Overall Diagnostics System for Infrastructure".

It should be noted that the effective Leaflets elaborated by the OSJD Commission on Infrastructure and Rolling Stock are available on the OSJD Web site.

All the abovementioned facts show clearly, that the work performed by the Commission on Infrastructure and Rolling

Stock in 2009 was of wide range and diversified with a number of certain positive results.

## 1.6. Coding and Information Technology

In 2009, activities of the OSJD Permanent Working Group on Coding and Information Technology (PWG CI) were carried out in accordance with the decisions of the Conference of General Directors (Authorized Representatives) of the OSJD railways in cooperation with UIC, CIT and RAILDATA in favour of further development of Euro-Asian railway transport services.

The work within the PWG C&IT continued on the following subjects:

- "Coding and Information Technology";
- "Paperless Technology for the Carriage of Goods in International Traffic";
- "Security of Information Resources and Information-Telecommunication Infrastructure";
- "Information Support for Freight Traffic - Technical Specifications for Interoperability (TAF TSI)";
- "Information Support for Passenger Traffic - Technical Specifications for Interoperability (TAP TSI)";
- OSJD Web site.

The PWG C&IT experts considered 13 Leaflets on coding, two of which were submitted for the approval by the XXV-th CGD meeting.

The PWG CI experts discovered the problem of non-conformity of joint OSJD/UIC Leaflets and factual marking of 1520-mm rolling stock. During 2010 the updated draft OSJD Leaflets 582-2, 582-3 and 582-4 are to be elaborated and agreed upon.

At the meeting of the joint OSJD/UIC Group "Coding and Information Technology", the OSJD and UIC experts considered the following:

- agreement on the joint Leaflets;
- co-operation of OSJD/UIC working bodies;
- advisability to update the Group's Rules of Procedure;
- continuous updating of the list of persons in charge for the Leaflets;
- management and update of the ENEE database;
- technical specifications for interoperability: TAF TSI, TAP TSI, OPE TSI.

In cooperation with the UIC and within the framework of the joint RICS project, 4-character codes for railway undertakings (under Leaflet O 920-1) were continued to be allocated. 39 new codes were distributed in 2009.

The PWG CI experts carried out the task set by the XXIV-th Conference of General Directors and consider it reasonable for the



Meeting on coding and IT of AWG CI (31.03.2010, Warsaw)

OSJD Committee to cooperate with the OTIF in registration of vehicle owners in the VKM Register (Vehicle Keeper Marking), which are to be used in international traffic.

The PWG CI experts on paperless technology worked in the following aspects.

In 2009 the joint OSJD/CIT working group, set up to elaborate technical specifications of electronic CIM/SMGS consignment note, continued its work. The OSJD railway experts from RZD, PKP, UZ and ZSSK Cargo took active part in the group's work. Elaborated technical specifications of electronic CIM/SMGS consignment note were sent over to and approved by CIM/SMGS Group of Experts in June 2009. In September 2009 the specifications were agreed upon at the meeting of CIM/SMGS Steering Group.

At the PWG CI annual meeting, supported was the LDZ's (leading duty holder) proposal to suspend the adaptation of UIC Leaflet O 404-2 "Compendium of the data to be exchanged between railway undertakings for the purpose of conveying freight traffic" until the issue on granting the legal status to the documents concerning the 8-character codes for the rolling stock of 1520-mm gauge was settled, and it was recommended to solve the problem in coordination with the OSJD/ERA Contact Group.

The RZD experts continued updating Leaflets O+R 943 and O+R 944. The PWG CI annual meeting's participants agreed upon updated Leaflets O+R 943 and O+R 944 and suggested that their work should be continued in 2010 in order to add the IFTMIN 97A message and its classifier.

Considered was the implementation progress of the project "Information Support by Electronic Data for International Freight Traffic under cover of SMGS Consignment Note" by OSJD railways. As a result of the PWG CI's work, information was received from 11 railways of OSJD member states.

Within the framework of "Security of Information Resources and Information-Telecommunication Infrastructure" the PWG CI experts worked on the subject of "Organization of information exchange between railway administrations of the OSJD member states with the use of electronic signature". Considered and approved was the documentation delivered by BC. Agreed were the main aspects of further work.

Only OSJD Commissions No. III and V presented their positions with regard to whether it is advisable to implement the electronic documents on the basis of electronic signature. Considerable delay in this work results from the necessity to coordinate with authorized governmental bodies a possibility of direct interaction between the cryptographic data security systems in order to tackle technological tasks of international railway traffic.

The Bulgarian National Railway Infrastructure Company (NRIC) organized a seminar in regard to TAF TSI and TAP TSI. Statements were made by the representatives from 6 countries, and other 22 delegates from 7 countries were present. The statements and presentations were sent to all the OSJD railways by e-mail.

An updated information exchange in the field of TAF TSI and TAP TSI implementation was made at the expert meetings of PWG CI in the course of 2009.

In the framework of the "OSJD Web site", the PWG CI experts approved the presented "dynamic" part of the OSJD Web site and the project itself as a whole. Thus, the project of "OSJD Web site" has been considered adopted since 25 June 2009. The RZD has fulfilled its obligation with regard to the Internet resource of the Organization and reserves the function of technical support (based on the agreement between the "RZD" OJSC and the OSJD Committee) and consulting function on the Web site administration issues.

The PWG CI expert meeting recommended to the OSJD Committee that an executive editor of the OSJD Web site be appointed and



An ICE passenger high-speed train of DB AG  
(OSJD observer, Germany)



Freight wagons of CTL Logistics  
(OSJD affiliated enterprise, Poland)

training be provided for the concerned staff members of the Committee and, subsequently, for the experts of the OSJD Committee's working bodies.

The PWG CI expert meetings were attended by less than two thirds of the representatives of the OSJD Member States and the Asian countries were presented by Kazakhstan only. The Plan of Work for 2009 has been fulfilled in full.

## 1.7. Finance and Accounting

In accordance with the Plan of Work for 2009 and the decision of the XXIV-th Conference of General Directors, work of the Permanent Working Group on Finance and Accounting (PWG FA) was generally carried out as follows:

- 1) updating of the actual "Agreement on the Rules for Accounting in the International Passenger and Freight Railway Traffic" (hereinafter, "Agreement on the Rules...") and "The Rules for Accounting in the International Passenger and Freight Railway Traffic" (hereinafter, "Rules for Accounting...") in view of modern economic conditions of the OSJD railways operation and each country's legislation;
- 2) work in the field of debt redemption between the railways;
- 3) elaboration of practices on the expert level with the purpose to improve the technology and decrease the accounting periods;
- 4) further cooperation with the UIC on financial and accounting matters.

According to the Plan of Work, two meetings of the railways – parties to the "Agreement on the Rules..." were held in 2009. The representatives from the parties to the "Agreement on the Rules..." took part in the meetings of the PWG FA.

Representatives from 20 railways were present at the first meeting and 18 railways were represented at the second meeting, i.e. 83% on average, which resulted in adoption of competent decisions. The AZ delegation attended none of the abovementioned meetings. 10 railways were represented at the meetings of the expert group, i.e. 67% of all the PWG FA members.

In the course of the year, the actual "Agreement on the Rules..." and "Rules for Accounting..." were being updated within the framework of the PWG FA group in view of the proposals made by the member railways. Based on the constructive and reasoned discussion, it was decided to introduce a number of alterations and amendments into the "Rules for Accounting..."



AWGF meeting on the Rules for Accounting, 2-4.03.2010, Warsaw



Freight wagons of Freight One JSC (OSJD affiliated enterprise, Russia)



The ED74-014 Bydgoscia emu manufactured by PESA Bydgoszcz (OSJD affiliated enterprise, Poland)

Accounting..."; which were sent by the parties to the Agreement on "The Rules for Accounting..." and came into force at the established date. As continuation of work on further improvement of international accounts, two proposals were adopted with regard to the decrease of the accounting periods.

In view of the introduced alterations and amendments, publication of updated versions of the "Agreement on the Rules..." and "Rules for Accounting..." as of 01.01.2010 was prepared. The OSJD Information Reference Book on mutual accounts in passenger and freight traffic was republished with updated information on banking details and juridical addresses of accounting authorities, which were submitted

by the railways – members of the “Agreement on the Rules...”.

Special attention was paid to the debt redemption between railways. As of 31.01.2010, the total indebtedness amounted to 296.5 million Swiss francs. In spite of the consequences of the global financial crisis that affected the economic conditions of all the railways of the OSJD member states, the situation with indebtedness did not change radically. In comparable conditions, the amount of debts dropped by 0.2%, as compared with the last year’s amount (as of 31.01.2009). KZH, LDZ, RZD, ZSSK Cargo, UZ, CD and EVR had no debts. LG and PKP had insignificant debts (less than 4,000 Swiss francs).

Specific attention was paid to the issue of long-term arrears, which is not being tackled, unfortunately. The issue was discussed both at the expert and PWG FA meetings. The OSJD Committee sent a letter to the heads of railways that have long-term arrears inviting them to take measures to clear their debts. This issue being important, it was decided to include it into the PWG FA Plan of Work for 2010.

Discussing the indebtedness issue, the PWG FA meeting decided to take from the reporting indebtedness form of the railways, that are parties to the Agreement on “Rules for Accounting...”, all the amounts of debts resulting from the calculations under the transport law other than SMGS and SMPS (processed under CIM and CIV travel documents) and compile a separate table of the amounts of debts to be paid for the abovementioned transportation between BDZ EAD, MAV CJSC, PKP, CFR Marfa, ZSSK CARGO and CD.

The participants in the PWG FA meeting considered one more time the issue on accession of a few companies from one country to the Agreement on “Rules for Accounting...”. The majority of the railway representatives that attended the meeting were against the accession of new members, but BDZ EAD, MAV CJSC, PKP, ZSSK CARGO and CD.

Much work was carried out with regard to the international transport service taxation issue. Considered was the issue on accounting articles for freight traffic and, much more in detail, the issue on taxation of charges for the use of wagons. It was decided to continue drafting the Taxation Information Reference Book.

Following the decision adopted at the XXIV-th Conference of General Directors, in terms of continuation of cooperation with the UIC in the field of finance and accounting matters, an OSJD/UIC international seminar was held on the subjects of “Automated systems of document exchange for processing the freight and passenger traffic and organization of accounts” and “Systems for the OSJD/UIC wagons usage”.

The speaker of the Seminar was Mr. Bernard Schmitt, UIC senior freight advisor. At the seminar, it was decided to continue joint activities on this issue.



Tank wagons of Neftechimtrans state enterprise (OSJD affiliated enterprise, Russia)



A passenger train of Greek Railways (OSE)



A track-repair vehicle of Plasser & Theurer company (OSJD affiliated enterprise, Austria) on the Kazakh Railway (Kazakhstan)

## 2. Activities of OSJD Governing Bodies

### 2.1. OSJD Ministers Conference

On 2-5 June 2009, in Astana (Republic of Kazakhstan), the XXXVII-th session of OSJD Ministers Conference took place. The Ministers Conference considered the main issues of OSJD activities and took following decisions:

- to approve the progress of work carried out by the OSJD/ERA Contact Group on the subject of "Interrelation between the 1520/1524 and 1435-mm gauge railway systems of the EU and non-EU countries";
- to approve the work progress in respect to further development of railway infrastructure of OSJD member states and increase in freight traffic volumes through some sectors of transport corridors;
- to consider completed the work of the AWG on Updating the OSJD Fundamental Documents with regard to the preparation of the OSJD Statute and other relative documents. At the same time, the Group was charged to continue its work on the preparation of the draft Convention on Through International Railway Traffic in collaboration with the OSJD working bodies, Ad Hoc Working Groups on SMGS and SMPS Revision;
- to launch the procedure of adoption of the OSJD Statute in the form of an international conference and complete the work at the Ministers Conference session; meanwhile, the OSJD Committee Chairman was commissioned to address the OSJD ministries of foreign affairs with the information relating to the start of work on the adoption of the text of the OSJD Statute and with a request to specify plenipotentiaries to participate in this activities;
- to approve the "Procedure for planning, accounting and reporting on income and expenditure of the OSJD Budget", "OSJD organizational structure", "List of main functions and objectives of the commissions of the OSJD Committee", "Qualification requirements for candidates to the OSJD Committee", "Rules for labour conditions of the OSJD Committee's staff members and distribution of posts in the OSJD commissions. It was decided that those documents would come into force together with the OSJD Statute.
- to approve the progress of work on the SMPS and SMGS revision; the AWG was charged to continue the SMGS and SMPS revision in coordination with the AWG on Updating the OSJD fundamental documents. The AWGs were also charged to continue preparation of the "General terms and conditions of the contract on the carriage of passengers in international traffic" and "General terms and conditions of the agreement for the international transportation of goods" as draft Annexes to the draft Convention on Through International Railway Traffic;
- to specify Warsaw, the capital of Poland, as place of residence of the OSJD Committee for the period of 2010-2014.

The Ministers Conference approved the Report on OSJD Activities for 2008, and Report of Auditing Commission for 2008, as well as OSJD Committee's budget (final budget for 2009 and preliminary budget for 2010) and OSJD Programme of Work for 2010 and the years to come.



Presidium of the XXXVII-th session of the OSJD Ministers Conference (2-5 June 2009, Astana, Kazakhstan)



Track-repair works on the Mongolian Railway

## 2.2. Conference of General Directors (Authorized Representatives) of OSJD Railways

On 20-24 April 2009, in Moscow (Russian Federation), the XXIV-th meeting of the Conference of General Directors (CGD) of OSJD Railways was held. The general directors and authorized representatives of the OSJD railways, OSJD observers and affiliated enterprises - representatives from 27 countries in total - participated in the meeting.

The CGD meeting approved the results of work of the OSJD working bodies operating in the area of their activities. Herewith, respective decisions were made:

- to adopt alterations and amendments into the Harmonized Nomenclature of Goods (GNG) with effect from 1 July 2009;
- to adopt alterations and amendments into "General terms and conditions for registration and operation of private freight wagons in international traffic" (OSJD Leaflet O+R 401) with effect from 1 September 2009;
- to set up an Ad Hoc Working Group on the revision of the "Rules for the use of freight wagons in international traffic (PGW)", which was due to commence its work in 2010;
- in the field of infrastructure and rolling stock, adopted were "Methods of calculation of traction rolling stock gauges" (Annex to joint OSJD/UIC Leaflet), 14 other leaflets and cancelled 10 leaflets;
- in the field of coding and information technology approved was 1 OSJD/UIC Leaflet and 1 OSJD Leaflet was cancelled;
- to continue the work of the Commission on mutual accounting settlement between OSJD railways that are parties to the "Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic" and adopted were alterations and amendments into the Commission Statute;
- it was recommended for the heads of those railways, which have long-term debts, to take necessary measures in order to redeem the indebtednesses;
- adopted was the OSJD Programme of Work for 2010 and the years to come in the field of passenger and freight traffic, infrastructure and rolling stock, coding and information technology, as well as finance and accounting,
- status of an OSJD affiliated enterprise was granted to the following companies:
  - "PCC RAIL S.A." logistics holding, railway operator (residing in Jaworzno, Poland), member of the "PCC SE" international group of enterprises (located in Duisburg, Germany);
  - "Freight One" OJSC, freight rolling stock operator (Moscow, Russia), associated company of "RZD" OJSC;
  - "MAV CARGO Zrt." CJSC, railway freight operator (Budapest, Hungary), owned by Rail Cargo (Austria);
  - "MostGeoCenter" LLC, Financial and Construction company, specialized in research, design, construction and repairs of permanent way and engineering structures in the transport system;
  - "POLZUG International GmbH" group company (Hamburg, Germany), container carrier;
- on the venues of the CGD meetings for 2010-2015.



Presidium of the XXIV-th CGD meeting (20-24 April 2009, Moscow, Russia)



A passenger train of JIS (OSJD observer, Serbia)

The Conference of General Directors considered the material to be submitted at the session of OSJD Ministers Conference. Recommendations with regard to the material were prepared, in particular, concerning the Report on OSJD Activities in 2008, Budget of the Committee, documents drafted by the AWG on updating the OSJD fundamental documents. At the XXIV-th CGD meeting, the parties concerned adopted alterations and amendments into the following documents:

- Agreement on "Rules for the Use of Coaches in International Traffic (PPW)";
- Agreement on "Rules for the Use of Wagons in International Traffic (PGW)";
- "Rules for Use of Wagons in International Traffic (PGW)" with effect from 1 January 2010.



A double-decker emu of VR (OSJD observer, Finland)

### 3. Participation of Observers and Affiliated Enterprises in the OSJD Activities

#### 3.1. Co-Operation with Observers

The Deutsche Bahn JSC (German Railway - DB AG), Organization of Greek Railways (OSE), National Society of French Railways (SNCF), Finnish Railways (VR), Public Enterprise "Serbian Railways" (JIS) and CJSC Győr-Sopron-Ebenfurt Railway Co. (GySEV) enjoyed the status of OSJD Observer.

Observers actively participated in the meetings of the OSJD commissions and experts on individual topics. In particular it was shown in respect to the issues related to the development and coordination of transport policy, improvement of transport law, better performance of border stations, agreement on train timetables, organization of large container traffic between Europe and Asia, harmonization of the Rules for the Transportation of Dangerous Goods, development of technical leaflets, as well as tariff and commercial issues.

Representatives of the Observers also attended the meetings of the OSJD governing bodies.

#### 3.2. Co-Operation with Affiliated Enterprises

The numbers of OSJD affiliated enterprises continued growing in the reporting period of time. In 2009, four more companies signed agreements on cooperation. The number of enterprises that have agreements on cooperation with OSJD amounted to 32 in the end of 2009, out of which three companies have not participated in OSJD activity for years and have long-term arrears of membership dues. Therefore, the companies that have got arrears of dues for over two years were warned of possible deprivation of their status because of non-observance of the cooperation agreement clauses.

The majority of cooperating enterprises work in the field of production of hardware and equipment to meet the needs of railways and transport construction. They took active part in the meetings of the Commission on



A TGV high-speed train of SNCF (OSJD observer, France)

Infrastructure and Rolling Stock, in drawing up technical regulations on the issues of track facilities and rolling stock and meetings of OSJD Permanent Working Group on Coding and IT.

Affiliated Enterprises that are carriers, rolling stock operators show much interest in the activities of the OSJD Commission on Freight Traffic, in particular, in the field of the Rules for the Use of Wagons in International Traffic.

At the expert meetings, the affiliated enterprises were able to represent their products.

The heads of eight enterprises attended the CGD meeting.



Samples of AXTONE products  
(OSJD affiliated enterprise, Poland)

## **4. Co-Operation with International Organizations**

### **4.1. Co-Operation with UN Economic Commission for Europe (UNECE)**

An important aspect of the OSJD activities is co-operation with the UNECE by means of participation in the meetings of a number of the OSJD working groups on:

- railway transport (SC.2);
- customs issues affecting transport (WP30);
- transport trends and transport economy (WP5);
- interoperable traffic and logistics (WP.24), carriage of dangerous goods (WP.15).

Importance of cooperation with the UNECE is proved by the participation of the Chairman of the OSJD Committee in the 70<sup>th</sup> session of the UNECE Inland Transport Committee, at which he presented detailed information on current objectives and work carried out by OSJD in cooperation with UNECE.

Effective results of co-operation were achieved in bringing the OSJD corridors in conformity with the requirements of the European Agreement on Main International Railway Lines (AGC), as well as joint actions to facilitate border-crossing procedures in international railway traffic, within the framework of which much purposeful work is carried out in order to prepare and convene, under the aegis of the UN, an international conference on border crossing facilitation, to develop draft railway transport-related Annex 9 to Convention on Harmonization of Frontier Controls of Goods, 1982, Programme of Actions of OSJD Member States on facilitation of border crossing.

To this end, in 2007, at the UNECE ITC session, a new Convention on International Customs Transit Procedures for Carriage of Goods by Rail under cover of SMGS consignment note was adopted.

However, despite the UN and OSJD appeal upon the OSJD member states to begin the signing procedure and ratification of the Convention, no country has signed it but Ukraine.

To coordinate the activities carried out on harmonization and updating of the Rules for Transportation of Dangerous Goods, the OSJD experts, engaged in this field of work, actively participate in the meetings of the UNECE ITC Working Party on the Transport of Dangerous Goods.



At the meeting with the officials of the European Commission in the OSJD Committee on 13.03.2009

## 4.2. Co-Operation with United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)

In the reporting year, co-operation with the UNESCAP continued on two joint projects:

Project 1 - "Planning and organization of demonstration runs of container block-trains along the Northern Corridor of the Trans-Asian Railway (TARW NC)";

Project 2 - "Operationalization of Euro-Asian rail routes with particular reference to landlocked countries in Asia and the Caucasus" (II stage - Kazakhstan).

Under Project II, work was carried out by two stages: stage I (pilot-project) – Mongolia (leading duty holder – MTZ), stage II – Kazakhstan (leading duty holder – KZH).

In the reporting period work was carried out to implement stage II. The leading performer, KZH, presented the report on completion of stage II, work on which is considered completed.

The work, performed on two projects, is described in chapter 1.3 of this Report.



Presidium of the OSJD International Conference on Freight Traffic organised with the support of UZ and PLASKE JSC (OSJD affiliated enterprise) (1-2.06.2010, Odessa, Ukraine)

## 4.3. Co-Operation with Intergovernmental Organisation for International Carriage by Rail (OTIF)

Fruitful co-operation between the OSJD and Intergovernmental Organisation for International Carriage by Rail (OTIF) began in 2002, when the two organisations signed a joint document on cooperation named as "Common Point of View".

The main objective of cooperation is harmonization of two different legal regimes in international traffic of passengers and goods.

Much attention was paid to the issues on facilitation of border-crossing, including development of railway transport-related draft Annex 9 to the Convention on Harmonization of Frontier Controls of Goods, 1982. OSJD and CIT continued their work to better the transportation process under cover of CIM/SMGS Consignment Note. Work on CIM/SMGS consignment note is described in chapter 1.2 of this Report.

Joint work was performed to update the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS), which were elaborated on the basis of the UN recommendations, in view of other international documents, such as RID and ADR.

OSJD experts actively participated in the experts meetings of the RID Commission, as well as in the joint meetings of the RID Commission experts and Working Party on the Transportation of Dangerous Goods (WP.15).

OTIF experts participated in the OSJD activities aimed at elaboration and implementation of complex measures to improve transportation and develop transport corridors, update and harmonize transport law (SMPS), to revise SMPS, elaborate the "General provisions for the agreement on the international transportation of passengers" as Annex to the draft Convention on Through International Railway Traffic.



Representatives of UIC and OTIF at the XXXVIII-th meeting of the OSJD Ministers Conference in Prague

#### 4.4. Co-Operation with European Railway Agency (ERA)

In 2009, four meetings of the OSJD/ERA Contact Group were held on the basis of the Memorandum of Understanding.

In particular, the joint work had the following objectives at that stage:

- analysis of technical specifications for technical and operational compatibility of the 1520-mm system at the EU-CIS border;
- comparison of these specifications with those of the 1435-mm system;
- preparation of the material (technical information), which may constitute the basis for describing the main specifications of the 1520-mm rail system in the EU Technical Specifications for Interoperability (TSI);
- definition of measures for preserving and improving the existing technical and operational compatibility at the EU-CIS border.

The OSJD/ERA Contact Group has completed document No.1 "Analysis of technical specifications relevant to preservation of technical and operational compatibility of the 1520/1435-mm gauge railway systems at the EU-CIS border." Subsystem: Infrastructure, Track and Permanent Way". This document is available on the OSJD Web site.

Elaboration of the following documents was in progress:

- document No.2 "Energy": The document is basically completed apart from editing correction and final approval; the final approval was to be done at the first meeting in 2010;
- document No.6 "Locomotives and multiple unit rolling stock": the tentative analysis of specifications of the first and second groups was made;
- documents No. 8 and 9 (M 1520/1520 and M 1520/1435): the Contact Group recognized it reasonable to incorporate these documents into a single one; the first edition of the document has been completed.

The ERA representative informed about the recommendations sent in the address of the European Commission (EC) on the inclusion of the basic specifications of the 1520-mm rail system into the TSI being developed alongside with those of the 1435-mm system. The recommendations were approved by the EC and published on the ERA Web site ([www.era.europa.eu](http://www.era.europa.eu)).

The participation of the OSJD member states' experts in the process of specifying the 1520-mm rail system has already made it possible to avoid any mistakes and confusions, and it actually influenced the issue of including the 1520-mm rail system specifications into the TSIs, which ultimately would make it possible to protect the interests of RUs and companies manufacturing components for the 1520-mm rail systems of the non-EU countries. The more correctly the 1520-mm rail system is specified in the TSIs, the more effectively these interests are protected.

#### 4.5. Co-Operation with International Union of Railways (UIC)

Co-operation with the UIC was, above all, aimed at implementation of the global approach to the Eurasian railway transport system, which takes into account the interests of railways, and harmonization of operational and technical conditions of the railway transport in the field of the activities of the two organizations. Representatives of the railway industry



Meeting of the OSJD-ERA Contact Group (26-28.01.2010, Warsaw)



Meeting with the UIC Director General, Jean-Pierre Loubinoux, in the OSJD Committee on 23 March 2010

are involved in this process in order to improve interoperability and increase the railway transport efficiency.

The co-operation went on in accordance with the Plans of Work of the OSJD working bodies in view of the programmes and plans of both organizations in various forms, including information and documentation exchange and joint projects.

In 2009, the joint work shared by the representatives from both sides was carried out on the creation of the OSJD STEI database, on the use of the new generation freight wagons in communication between the 1520- and 1435-mm railway systems, on updating the harmonized nomenclature of goods, on the issues of rolling stock gauges in view of the requirements for interoperability, on the digital interchange of CIM/SMGS consignment note data and other issues. The joint OSJD/UIC group on "Coding and Information Technology" continued its activities.

In July 2009, "Memorandum of co-operation on the issue of harmonization of NHM and GNG was" signed between the UIC Steering Committee on NHM issues and the Committee of the Organization for Co-Operation between Railways".

The OSJD Committee was represented at the UIC General Assembly. The UIC representatives made reports and presentations at the seminar within the framework of the PWG FA expert meeting, at the International Conference on freight traffic by rail from Asia to Europe, which was organized jointly by the OSJD, UIC and IBS.

A verbal agreement was reached between the OSJD Committee leadership and the UIC Directorate General to update in 2010, in view of the structural changes, the text of the 1995 Agreement on co-operation between both organizations, which would be aimed at stronger interrelations between the working bodies in today's conditions.

## 5. OSJD Committee's Activities

### 5.1. General Issues

The OSJD Committee carried out tasks ensuing from its functions as an OSJD executive body and specified by the basic documents and decisions of the OSJD governing bodies, including development coordination of the Programme of Work and plans of the OSJD working bodies.

The OSJD Committee functioned as Secretariat in order to prepare and convene the XXIV-th meeting of the Conference of General Directors (authorized representatives) of OSJD railways in Moscow and XXXVII-th session of the Ministers Conference in Astana.

In 2009 eight meetings of the OSJD Committee were held, at which the results of work performed by the Commissions and PWGs in the course of the year were considered, including draft decisions on the issues to be submitted for approval by the OSJD governing bodies, issues on transport policy, transport law, freight and passenger traffic, infrastructure and rolling stock, coding and information technology, finance and accounting, as well as reports on the meetings of the OSJD working bodies and other international organizations, in which members of the OSJD Committee took part.

Among most significant issues that were tackled within the framework of OSJD were: revision of the Agreement on International Freight Traffic by Rail (SMGS) and Agreement on International Passenger Traffic by Rail (SMPS), development of Unified CIM/SMGS Consignment Note, co-operation with ERA on interrelation of 1520/1435-mm railway systems, as well as work to update the OSJD fundamental documents.

On the basis of the concluded agreements and on mutually beneficial grounds, the OSJD Committee co-operated with international organizations, observers and affiliated enterprises. Following the decision of the XXIV-th CGD meeting, the OSJD Committee signed four agreements with affiliated enterprises.

In 2009, representatives from 24 OSJD Member States worked for the Committee. Turkmenistan was still not represented at the Committee.

During the year the representatives from such OSJD member states as Kazakhstan, China and Tajikistan were rotated. Substitution of three staff members was also made.

In 2009 95 meetings of the OSJD working bodies took place, 56 of which were held in the OSJD Committee's premises. Recent years have seen a tendentious growth in the num-



The XX-th meeting of the AWG on Updating the OSJD Fundamental Documents on 2 March 2010, Warsaw

ber of meetings that were held in the OSJD Committee's premises, which makes it possible to more efficiently use the budget and potential of the Committee.

Like in the previous years, the OSJD Committee analyzed the OSJD member states' participation in the activities of the OSJD Commissions and Permanent Working Groups in order to optimize the OSJD performance.

In March 2009 his excellency Igor Levitin, Minister of Transport of the Russian Federation, paid visit to the OSJD Committee. At the meeting on this occasion, Igor Levitin informed the Committee members on the current situation and development prospects in Russian transport and was informed aspects under development by the OSJD.



Meeting with Igor Levitin, Minister of Transport of the Russian Federation (10.03.2009, Warsaw)

In November 2009, a meeting with Mr. Sivak A.A., Head of the Byelorussian Railway, took place at OSJD Committee, at which vital aspects of co-operation in the field of railway transport were discussed.

On 11 March 2009, at the invitation of the OSJD Committee, a working meeting was held with the representatives of the Directorate General on Transport and Energy (DG TREN). The meeting was devoted to the co-operation with the European Union in the field of legal aspects arising from the fact that some OSJD member countries are EU members at the same time. In accordance with the decisions taken at the meeting, a seminar on the exchange of information of mutual interest between OSJD and EC was organized at the European Commission office in Warsaw on 26-27 May 2009.

At the seminar, 17 reports and presentations from OSJD and EC were made, which contain essential information on the main issues and documents of both sides, which specify the area of co-operation.

## 5.2. Publishing Activities

In 2009 the "OSJD Bulletin" journal was published as scheduled. Four single issues and one doubled issue (issue No.4-5) of the journal were brought out in Russian, Chinese and German languages. Translation into German was made by the DB AG at the cost of a decrease in the amount of its membership fees.

In 2009 the number of copies of each journal issue amounted to 3000, 1880 copies of which were published in Russian, 690 – in German and 430 – in Chinese.

The Bulletin is supplied to all the OSJD member states, observer railways and affiliated enterprises free of charge. It is also supplied to the international (UNECE, UN ESCAP, OTIF, European Commission, CIT, TER, TINA, UIC, UAR) and



Participants of the meeting with A.A. Sivak, Head of BC, in the OSJD Committee on 17.11.2009

other organizations and individuals at a charge (subscription). Totally the "OSJD Bulletin" is delivered to more than 40 states of the world, including transport and railway periodical publishers of the European and Asian countries. The printed matters were distributed at railway exhibitions, conferences and other events (EXPO-1520 in Moscow, TRACO-2009 in Gdansk, International Conference on Freight Traffic in Prague, International Freight Forwarder's Day and OSJD Conference in Odessa, etc.).

The subjects of the published material were mainly related to the basic decisions of the OSJD Ministers Conference, Conference of General Directors, Commissions and Permanent Working Groups, working and expert groups of OSJD. In the journal, published were the articles of heads and experts of the railways and ministries of OSJD member states, observers, affiliated enterprises, OSJD Committee, etc.

In 2009, published in the journal were articles of the authors from Austria, Germany, Iran, Kazakhstan, China, Latvia, Lithuania, Russia, Slovakia, Uzbekistan, Ukraine, Estonia, OSJD Committee and OTIF.

Published was information on the development and reforms of railways of the countries that are OSJD members and observers, on the OSJD activities to include the CIM/SMGS consignment note, OSJD affiliated enterprises, most essential railway news, railway exhibitions and conferences and other material, including reference and statistics information supplied by the OSJD Commissions, to include the Calendar Plan of OSJD Meetings and List of Container and Piggyback Trains.

Two journal issues were brought out on the eve of the Ministers Conference session and CGD meeting and were distributed on the days of these major events.

In the reporting year collaboration was developed with other specialized railway transport publishers of Eurasian countries. Agreements on co-operation were signed between the OSJD Committee and "Eurasia Vesti" (Russia), "Trans-Express Kazakstan", and understanding was reached to conclude such agreements with other publishers.

Received were requests to publish material on OSJD, in Russian and other languages, in various journals including "Gudok", "RZD-Partner" (Russia), "Venski Kurier", "Neue Bahn" (Verkehr - Austria), "Zhelezoptyen transport" (Bulgaria), "Deine Bahn" (Germany), "Eurasia Vesti" (Russia), "Zheleznodorozhnik Byelorussii" (Belarus), "Magistral" (Ukraine), "Technika Transportu Szynowego" (Poland), etc.

In addition to the OSJD Bulletin, the editing staff prepared the following:

- OSJD Booklet in Russian, Chinese, German and English;
- Report on OSJD Activities for 2008 in 4 languages;
- in co-operation with the OSJD Commission on Transport Policy and Development Strategy - OSJD Bulletin of Statistical Data on Railway Transport for 2008 in 4 languages;
- in cooperation with OSJD the Commission on Passenger Traffic - "EuroAsia Rail 2010" timetables for the international passenger traffic;
- calendars with the plan of OSJD meetings for 2010;
- developed and arranged were stands about the OSJD activities, placed in the OSJD Committee's premises;
- the materials were prepared and preparatory work was done for the updated OSJD Web site; necessary documents, leaflets and other materials were made available on the Web site at the requests of the Commissions and PWGs, preparation work was carried out to make the Chinese and English versions of the Web site.



## REFERENCE

### **on participation of OSJD members in the agreements and treaties, being in force within the OSJD framework (as of 15.03.2010)**

No.	Country	Abridged titles of CGD members	Participation								
			SMPS	SMGS	Agreement on MPT	Agreement on MTT	Agreement on ETT	Agreement on PPW	Agreement on PGW	Agreement on Rules of Accounting	Agreement on Combined Transportation
1	2	3	4	5	6	7	8	9	10	11	12
1.	Azerbaijani Republic	AZD	yes	yes	no	yes	yes	no	no	yes	no
2.	Republic of Albania		yes	yes	no	no	no	no	no	no	no
3.	Republic of Belarus	BC	yes	yes	yes	yes	yes	yes	yes	yes	yes
4.	Republic of Bulgaria	BDZ EAD	yes	yes	no	no	yes	no	yes	yes	yes
5.	Republic of Hungary	MAV	no	yes	no	no	no	no	yes	yes	yes
6.	Socialist Republic of Vietnam	VZD	yes	yes	yes	no	yes	no	no	yes	no
7.	Georgia	GR	yes	yes	no	yes	yes	no	no	yes	no
8.	Islamic Republic of Iran	RAI	no	yes	no	no	no	yes	yes	no	no
9.	Republic of Kazakhstan	KZH	yes	yes	yes	yes	yes	yes	yes	yes	yes
10.	People's Republic of China	KZD	yes	yes	yes	no	yes	yes	yes	yes	yes
11.	People's Democratic Republic of Korea	ZC	yes	yes	yes	no	yes	yes	yes	yes	no
12.	Kyrgyz Republic	KRG	yes	yes	yes	yes	yes	yes	yes	yes	yes
13.	Republic of Latvia	LDZ	yes	yes	yes	yes	yes	yes	yes	yes	yes
14.	Republic of Lithuania	LG	yes	yes	yes	yes	no	yes	yes	yes	no
15.	Republic of Moldova	CFM	yes	yes	no	yes	yes	yes	yes	yes	yes
16.	Mongolia	MTZ	yes	yes	yes	yes	yes	yes	yes	yes	yes
17.	Republic of Poland	PKP	yes	yes	no	no	no	yes	yes	yes	yes
18.	Russian Federation	RZD	yes	yes	yes	yes	yes	yes	yes	yes	yes
19.	Romania	CFR	no	no	no	no	no	no	yes	yes	no
20.	Slovak Republic	ZSSK Cargo	yes	no	no	no	no	no	yes	yes	yes
21.	Republic of Tajikistan	TDZ	yes	yes	yes	yes	yes	yes	yes	yes	no
22.	Turkmenistan	TRK	yes	yes	yes	no	no	no	no	no	no
23.	Republic of Uzbekistan	UTI	yes	yes	yes	yes	yes	yes	yes	yes	yes
24.	Ukraine	UZ	yes	yes	yes	yes	yes	yes	yes	yes	yes
25.	Czech Republic	CD	yes	no	no	yes	no	no	no	yes	no
26.	Republic of Estonia	EVR	yes	yes	yes	yes	yes	yes	yes	yes	yes
Total number of participants			23	23	15	15	17	16	20	23	15

**XXV-th Jubilee Meeting of the Conference of General Directors (Authorized Representatives)  
of OSJD Railways (Mongolia, Ulan Bator, 19-23 April 2010)**





XXXVIII session of OSJD Ministers Conference  
(Czech Republic, Prague, 15-18 June 2010)







# Members of OSJD

As of 1 January 2010

## The Countries and Railways - Members of OSJD

Countries	Railways
Azerbaijani Republic	<b>AZD</b> - Azerbaijani Railways CJSC
Republic of Belarus	<b>BC</b> - Byelorussian Railway
Republic of Bulgaria	<b>BDZ</b> - Bulgarian State Railways
Republic of Hungary	<b>MAV</b> - closed joint-stock company "Hungarian State Railways"
Socialist Republic of Vietnam	<b>VZD</b> - Vietnamese Railway State Company
Georgia	<b>GR</b> - LLC "Georgian Railway"
Islamic Republic of Iran	<b>RAI</b> - Railway of the Islamic Republic of Iran
Republic of Kazakhstan	<b>KZH</b> - joint-stock company "National Company "Kazakhstan Temir Zholy" (Railway of Kazakhstan)
People's Republic of China	<b>KZD</b> - Chinese Railways
Democratic People's Republic of Korea (DPRK)	<b>ZC</b> - Railways of the People's Democratic Republic of Korea
Kyrgyz Republic	<b>KRG</b> - "Kyrgyz Temir Zholy National Enterprise" State Company (Kyrgyz Railway)
Republic of Latvia	<b>LDZ</b> - State JSC "Latvian Railway"
Republic of Lithuania	<b>LG</b> - JSC "Lithuanian Railways"
Republic of Moldova	<b>CFM</b> - State Enterprise "Railway of Moldova"
Mongolia	<b>MTZ</b> - Mongolian Railway
Republic of Poland	<b>PKP</b> - JSC "Polish State Railways"
Russian Federation	<b>RZD</b> - JSC "Russian Railways"
Romania	<b>CFR</b> - National Railway Company of Romania
Slovak Republic	<b>ZSR</b> - JSC "Cargo Slovakia Railway Company" (ZSSK Cargo)
Republic of Tajikistan	<b>TDZ</b> - State Unitary Enterprise "Rohi Ohani Tojikiston" (Tajik Railway)
Turkmenistan	<b>TRK</b> - State Railways of Turkmenistan
Republic of Uzbekistan	<b>UTI</b> - State Railway JSC "Uzbekistan Railways" (O'zbekiston temir yo'llari)
Ukraine	<b>UZ</b> - State Administration of Railway Transport of Ukraine (Ukrzaliznytsia)
Czech Republic	<b>CD</b> - JSC "Czech Railways"
Republic of Estonia	<b>EVR</b> - JSC "Estonian Railway"

### Railways – OSJD observers

**DB AG** – joint-stock company "German Railway"

**OSE** – Organisation of Greek Railways

**SNCF** – National Society of French Railways

**VR** – Finnish Railways

**JIS** – Public Enterprise "Serbian Railways"

**GySEV** – CJSC "Gyor – Sopron – Ebenfurt Railway Co."

### OSJD Affiliated Enterprises:

<b>INTERCONTAINER-INTERFRIGO</b>	<b>Kertch Switch Works LLC</b>
<b>POLCONT Ltd.</b>	<b>Max Bögl GmbH &amp; Co. KG</b>
<b>AXTONE Sp. z o.o.</b>	<b>PESA Bydgoszcz SA</b>
<b>RAILTECH International JSC</b>	<b>MKT Group LLC</b>
<b>RAILTECH SLAVJANA LLC</b>	<b>CTM LLC</b>
<b>State-owned enterprise "Neftechimtrans"</b>	<b>"PLASKE" JSC</b>
<b>JSC CTL LOGISTICS S.A.</b>	<b>Railway Research Institute JSC (Výzkumný Ústav Železniční) (VÚŽ)</b>
<b>JSC KPM CONSULT</b>	<b>Dnepropetrovsk Switch Works JSC</b>
<b>TransTeleCom CJSC</b>	<b>BETAMONT LLC</b>
<b>SERVTRANSINVEST JSC</b>	<b>Rail Cargo Hungária Zrt.</b>
<b>"JERID, spol. s r.o" LLC</b>	<b>"MostGeoCenter" LLC</b>
<b>Murom Switch Works JSC</b>	<b>POLZUG Intermodal GmbH</b>
<b>„RDM" Research and Production Enterprise (NPP RDM)</b>	<b>Freight One JSC</b>
<b>JSC "Grup Feroviar Roman"</b>	<b>SC "Zakarpattinterport"</b>
<b>Electro-Thermit GmbH&amp;Co.KG</b>	<b>SC "Traine Ukraine"</b>
<b>UNIFERTRANS S.A.</b>	<b>"Kazphosphate" LLC</b>
<b>Vossloh Fastening Systems GmbH</b>	<b>Plasser &amp; Theurer</b>

**OSJD**



**2009**