

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



**Организация сотрудничества
железных дорог (ОСЖД)**

**铁路合作组织
(铁组)**

**Organisation für die Zusammenarbeit
der Eisenbahnen (OSShD)**

REPORT

ON THE ACTIVITIES OF THE ORGANISATION FOR CO-OPERATION BETWEEN RAILWAYS FOR 2025

Published in 2026

Members of OSJD

As of 1 September 2026

The Countries and Railways - Members of OSJD

Countries	Railways/Authorities
Republic of Azerbaijan	AZD - Azerbaijani Railways CJSC
Republic of Albania	
Islamic Republic of Afghanistan	ARA - Afghanistan Railway Authority (ARA)
Republic of Belarus	BC - State Association "Byelorussian Railway"
Republic of Bulgaria	BDZ - Holding "Bulgarian State Railways"
Hungary	MAV - CJSC "Hungarian State Railways"
Socialist Republic of Vietnam	VZD - Vietnamese Railway State Company
Georgia	GR - "Georgian Railway" JSC
Islamic Republic of Iran	RAI - Railway of the Islamic Republic of Iran
Republic of Kazakhstan	KZH - JSC "Kazakhstan Temir Zholy National Company" (Railway of Kazakhstan)
People's Republic of China	KZD - State Department for Railways / China State Railway Group Co., Ltd.
Democratic People's Republic of Korea (DPRK)	ZC - Railways of the People's Democratic Republic of Korea
Republic of Korea	KORAIL - Korea Railroad Corporation
Republic of Cuba	
Kyrgyz Republic	KRG - "Kyrgyz Temir Zholy National Enterprise" State Company (Kyrgyz Railway)
Lao People's Democratic Republic	LNRE - Lao National Railway State Enterprise
Republic of Latvia	LDz - State JSC "Latvian Railway" (Latvijas dzelzceļš)
Republic of Lithuania	LTG - JSC "Lithuanian Railways" (AB "Lietuvos geležinkeliai")
Republic of Moldova	CFM - State Enterprise "Railway of Moldova"
Mongolia	UBZD - JSC "Ulan-Bator Railway"
Republic of Poland	PKP - JSC "Polish State Railways"
Russian Federation	RZD - OJSC "Russian Railways"
Romania	CFR - "National Railway Company of Romania" SA
Slovak Republic	ZSR - Railways of Slovak Republic (Železnice Slovenskej republiky)
Republic of Tajikistan	TDZ - State Unitary Enterprise "Rohi Ohani Tojikiston" (Tajik Railway)
Turkmenistan	TRK - Agency "Turkmenemirjollary" at the Transport and Communications Agency under the Cabinet of Ministers of Turkmenistan
Republic of Uzbekistan	UTI - JSC "Uzbek Railways" (O'zbekiston temir yo'llari)
Ukraine	UZ - JSC "Ukrainian Railways"
Czech Republic	CD - JSC "Czech Railways" (České dráhy)
Republic of Estonia	EVR - JSC "Estonian Railway"

Railways – OSJD observers

FPC – JSC "Federal Passenger Company" (Russia)

OSE – Organisation of Greek Railways

SNCF – National Society of French Railways

OSJD Affiliated Enterprises:

OLTIS Group JSC (Czechia)
Grup Feroviar Roman JSC (Romania)
PESA Bydgoszcz JSC (Poland)
Unicom Tranzit JSC (Romania)
CTM LLC (Russia)
PLASKE JSC (Ukraine)
Dnieper Railway Switch Plant (Ukraine)
Rail Cargo Hungaria CJSC (Rail Cargo Group) (Hungary)
Freightliner PL LLC (Poland)
South Caucasus Railway CJSC (Armenia/ Russia)
Baltijas Tranzita Serviss JSC (Latvia)
Euro Rail Cargo LLC (Latvia)
PJSC Center for Cargo Container Traffic "TransContainer" (Russia)
Firma TVEMA JSC (Russia)
UTLC ERA JSC (Russia)
Eurosib SPb-TS JSC (Russia)
Northeast Asia Railway Corporation CJSC (China)

Russian University of Transport (RUT) (Russia)
SIGIS Ltd. (Latvia)
Baltijas Ekspresis JSC (Latvia)
Post of Russia JSC
Mongolian Railway SJSC (Mongolia)
INTERTRANS JSC (Russia)
Beijing Jiaotong University (BJTU) (China)
South-West Jiaotong University (SWJTU) (China)
North Star Sinogold Exhibition Chengdu Co. Ltd. (China)
CER CARGO HOLDING (Hungary)
OST-WEST Logistic Poland LLC (Poland)
Gepard Express SE (Czech Republic)
"Far Eastern Shipping Company" (FESCO) (Russia)
Instytut Kolejnictwa (Railway Research Institute) IK (Poland)
New Land Grain Corridor (Russia)
Shenzhen Dayang Logistics Group Co., Ltd. (China)
East Express LLC (Russia)

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Committee of the Organisation for Co-Operation
between Railways

EDITORIAL BOARD
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EDITORIAL STAFF
Editor-in-Chief: S. Kabenkov
Editor: Zhao Shifeng
Secretaries: T. Korniluk, A. Głogowska

Address: 00-681 Warszawa, ul. Hoża 63/67
Telephone: (+4822) 657-36-17;
(+4822) 657-36-18
Fax: (+4822) 621-94-17;
(+4822) 657-36-54
osjd@osjd.org.pl; www.osjd.org

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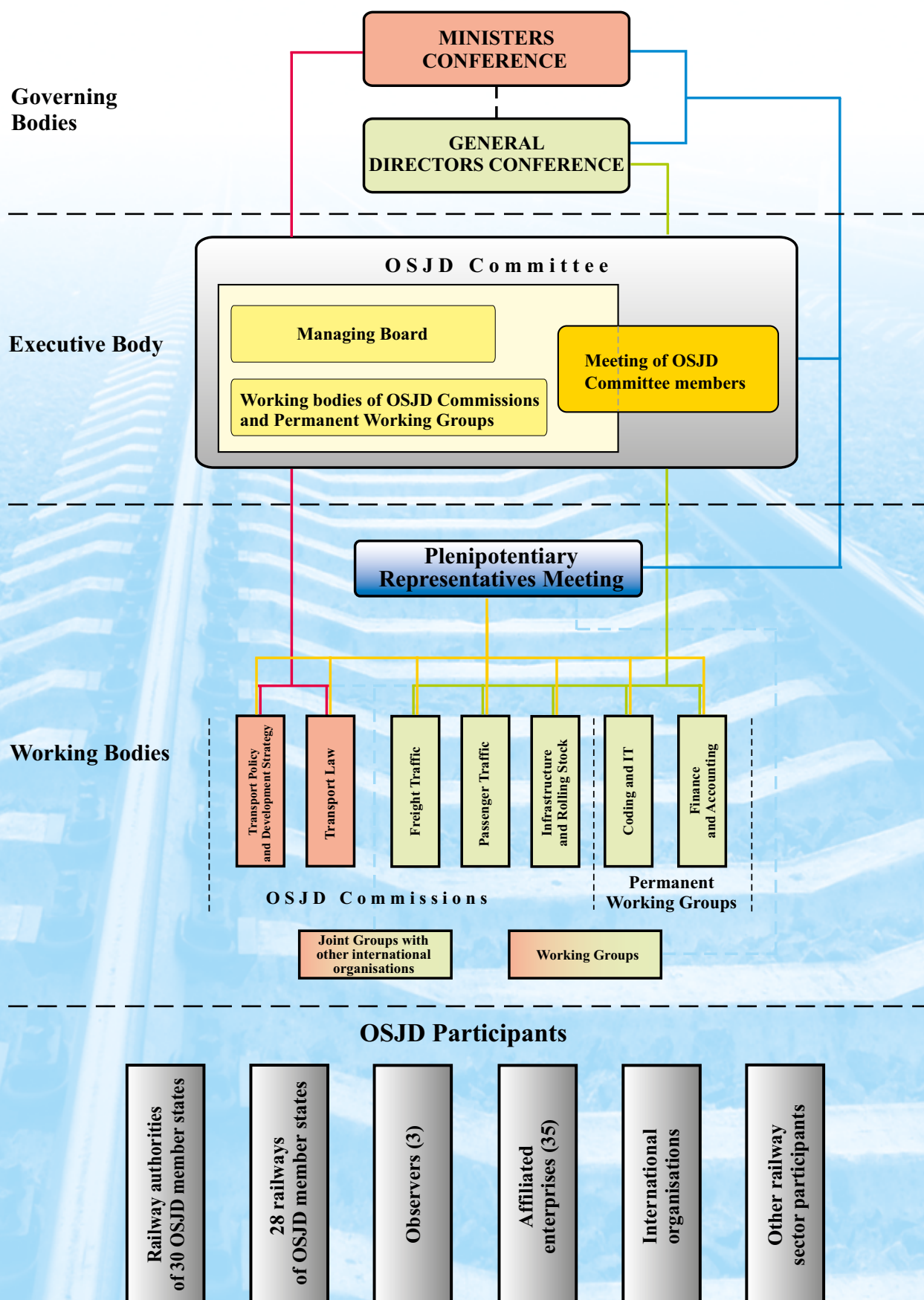
List of Abbreviations Used in the Text

ADB	Automated Database
AWG	Ad Hoc Working Group
AWGT	Ad Hoc Working Group on vocational education/training in the field of railway transport
CCTT	International Coordinating Council on Trans-Eurasian Transportation
CGD	Conference of General Directors (Authorised Representatives)
CIT	International Rail Transport Committee
DMU	diesel multiple units
EATL	Euro-Asian Transport Links
EMU	electrical multiple units
ERA	European Union Agency for Railways
ETT	Uniform Transit Tariff
GNG	Harmonised Commodity Code
IT	Information Technology
ITC	Inland Transport Committee
JWG	Joint Working Group
MTT	International Railway Transit Tariff
STI	Scientific-Technical Information
NHM	Nomenclature Harmonisée Marchandises
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
PWGCI	Permanent Working Group on Coding and IT
PWGF	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
SUE	State Unitary Enterprise
TSI	Technical Specifications for Interoperability
TTP	Trusted Third Party
UIC	International Union of Railways
UNECE	United Nations Economic Commission for Europe
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
UPU	Universal Postal Union
USS	Uniform Search System
WCO	World Customs Organisation

Structure

of the Organisation for Co-Operation between Railways (OSJD)

(As of 7 August 2026)



OSJD Committee's Managing Board



Chairman
Miroslaw Antonowicz



Deputy Chairman
Mikhail Vsevolozhskiy



Deputy Chairman
Pan Fudi



Secretary
Attila Kiss

Main Indices of Railways of the OSJD Member Countries in 2025

No.	Country	Railway	Code	Length of lines km	Electrified km	Passenger traffic tsd. p.	Passenger- kilometres mln. pass-km	Freight traffic in tsd. t	Tonne-kilometres mln. t-km
1	Azerbaijan	AZD	0057	2 117.7	1 103.2	10 267.0	458.0	16 813.3	6 134.5
2	Afghanistan**	ARA	0068	236.5	0.0	0.0	0.0	4 385.2	1 037.0
3	Belarus	BC	0021	5 473.5	1 369.5	58 650.0	5 596.8	93 728.8	33 067.4
4	Bulgaria	BDZ	0052	5 020.0	3 996.0	20 987.0	1 459.0	5 157.0	1 503.7
5	Hungary	MAV	0055	7 440.0	3 265.4	341 647.4	16 004.0	15 969.6	19 961.9
6	Vietnam	VZD	0032	2 347.0	0.0	7 161.9	2 751.1	5 427.7	4 029.0
7	Georgia	GR	0028	1 592.6	1 559.7	1 717.9	393.3	13 257.6	3 815.0
8	Kazakhstan	KZH	0027	16 003.1	4 237.5	19 760.9	16 098.1	313 728.9	288 841.0
9	China*	KZD	0033	70 097.0	49 251.0	1 687 306.0	509 675.0	2 787 902.0	2 594 226.0
10	Republic of Korea	KORAIL	0061	4 536.9	3 876.9	177 472.0	31 952.0	18 251.0	4 830.0
11	Kyrgyzstan	KRG	0059	424.6	0.0	432.5	43.8	10 510.3	1 223.4
12	Laos	LNRE	0034	425.9	422.4	386.3	308.3	5 674.3	2 337.8
13	Latvia	LDz	0025	1 830.9	250.9	21 333.1	741.2	9 454.0	2 794.0
14	Moldova	CFM	0023	1 127.1	0.0	286.6	34 299.0	2 494.1	507 771.0
15	Mongolia	UBZD	0031	1 839.8	0.0	1 753.2	726.9	33 727.7	20 737.1
16	Poland	PKP	0051	19 310.0	12 200.0	438 970.0	30 694.2	217 770.0	56 215.8
17	Russia**	RZD	0020	85 510.0	44 315.0	1 285 834.3	143 684.1	1 312 649.3	2 524 077.8
18	Romania	CFR	0053	10 615.0	4 030.0	48 067.1	4 471.1	10 542.8	1 860.4
19	Slovakia	ŽSR	0056	3 575.3	1 637.6	71 120.3	3 543.3	22 302.9	4 272.9
20	Tajikistan	TDZ	0066	670.0	0.0	456.8	20.1	7 508.6	376.1
21	Uzbekistan	UTI	0029	4 724.2	2 405.3	10 459.8	4 300.2	105 771.9	27 926.9
22	Czechia	CD	0054	9 509.9	3 314.1	192 219.7	11 143.5	84 552.0	14 990.4
23	Estonia	EVR	0026	917.0	145.0	7 660.8	342.5	2 874.0	346.5

*the data have been compiled by the National Railway Administration of China; do not include joint ventures and local railways

**data for 2024

Introductory remarks

Esteemed ladies and gentlemen!

The year of 2025 marked another period in which the operation of railway transport services market was influenced by new geopolitical and economic factors. The Organisation for Co-Operation between Railways, based on the principles of development of international cooperation in railway transport sector across the Eurasian region, has elaborated a combination of measures and practical solutions aimed at ensuring the sustainability and maintaining the security of railway supply chains.

The activities of the OSJD working bodies were organised and exercised within the framework of the approved plans and programmes, applying modern digital solutions and communications tools. Throughout 2025, the Organisation had proved the reliability of its functions being performed and its ability to promptly respond to the variable conditions of external environment. The activities of the directing officials and members of the OSJD Committee were aimed at improving the efficiency of transport processes and further developing all key areas of the railway industry.

In 2025, the OSJD governing bodies – the Conference of General Directors (Authorized Representatives) of OSJD Railways, with its 39th meeting held in Warsaw, and the OSJD Ministerial Conference, with its 52nd session held in Qingdao, People's Republic of China, made a number of important decisions related to the Organisation's activities.

Over the past year, the OSJD Commissions and Permanent Working Groups carried out comprehensive works across a wide range of areas, including the transport policy and development strategy, transport law, freight and passenger traffic, infrastructure development, rolling stock renewal, and the introduction of modern technological solutions.

The implementation of these objectives was made possible thanks to the coordinated and proactive works of the OSJD Committee members and staff, specialists and experts from the OSJD member countries, as well as representatives of observers and affiliated enterprises. I highly appreciate their contribution and express my sincere gratitude to all the participants for their work and contribution to the development of the Organisation.

The directing officials and members of the OSJD Committee participated in a number of conferences, workshops, and other events, presenting the Organisation's position on current railway transport issues at international venues. During these events, new contacts were established in the context of the OSJD potential institutional expansion, and a number of new projects and initiatives were put forward aimed at developing and deepening international cooperation in railway transport sector. In particular, a Memorandum of Cooperation was signed between the Organisation for Co-Operation between Railways and the UNECE.

These events contributed to an expanded interaction with relevant ministries and railways of the OSJD member countries, as well as an increased international awareness of the Organisation's activities and its contribution to the development of the transport industry. The issues of digital transformation, ecology, and climate change, as well as the need to develop response measures from the railway sector, have identified new priority areas for the OSJD activities, stipulated in the Organisation's strategic documents.

In 2025, the OSJD consistently implemented its mandated missions, oriented at developing optimal solutions for the needs of the railway industry. Within the scope of its activities, the Organisation concentrated particular attention on ensuring the sustainability and security of railway supply chains, developing interstate cooperation, and elaborating practical solutions in the face of modern geopolitical, economic, infrastructural, climatic, and governance challenges, reaffirming the OSJD's role as a sustainable platform for multilateral cooperation.

In presenting this document, I express my sincere gratitude to all the participants for their active and significant contribution to the development of railway transport in Eurasia within the framework of our Organisation. I look forward to continued constructive and productive cooperation in the implementation of our future projects. I also express my confidence in the further strengthening and development of OSJD activities in the interests of all member states of the Organisation, as well as in the progressive evolution of railway transport in Eurasia.

With kind regards and respect,



OSJD Committee Chairman
Mirosław Antonowicz



1.

Activities of the OSJD Governing Bodies



1.1. OSJD Ministerial Conference

The 52nd session of the OSJD Ministerial Conference was held in Qingdao, People's Republic of China, from 10 till 13 June 2025, with the participation of the ministers and authorized representatives of ministries and agencies responsible for railway transport in the OSJD member countries from 21 OSJD member countries. The OSJD Committee staff and representatives of the International Coordinating Council for Trans-Eurasian Transport (CCTT) also attended the session.

The OSJD Ministerial Conference noted the implementation of the OSJD Programme and Work Plan for 2024, approved the reports of OSJD activities for 2024, the OSJD Committee Budget (final for 2025 and preliminary for 2026), the OSJD Work Programme for 2026 and subsequent years, and the OSJD Auditing Commission's report for 2024.

In the area of transport policy and development strategy, the session endorsed the works of the OSJD Commission on Transport Policy and Development Strategy for 2024 and instructed that the works be continued on the subjects outlined in the OSJD Work Plan and Work Programme.

In the field of transport law, the session decided to endorse the work of the OSJD Commission on Transport Law for 2024 and instructed that works be continued towards improving and updating the SMPS and SMGS Agreements.

The progress of work of the OSJD Ad Hoc Working Group on vocational education/training in the field of railway traffic for March 2024 – March 2025 were approved, together with the Procedure for OSJD approval of a training programme submitted by an OSJD Academy participant, and its implementation.

In order to develop a safe, environmentally sustainable, highly efficient, and intelligent international railway transport system, promote the stability of global production and supply chains, economic integration in the Eurasian region, and deepen cooperation in the railway sector, the Initiative aimed at deepening cooperation in railway transport among the OSJD member countries was also supported.

Due to the lack of unanimity, the OSJD Ministerial Conference session was unable to adopt a decision on the distribution of posts among the OSJD Committee staff and the appointment of the OSJD Committee directing officials.

The session established Warsaw, the capital of the Republic of Poland, as the seat of the OSJD Committee and decided to hold its 53rd (LIII) session in June 2026 in the Republic of Tajikistan. It was tentatively agreed that the 54th session in 2027 will be held in the Socialist Republic of Vietnam, and the 56th session in 2029 will be held in the Democratic People's Republic of Korea.

The session determined the capital of the Republic of Poland, Warsaw, as the residence of the OSJD Committee and decided to hold its session LII (52) in June 2025. In November 2024, the People's Republic of China announced its readiness to organise session LII of the OSJD Ministerial Conference from 10 till 13 June 2025.



Heads of delegations at session LII of the OSJD Ministerial Conference (11-14.06.2025, Qingdao, People's Republic of China)

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

The 39th meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways was held from 14 till 17 April 2025 at the OSJD Committee (Warsaw, Poland). Delegations from 23 member railways and representatives of two OSJD affiliated enterprises participated in the meeting. Twelve items on the adopted agenda were reviewed and discussed at the Conference meeting.

The progress of work of the OSJD working bodies operating within the scope of the Conference's area of activity were approved. The following decisions were adopted:

- amendments and additions to the Harmonized Nomenclature of Goods (GNG) were approved and put into effect from 1 June 2025;
- OSJD railways have been advised to continue their efforts towards resuming international passenger services on a bilateral and multilateral basis;
- the OSJD Commission on Infrastructure and Rolling Stock has been instructed to consider the development of an OSJD technical strategy within the OSJD Commission on Infrastructure and Rolling Stock, with the participation of concerned CGD members and OSJD affiliated enterprises, as well as the creation of an Electronic Catalog of research and scientific studies in the field of innovative development of railway transport within the OSJD platform;
- a number of OSJD leaflets have been approved, and leaflets that were no longer relevant have been cancelled, in the areas of infrastructure and rolling stock, as well as coding and information technology;

The OSJD Permanent Working Group on Finance and Accounting has been instructed to continue its works on updating the current Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic and purely the Rules for Accounting in International Passenger and Freight Railway Traffic, taking into account current railway transport conditions, including the freight traffic, improving the technology and reducing the accounting periods for international railway transportation, and organising electronic document management in financial relationship.

The Conference called on the heads of the railway administrations of RAI, ZC, CFM, PKP, and TRK, which have been in the arrears for more than a year, to take effective measures to repay their debts and to report on their actions at the 40th CGD anniversary meeting.

The OSJD Work Programme for 2026 and subsequent years was approved in the areas of freight and passenger traffic, infrastructure and rolling stock, coding and IT, as well as financial and accounting issues.

The aspect of establishing the sequence of meetings of the Conference of General Directors from 2026 till 2030 in the OSJD member countries was considered.

The materials submitted to the session of the OSJD Ministerial Conference were reviewed, and recommendations were prepared for the session on the proposals of the Ad Hoc Working Group on vocational education/training in the field of railway transport, on the Report on OSJD Activities for 2025, and on the OSJD Committee Budget.

The Conference accepted the invitation of the "Kazakhstan Temir Zholy National Company" JSC and approved to hold the 40th CGD anniversary meeting on 20-24 April 2026 in the capital of the Republic of Kazakhstan, the city of Astana.



Heads of delegations at meeting XXXIX of the Conference of General Directors (Authorized Representatives) of OSJD Railways (14-17.04.2025, Warsaw)



2.

Activities of the OSJD Committee



2.1. General Issues

During 2025, the OSJD Committee, acting as the Organisation's executive body, carried out systematic and targeted activities to implement the objectives defined by the OSJD's founding documents and decisions of its governing bodies. Within its purview, the OSJD Committee coordinated activities related to the Organisation and the implementation of the Programme and Work Plans of the OSJD working bodies.

During seven meetings of the OSJD Committee, the work progress of the Commissions and Permanent Working Groups during the reporting period were reviewed, including the reports on the meetings of the OSJD working bodies and on the Committee members' participation in the meetings of other international organisations. Furthermore, draft decisions were discussed and prepared on the issues submitted for approval to the OSJD governing bodies, including in the areas of transport policy, transport law, combined transport, technical regulations, and other areas of activities.

The OSJD Committee provided the Secretariat functions for preparing and conducting the meetings of the OSJD governing bodies. The 39th meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways was held in Warsaw from 14 till 18 April 2025. The 52nd session of the OSJD Ministerial Conference was held in Qingdao, People's Republic of China, from 10 till 13 June 2025.

Based on concluded agreements and on a mutually beneficial basis, the OSJD Committee cooperated with international organisations, observers, and OSJD affiliated enterprises.

In 2025, representatives from 25 OSJD member countries served on the OSJD Committee. Representatives from the Republic of Moldova, the Islamic Republic of Iran, and Turkmenistan were absent. The issue of sending representatives from these countries was discussed during the relevant consultations.

During 2025, the representatives from the Republic of Kazakhstan and Mongolia were substituted.

In 2025, 78 meetings of the OSJD working bodies were held, during which the Committee provided organisational support, translation into Chinese, Russian, and English, the work of computer operators, and other necessary services. During the year, six meetings were held in the OSJD member countries, which kindly undertook the responsibilities to organise them.

The directing officials express their gratitude to these countries for the warm welcome and active participation, which contributed to the successful implementation of work programmes and the strengthening of professional ties.

Thanks to the coordinated work of the OSJD Committee members and administrative and technical staff, as well as with the support of the specialists and experts from the OSJD member countries, observers, and affiliated enterprises, the Committee successfully ensured the implementation of all planned activities.

The OSJD Committee directing officials expressed their gratitude to the OSJD member countries for their significant support of the Organisation's activities and constructive cooperation in the implementation of the planned activities.

Throughout 2025, the OSJD Committee directing officials participated in a number of major events.

11-14 February – a delegation of the OSJD Committee, headed by the Committee Chairman and attended by the OSJD Committee member from the Republic of Uzbekistan, took part in the 87th session of the UNECE Inland Transport Committee (ITC). During this event, the Chairman presented information on the works carried out within the OSJD framework and called for active cooperation to develop railway transport and increase its share in the transport market as the most sustainable, efficient, and eco-friendly mode of transport. During the visit to Geneva, the OSJD Committee delegation also held two official meetings with UNECE Executive Secretary Tatiana Molcean and OTIF Secretary General Aleksandr Kuzmenko. At the meeting with the UNECE Executive Secretary, a Memorandum of Cooperation between the OSJD and the UNECE was signed. The parties discussed current and future areas of cooperation between both organisations.



10 April – a meeting between the OSJD Committee directing officials and UIC Secretary General François Davenne was held at the OSJD Committee. The delegations exchanged information on current activities and planned developments, as well as the prospects of mutual

cooperation.

Sui Ruizheng, Deputy Chairman of the OSJD Committee and member of the OSJD Committee from the People's Republic of China (from February 2023 till July 2026), participated in the International Freight Conference "2025. Railway Logistics: Current Development Challenges", held in Minsk.

18 April – OSJD Committee Chairman Mirosław Antonowicz met with Wang Lixin, Deputy Director General of the China State Railway Group Co., Ltd. The parties discussed the issues of mutual cooperation and possible joint actions, as well as the upcoming session of the OSJD Ministerial Conference in Qingdao.

14 May – the OSJD Committee Chairman delivered an online welcoming address at the opening of the joint Conference of the CCTT, the Russian University of Transport (RUT (MIIT)), the Institute of International Trade and Sustainable Development MGIMO MID of Russia, and the Association of Transport Universities on the subject "Professional personnel for logistics and international transport projects".

The OSJD Committee Secretary participated in the Forum on the Development of Transport and Logistics Potential within the framework of the Member States of the Conference on Interaction and Confidence Building Measures in Asia (CICA), titled "Intermodal transport as a factor in ensuring economic growth in CICA member states", held in Kazan. The conference discussed cooperation and dialogue in transport, the use of digital services, as well as modern transport solutions.

15 May – the OSJD Committee Chairman met with Sun Linjiang, Ambassador Extraordinary and Plenipotentiary of the People's Republic of China to the Republic of Poland, to discuss mutual cooperation and support for the OSJD Committee's activities, as well as preparations for the upcoming Ministerial Conference session in Qingdao.

21-23 May – the OSJD Committee Chairman participated in the International Transport Forum (ITF). In his address at the Ministerial Roundtable, the Chairman addressed the subject of "Transport resilience to global shocks", the ITF topic for that year, highlighting the importance of coordinated action by governments and businesses in the face of significant shocks such as natural disasters, pandemics, cyberattacks, and geopolitical crises. The Forum annually brings together transport ministers from 69 member countries, along with numerous prominent political and business leaders, to discuss the future of transport. Led by Chile, the project explored how governments can ensure the continuity of transport systems despite current and future disruptions.



2-3 June – the OSJD Committee Chairman, together with Zurab Kozmava, Specialist of the OSJD Commission on Transport Policy and Development Strategy and member of the OSJD Committee from Georgia, participated in the kick-off meeting of the Coordinating Committee for the management of EATC railway route No. 1 (2-3 July 2025, RZD OJSC, Moscow, Russian Federation, in videoconferencing mode). The OSJD Committee Chairman delivered a welcoming speech in videoconferencing mode at the Strategic Session “Development of international transport corridors and coordination mechanisms for their management”, in which he presented the OSJD’s activities in this area. Zurab Kozmava gave a presentation on the development of OSJD railway corridors, identifying and addressing current challenges, and potential coordinated actions.

28 August – Sui Ruizheng, Deputy Chairman of the OSJD Committee (from February 2023 till July 2026), participated in the "PRO//Motion.Expo" International Railway Salon of the 1520-mm Gauge Area in St. Petersburg and delivered a presentation.

30 September – at the invitation of the Minister of Transport of the Republic of Kazakhstan, the OSJD Committee Chairman participated in the New Silk Way Business Forum in Almaty as part of Kazakhstan Transport Week and delivered a welcoming speech during a panel session dedicated to the development of railway corridors on the Eurasian continent. During the visit, bilateral meetings were held with heads of railways and ministries responsible for transport in several European and Asian countries.

22-23 October – a delegation of the OSJD Committee, consisting of the Committee Chairman and Zurab Kozmava, Specialist of the OSJD Commission on Transport Policy and Development Strategy and a representative of Georgia in the OSJD Committee, participated in the 5th International Silk Road Forum in Tbilisi at the invitation of the First Vice Prime Minister of Georgia. On the sidelines of the Forum, M. Antonowicz held bilateral meetings, including with L. Abashidze, Director General of the Georgian Railway JSC, and T. Ioseliani, Deputy Minister of Economy and Sustainable Development of Georgia. During the meeting the parties discussed current issues of coop-



OSJD Committee Chairman Miroslaw Antonowicz delivering a presentation during the Ministerial Roundtable on “Transport resilience to global shocks” (21-23.05.2025, ITF, Leipzig, Germany)



OSJD Committee Deputy Chairman Sui Ruizheng delivering a welcoming speech at the plenary session of the International Railway Fair of the 1520 Space “PRO//Motion.Expo” (28.08.2025, St. Petersburg)



OSJD Committee Chairman Miroslaw Antonowicz delivering a welcoming address at the New Silk Way Business Forum during the panel session dedicated to the development of railway corridors on the Eurasian continent, which took place as part of the Kazakhstan Transport Week

eration within the OSJD.

12 November – at the invitation of Mammet Akmammedov, Minister of Railway Transport of Turkmenistan, the OSJD Committee Chairman delivered a video address at the International Conference and Exhibition “International transport and transit corridors: interconnection and development” (12-14 November 2025, Ashgabat, Turkmenistan, in videoconferencing mode). During his speech, the OSJD Committee Chairman emphasized Turkmenistan’s contribution to the activities carried out within the Organisation, as well as invited all those present to participate in the celebration of the 70th anniversary of OSJD in 2026.

25-26 November – at the invitation of the Chairman of the Directorate of the Council for Railway Transport of the Commonwealth Member States, the OSJD Committee delegation, consisting of Miroslaw Antonowicz, Chairman of the OSJD Committee, and Elnur Guliyev, Specialist of the OSJD Commission on Infrastructure and Rolling Stock and member of the OSJD Committee from the Republic of Azerbaijan, participated in the 83rd meeting of the Central Railway Transport Council in Baku. At the beginning of the plenary session, the OSJD Committee Chairman delivered a welcoming speech, highlighting the role of the OSJD in providing the legal framework for international railway transport. He informed the heads of railway administrations present about the upcoming 70th anniversary of the OSJD in 2026 and invited them to participate in the meetings of the OSJD governing bodies.

12 December – the OSJD Committee hosted a meeting between the directing officials



Participants in the 5th International Silk Road Forum (22-23.10.2025, Tbilisi)



The 83rd meeting of the Central Railway Transport Council, which took place in Baku from 25 till 26 November 2025, was attended by the OSJD Committee delegation, headed by Chairman Miroslaw Antonowicz



Participants in the meeting with Wu De Jin, Deputy Director of the National Railway Administration of the People's Republic of China, which took place at the OSJD Committee on 12 December 2025



Participants in the joint meeting of Plenipotentiary Representatives of members of the OSJD Ministerial Conference and the Conference of General Directors (Authorized Representatives) of OSJD Railways (09-12.12.2025, OSJD Committee)

of the OSJD Committee and Wu De Jin, Deputy Head of the State Railway Administration of the People's Republic of China. During the meeting, gratitude was expressed to the State Administration for hosting the 52nd session of the Ministerial Conference in Qingdao in June 2025. Bilateral cooperation and planned activities for the development of railway transport were discussed.

Throughout the year, the OSJD Committee Chairman participated in the events organised by the embassies of other OSJD member countries. As part of these events, bilateral meetings between the OSJD Committee Chairman and ambassadors extraordinary and plenipotentiary of OSJD member countries were held throughout 2025.

The directing officials of the OSJD Committee closely monitored the development of the geopolitical situation and took proactive measures to ensure the implementation of planned activities. OSJD Committee members actively participated in the meetings and working sessions held both at the Committee in Warsaw and at the events organised by the partner and international organisations. Particular attention was paid to the current challenges and trends in the development of railway transport, as well as strengthening interaction and cooperation between the OSJD member countries.

3.

Status of OSJD Activities by Subjects



3.1. Transport Policy and Development Strategy

In the reporting year 2025, the OSJD Commission on Transport Policy and Development Strategy focused its work on the main issues of the Commission's key areas of activity, with its main strategic objective being the coordinated development of the railway systems of OSJD member countries.

The following works have been carried out by OSJD as part of the development of railway transport corridors:

- updating the "Comprehensive plans for improving the transportation and developing OSJD railway transport corridors Nos. 1-13 until 2030";
- updating the OSJD Leaflet O+R 302 "Regulation for compilation and completion of the Comprehensive plan for the improvement of freight transportation and the development of OSJD railway transport corridors," the agreed amendments to which will be approved in accordance with the procedure provided for in paragraph 2 of Article IV of the Regulation of the OSJD Committee;
- monitoring the implementation of the "Comprehensive plans for improving the transportation and developing OSJD railway transport corridors Nos. 1-13 until 2030", under which the Commission's working body reviewed and approved the consolidated information from OSJD member countries regarding the monitoring of the implementation of measures for the development of railway infrastructure and the comprehensive plans for the development of connecting sections specified in the "Comprehensive plans for the improvement of freight transportation and the development of OSJD railway transport corridors Nos. 1-13 until 2030";
- updating the "Technical and operational certificates of OSJD railway transport corridors Nos. 1-13";
- updating the OSJD Leaflet O+R 303 "Regulation for compilation and completion of the Technical and operational certificate for an OSJD railway transport corridor," and the agreed amendments will be approved in accordance with the procedure provided for in paragraph 2 of Article IV of the Regulation of OSJD Committee;
- Implementation of the provisions of the Memoranda of Cooperation in the field of technical, operational, and commercial development of OSJD railway transport corridors.



Chairman of the OSJD Commission on Transport Policy and Development Strategy
Shukhrat Kayumkhodjaev



Specialists of the OSJD Commission on Transport Policy and Development Strategy (from left to right): Zurab Kozmava, Bakyt Orozbaev, Diana Iurkovski



Participants in the expert meeting of the OSJD Commission on Transport Policy and Development Strategy on the subject "Development of measures aimed at facilitating border crossing procedures for international railway transport in the Eurasian region" (27-29.05.2025, OSJD Committee)



Participants of the expert meeting on railway transport statistics of the OSJD Commission on Transport Policy and Development Strategy (23-24.09.2025, OSJD Committee)

At the Commission's annual meeting, the Russian delegation stated that the Memoranda of Cooperation in the field of technical, operational, and commercial development of railway transport corridors needed to be revised and noted a number of factors in favour of the need. The delegations of the Republic of Azerbaijan, Republic of Kazakhstan, Kyrgyz Republic, Republic of Lithuania, Ukraine, and Republic of Estonia noted that the OSJD member countries had previously discussed the issue of amending the text of the model memoranda on several occasions but had not reached a consensus on the advisability of revising the provisions to bring them up to date.

Moreover, no unanimous decision was reached on the establishment of a coordination mechanism (working group) to manage OSJD Railway Corridor No. 1.

Consultative meetings of the OSJD member countries interested in the development of OSJD Railway Transport Corridor No. 1

In the reporting year, the OSJD member countries participating in Railway Transport Corridor (RTC) No. 1 held four consultative meetings, at which they exchanged information on the "bottlenecks" of OSJD railway transport corridor No. 1 and measures aimed at ensuring its effective operation; the issues related to filling out the existing standardized forms for assessing the operation of OSJD railway transport corridor No. 1 and identifying physical and non-physical barriers were discussed; and the information in the table "Matrix of implementation of measures for the digitalization of freight transport operations" was updated. A template was developed for exchanging the data on containerized freight transport operations along OSJD railway transport corridor No. 1.

Connecting new railway lines to OSJD railway transport corridors

In the reporting year, at the Commission's annual meeting, a proposal from the Lao People's Democratic Republic was considered regarding the inclusion of its railway lines, the Laos-China-Kunming-Baoji route, to OSJD railway transport corridor No. 2 through the territory of the People's Republic of China. The OSJD Committee requested technical and operational specifications from the Lao People's Democratic Republic and the People's Republic of China for the proposed lines to be connected. The activities in this field continue in 2026.

Review of the OSJD railway transport corridors map adopted as of 2009

As part of this activities, the proposals from OSJD member countries were reviewed and discussed. At the Commission's annual meeting, a decision was made to suspend the works in this field of activity due to a lack of consensus.

In the reporting year, the OSJD Committee did receive no proposals to update, amend, or supplement the text or the Annexes to the ***"Agreement on organisational and operational aspects of combined transportation in Europe-Asia traffic"***:

Under ***the subject of "Development of measures aimed at facilitation of border crossing procedures in international railway traffic within the Eurasian area"***, the following activities have been performed:

- information on the causes for passenger train delays and freight wagon stoppages at border stations was analysed



Participants in the expert meeting on the subject "Ecology and environmental protection in railway transport" (03-05.06.2025, OSJD Committee)

- to identify the existing problems and barriers to the movement of freight and the transportation of passengers in international traffic, with the representatives from the customs authorities, ministries of transport and railways of OSJD member countries as well as international organisations participating in discussions;
- information was reviewed on the implementation of the provisions of the Declaration adopted by the VIII International Interagency Conference "Practice in border crossing by rail" (22-23 September 2015, Gdansk, Republic of Poland);
- issues regarding the practical implementation of Annex 9 "Facilitation of border crossing procedures for international railway freight traffic" to the 1982 International Convention on the Harmonization of Frontier Controls of Goods" were discussed;
- a decision was made to hold, in 2026, a joint inter-agency conference to be attended by the representatives from OSJD, UNESCAP and the World Customs Organisation on the facilitation of border crossing procedures for railway freight traffic;
- works were underway to draft the second edition of the joint publication by OSJD and UN ESCAP, "Best Practices in Electronic Information Exchange for International Railway Transport";
- the activities were suspended on drafting a table that would supplement the currently used form for collecting data on delays and uncoupling of freight wagons at the border stations with data regarding the trains as well as on developing a unified platform in the form of a draft table named as "Information Exchange".

In view of the strategic development and ongoing reforms of the railway transport systems in OSJD member countries, the following activities were carried out:

- at the expert meeting on the above mentioned subject, respective presentations and reports were delivered by the representatives of the Republic of Azerbaijan, Republic of Belarus, Georgia, Kyrgyz Republic, Russian Federation, Republic of Uzbekistan, Czech Republic as well as Eurasian Economic Commission (EEC) on the strategic development guidelines and ongoing reforms in the railway sector in the aforesaid countries, in particular regarding the infrastructure projects for the development of railway network, and the further improvement of passenger traffic by rail, and higher quality of services provided to passengers, as well as ongoing reforms aimed at liberalizing the railway transport and transportation process;
- there was an exchange of experiences and views on key strategic guidelines for the development of railway transport in OSJD member countries;
- presentations and reports on strategic development of railway transport, provided by the OSJD member countries, have been made available on the OSJD Website.

In 2025, as part of efforts related to the railway transport statistics, the following works have been accomplished:

- the "Key Statistical Data on railway transport" for 2024, submitted by the OSJD member countries, were finalized;
- performance indicators for OSJD railway transport corridors Nos. 1–13 for 2024 were finalized;
- based on the finalized statistical data and performance indicators, the "OSJD Bulletin of Statistical Data on Railway Transport" for 2024 was published.



Participants in the final meeting of the OSJD Commission on Transport Policy and Development Strategy
(18-21.11.2025, OSJD Committee)

As part of cooperation in the field of scientific, technical, and economic information (STEI) using modern information technologies, the following works have been performed:

- information was finalized on the development and use of national databases of STEI centers submitted by six countries;
- an updated version of the application form "Performance indicators related to the development and use of national STEI databases" was approved by the expert meeting;
- an analysis of the activities of technical libraries in OSJD member countries for 2024 was conducted on the basis of data received from six countries;
- a consolidated bibliographic directory on the subject "Ecology and environmental protection on railway transport" was published, compiled on the basis of information submitted by the scientific and technical information centers of the Republic of Belarus, Republic of Kazakhstan, People's Republic of China, and Republic of Poland, Russian Federation, and Slovak Republic. The directory includes articles on this topic covering the period from 2021 to 2025;
- the subject "Artificial intelligence as a direction in the development of modern railways" was adopted with a retrospective covering 2024–2025 to facilitate the creation of a joint bibliographic directory in 2026;
- the Address Directory was updated; the updated electronic version is made available on the STEI Centers web-page of the OSJD Website.

Regarding the subject "Ecology and environmental protection in railway transport", works were carried out in the reporting year to update draft OSJD Leaflet R 001 "Recommendations on environmental protection in international carriage of dangerous goods by rail".

In the reporting year, the following sections were reviewed: Section 1, General Provisions; Section 2, Terms and Definitions; Section 3, Hazards at various stages of regular railway transport operations at border stations; Section 4, Environmental protection principles at the reloading stations; and it was agreed that work should continue on updating draft OSJD Leaflet R 001, with its review scheduled for an expert meeting in 2026.

The following topics were covered in the reporting year: Introduction; Section 1, International treaties on environmental protection; Section 2, Environmental protection standards; 2.1, The Principle of economic activity in various territories, and it was agreed that work should continue on updating the draft OSJD R 002 Leaflet to be reviewed at an expert meeting in 2026.

3.2. Transport Law

The Agreement on International Passenger Traffic (SMPS) and the Agreement on International Rail Freight Traffic (SMGS) make up the legal basis for international railway traffic within the OSJD member countries.

The SMPS and SMGS agreements are legal acts that regulate both the terms and conditions of contracts for the carriage of goods, passengers, luggage, and goods luggage, as well as the terms and procedures for such transportation.

The OSJD Commission on Transport Law focuses its activities on improving the SMGS and SMPS agreements, specifically reviewing draft amendments and additions to these agreements and their service instructions, preparing draft documents regulating the international railway transport of goods, passengers, luggage, and goods luggage, and reviewing, coordinating, and accepting proposals for amendments and additions to the leaflets under the Commission's jurisdiction.

During the reporting period, the Commission's work was carried out in accordance with the Work Plan for 2025, approved by the joint meeting of the Plenipotentiary Representatives of the Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorized Representatives) of OSJD Railways, held on 10-13 December 2024, as well as the Work Programme for 2025 on the following subjects:

- Improving the Agreement on International Passenger Traffic (SMPS) and the Service Instruction to SMPS (SI to SMPS) and the preparation of draft documents regulating the international railway transportation of passengers, luggage, and goods luggage;
- Updating OSJD leaflets regulating international railway passenger traffic;
- Improving the Agreement on International Railway Freight Traffic (SMGS) and the Service Instruction to SMGS (SI to SMGS);
- Carrying out works in the field of the Rules for the Transportation of Dangerous Goods;
- Developing technical regulations for the stowing and securing of goods;
- Improving Annex 6 to the SMGS Agreement "Guidelines for the CIM/SMGS Consignment Note".

Improving the Agreement on International Passenger Traffic (SMPS) and the Service Instruction to the SMPS (SI to the SMPS):

In 2025, two expert meetings of the OSJD Commission on Transport Law on the SMPS issues and a Commission meeting were held.

On 1 May 2025, the amendments and additions to the SMPS and SI to SMPS adopted in 2024 and approved in accordance with the procedure established in Article 46 "Publication, Amendment, and Supplementation of this Agreement and the Service Instruction" entered into force. The OSJD Committee prepared and submitted updated texts of the SMPS and SI to the SMPS to all SMPS participants. The updated texts of the SMPS and SI to the SMPS, with amendments and additions effective 1 May, 2025, have been posted on the OSJD Website. The OSJD Committee has prepared an unofficial English translation of



Chairperson of the OSJD Commission on Transport Law
Olena Oleksiy



Specialists of the OSJD Commission on Transport Law (from left to right):
Jelena Antonevič, Okhunboy Khudoyorov, Jelena Agamalova



Meeting of the OSJD Commission on Transport Law on the SMPS issues
(25-27.11.2025, OSJD Committee)

these updated texts and posted them on the OSJD Website, as well.

All meetings in 2025 considered the proposals for improving the SMPS and SI to SMPS received from SMPS participants.

The following amendments and additions to the SMPS were agreed upon:

- in paragraph 1 of Article 10 "Regulations for validation of travel documents" the wording 'needle validators' has been deleted, as needle-type validators are no longer used;
- clarifying amendments have been made to paragraph 5 of Article 16 "Carriage of hand luggage and animals";
- the wording of paragraph 3 of Article 35 "Refund of freight charges" has been amended. The amendment concerns the regulation of the conditions for the refund of fares in the event that the change in the terms of the contract of carriage occurred due to the compelling reasons of the passenger or the sender (due to death, illness, or accident). Article 35 has been supplemented with a new paragraph 5, establishing the conditions for the refund of fares in the event that the change in the terms of the contract of carriage occurred due to the reasons specified in §§ 3 and 4 of Article 35, for travel documents issued with a discount established by the applicable tariffs;
- Annex 1 "List of contact details of the SMPS participants for providing information on travel options for persons with reduced mobility", Annex 2 "List of items constituting a postal service monopoly", and Annex 3 "List of addresses of the organisations dealing with claims" have been supplemented with the information relating to the Lao People's Democratic Republic.

The following amendments and additions have been made to the SMPS Service Instruction:

- editorial changes have been made to paragraph 3 of Article 2 "General Requirements";
- in accordance with the amendments made to paragraph 1 of Article 10 of the SMPS, the wording "needle validators" has been deleted from paragraph 4 of Article 10 "Passenger Travel Processing". Article 10 has been supplemented with new paragraphs 6-10, regulating certain aspects of the processing and sale of travel documents (reservation periods, opening and closing times for sales, etc.);
- Annex 1, "Symbols for carriers of the SMPS member states", has been supplemented with the information relating to the Lao People's Democratic Republic;
- Annex 2, "Samples of travel and transportation documents", has been supplemented with a sample ticket coupon used in the Lao People's Democratic Republic.

The amendments and additions to the SMPS Agreement and the SMPS Service Instructions agreed upon and adopted in accordance with the established procedure were planned to enter into force on 1 May 2026.

In 2026, the Commission continues its works on improving the SMPS and the SMPS Service Instruction.

Updating the draft Agreement on the relationship between carriers in international passenger traffic

In 2025 works were in progress to update the draft Agreement at all expert meetings.

At the Commission meeting, the draft Agreement was approved for consideration after the text of the Convention on Direct International Railway Traffic is approved.

Amendments and additions to Leaflet O 110 "Rules to control the international passenger trains and coaches in service between the OSJD member countries"

On 1 May 2025, amendments and additions to Leaflet O 110, adopted in 2024 and approved in accordance with the established procedure, entered into force. The OSJD Committee responsible for managing Leaflet O 110 prepared and submitted its 10th edition to all OSJD member countries. No proposals for amendments or additions to Leaflet O 110 were received at meetings in 2025.



During the expert meeting on the Rules for the Transportation of Dangerous Goods of the OSJD Commission on Transport Law (14-15.10.2025, OSJD Committee)

In 2026, works on updating Leaflet O 110 and Leaflet O 111 "Rules for the issuance and use of OSJD multiple-use and single-use service tickets" will continue.

The amendments and additions to the **Agreement on the International Railway Freight Traffic**, adopted in 2024 and approved in accordance with the procedure established in Article 56 of the SMGS, "Amendment, Supplementation, and Publication of the Agreement and the SMGS Regulations" entered into force on 1 July 2025. The updated text of the SMGS Agreement, including the amendments and additions as of 1 July 2025, was posted on the OSJD Website.

Throughout the year, at the Commission's expert meetings and the Commission meeting which were dedicated to the SMGS issues, proposals from the SMGS participants related to the amendments and additions to SMGS and SI to SMGS were considered, including those related to the execution of the commercial act, the act of opening and the general form act in electronic form, the use of copies/scanned copies of documents when filing claims, an increase in the delivery time for goods, supplementing the list of documents attached by the consignor and consignee when filing a claim in the event when cargo is lost, in order to eliminate the risk of filing a claim by the sender and recipient simultaneously, calculating the delivery time for goods in hours, expanding the list of justifications for the return of a claim without consideration, unification of the approach to the consideration by carriers of claims for loss, shortage, damage (spoilage) of goods and exceeding the delivery time for the goods.

Following the review by the SMGS participants, the amendments to Article 42 "Amount of compensation for the loss or shortage of goods" of the SMGS were agreed upon.

The above amendments and additions to the SMGS Agreement, agreed and adopted in accordance with the established procedure, were to enter into force on 1 July 2026.

The works of the Commission on improving the SMGS and the SMGS documents of title will continue in 2026.

In 2025, works were in progress on preparing proposals **for drafting the amendments and additions to the SMGS Agreement aimed at resolving the issues related to the document of title.**

During the meetings of the Ad Hoc Working Group (AWG) on the Documents of Title, the participants partially reviewed the draft of Annex 7 "Guidelines for the SMGS Document of Title" to the SMGS, prepared by the leading duty holder – the AWG member from the People's Republic of China.

During the meeting, the following terms were reviewed and preliminary agreed upon: 'endorsement', 'endorser', and 'endorsee'; clauses 5 "Preparation and Issuance of the SMGS Document of Title", 6 "Transfer of the SMGS Document of Title", 7.2 "Delivery of Goods", 7.5 "Claims" of the draft; and an explanation for completing column 66 "Endorsement" of the SMGS Document of Title.

The meeting participants decided that it was inappropriate for the recipient of the notification to be among the participants in the transportation process and discussed the issue of cooperation between the participants in the transportation process to notify the consignee about the arrival of the goods. A decision was also made to supplement clause 5 "Preparation and issuance of the SMGS Document of Title" with clause 5.3, which provides for the possibility of issuing the SMGS document of title as a paper or electronic document.

The works on drafting Annex 7 to the SMGS Agreement and proposals for amending and supplementing the SMGS Agreement and the SMGS Information Manual aimed at resolving the issues related to the Document of Title to the Goods are continued in 2026.

The works on updating the data in **Annex 5 of the SMGS Agreement, "Information Manual"**, continued throughout 2025. During the reporting period, the OSJD Committee received applications from the SMGS participants from the Republic of Belarus, Hungary, Republic of Latvia, Republic of Poland, Slovak Republic, the Republic of Estonia to amend Annex 5 of the SMGS Agreement, "Information Manual". The proposed changes primarily concerned the inclusion of new carriers participating in international transportation under SMGS terms, as well as updating the contact information of previously declared carriers. In accordance with §3 of Article 12 of the SMGS, the Committee



In the meeting hall of the Ad Hoc Working Group on the Development of Technical Requirements for stowing and securing of goods of the OSJD Commission on Transport Law (25-27.03.2025, OSJD Committee)

has amended Annex 5 of the SMGS, published it, and put into effect in accordance with the established procedure.

The updated text of Appendix 5 of the SMGS, as well as declarations from SMGS participants, have been published on the OSJD Website.

During 2025, two AWG meetings, an expert meeting, and a Commission meeting were held in the framework of the Rules for the Transportation of Dangerous Goods. These meetings continued to **update the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS) and the List of Normative and Technical Documents that are additionally applied to meet the requirements of Annex 2 to SMGS**, in accordance with the amendments and additions to international and national regulations on the rules for the transportation of dangerous goods, taking into account the operational characteristics of the railways of the OSJD member countries.

In the beginning of the 2025/2026 two-year cycle, and during the meetings, the amendments and additions to Annex 2 of the SMGS were prepared, covering the terminology, definitions, transitional measures, written instructions, and other supporting measures aimed at ensuring their compliance with the requirements related to safety, classification, special provisions, the list of dangerous goods, special provisions applicable to certain products, the provisions related to packaging and tanks, dispatch procedures, the requirements for manufacturing and testing of containers, marking, large containers and tanks, and the provisions related to the conditions of carriage, loading, unloading, and handling of goods.

The above proposals will be discussed in 2026, along with the proposals and comments received during 2026, with a view to their approval at a meeting of the OSJD Commission on Transport Law on the Rules for the Transportation of Dangerous Goods and their entry into force on 1 July 2027.

The amendments and additions to Chapter 12 "Stowage and securing of road-trains, automobiles, semi-trailers, trailers, and detachable automobile body tractors" of **Annex 3 "Technical specifications for stowing and securing of goods" to the SMGS Agreement** came into effect as of 1 July 2025.

Two meetings of the Ad Hoc Working Group (ADG), an expert meeting, and a Commission meeting for the development of "Technical specifications for stowing and securing of goods" (TS), were held during 2025. At these meetings, amendments and additions to the text of Chapter 3 "Stowage and securing of metal products and scrap metal" and to paragraph 3.1.4 of Chapter 11 "Stowage and securing of goods in covered wagons" of the TS were reviewed, agreed upon, and with their further inclusion into Annex 3 to the SMGS Agreement.

These amendments and additions have undergone the established procedure and came into effect on 1 July 2026.

During the review of the draft Work Plan at the meeting of the OSJD Commission on Transport Law for the development of Technical specifications for stowing and securing of goods (12-14 November 2025, OSJD Committee, Warsaw), the meeting participants presented a list of the subjects for consideration of amendments and additions to the TS in 2026:

- expanding the scope of Table 9, Chapter 1 of the TS by adding values for wagons with a wheelbase greater than 9720 mm (13,900, 14,400, 14,720 mm, etc.), as well as for wagons with a load capacity of less than 70 t;
- developing amendments and additions to Chapter 1 of the TS in terms of justification in paragraph 11.4.3 for the need to include the value of the specific longitudinal inertial force (G's) in the denominator of formula 30;
- determination of maximum permissible distances between the centers of the goods' gravity with skew-symmetrical placement in a wagon for platforms with a wheelbase greater than 9720 mm (13,900, 14,400, 14,720, 18,500 mm, etc.) (similar to those outlined in Table 11, Chapter 1 of the TS).

These subjects were included in the draft Work Plan, with the leading duty holder for these being the SMGS participant from Ukraine.

During the meeting, a proposal was also received from the SMGS participant from the Russian Federation regarding the development of subjects for 2026:

Under paragraph 5.1 of the draft Plan, "Development of draft amendments and additions to the current chapters of the Technical Specifications for stowing and securing of goods (Annex 3 to the SMGS) regarding the specifications for the stowage and securing of new types of goods and new methods for



Amendments and additions to the Agreement on the International Railway Freight Traffic entered into force on 1 July 2025

the stowage and securing of goods”:

- adjustment of the provisions of paragraph 2.1.5 of Chapter 9 of the TS, taking into account the compliance with the requirements of GOST 22235;
- inclusion in paragraph 4.3 of Chapter 10 of the TS of a provision on the possibility of using a protective wagon liner when loading soft containers/big bags (FIBCs) in a open-top wagon with the fastening of these liners to the internal middle and upper lashing devices of the open-top wagon;
- adjustment of the conditions for the application of loading gauges (Table 1 of Chapter 1 of the TS).

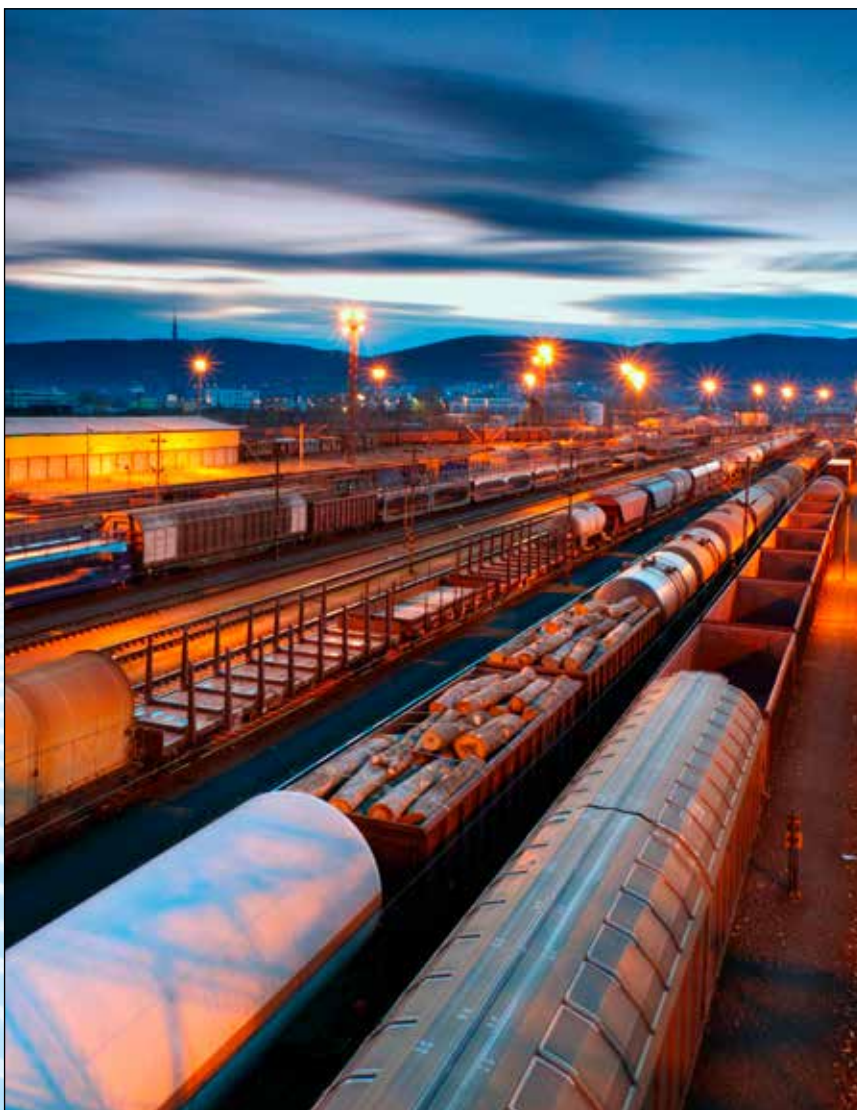
Under paragraph 5.3 of the draft Plan, “Development of draft amendments and additions to Leaflet O+R 401 “Stowing and securing of goods in large-capacity containers”:

- supplementing Section 7 of the Leaflet with new methods of stowing and securing of goods in containers (including 40-foot-long containers).
- expanding the application conditions of paragraph 3.1 of the Leaflet to the goods in flexible containers and packaging (bags, big bags).

These subjects continue to be reviewed in 2026, and the SMGS participant representing the Russian Federation is the leading duty holder.

In 2025, the amendments to Appendices 3, 4, and 9 of **Annex 6 to the SMGS “Guidelines for the CIM/SMGS Consignment Note”** were introduced and entered into force in accordance with the applications from the SMGS participants from the Republic of Azerbaijan and Slovak Republic. The updated text of Annex 6 to the SMGS Agreement, “Guidelines for the CIM/SMGS Consignment Note”, has been posted on the OSJD Website.

No works were performed in 2025 as part of the joint OSJD and CIT project, “CIM/SMGS Transport and Legal Harmonization”.



In 2025, amendments were made and put into effect to Appendices 3, 4, and 9 of Annex 6 to the SMGS “Guidelines for the CIM/SMGS Consignment Note”

3.3. Freight Traffic

In 2025, the OSJD Commission on Freight Traffic (OSJD Commission 3) focused its activities on the following areas:

- improving the international agreements on transit freight tariffs and updating the tariff conditions for transit freight traffic;
- improving the Agreement on the Use of Freight Wagons in International Traffic (PGW) and updating the Rules for the Use of Freight Wagons in International Traffic to ensure their harmonization with similar international regulations;
- improving the Agreement on the Carriage of Containers as Part of Container Trains in International Traffic;
- coordinating freight transportation volumes in international traffic;
- harmonizing the unified cargo description and coding system (Harmonized Nomenclature of Goods (GNG)) for international transportation on the railways of the OSJD member countries;
- updating the List of Freight Stations of the OSJD Railways;
- organising international containerized freight transportation, planning and organising the smooth passage of container block trains in the Asia-Europe-Asia direction;
- organising international freight transportation using the CIM/SMGS consignment note;
- developing and organising postal transportation by rail;
- organising multimodal, combined, and intermodal transportation in international traffic;
- developing and coordinating international freight train schedules;
- collaborating with international organisations in the field of freight transportation to improve the efficiency of railway transport, ensure the competitiveness of international railway transportation, and improve transport and logistics services.



Specialists of the OSJD Commission on Freight Traffic (from left to right):
Abdulrazaq Bakhshi, Jang In Chol, Olga Artemjeva, Ider Baatar



Chairman of the OSJD
Commission on Freight Traffic
Kairat Zhankabayev

The subjects under consideration, which fall within the purview of OSJD Commission 3, were discussed at the meetings held in accordance with the Commission's Work Plan for 2025.

The subject of "**Improving the Unified Transit Tariff (ETT) Agreement and Updating the ETT Tariff**" was discussed on 13-16 May 2025 at a meeting of the representatives of the Parties to the ETT Agreement in Almaty, Republic of Kazakhstan.

The meeting considered the comments received from the Parties to the ETT Agreement on amendments and additions to update the ETT Tariff, delivered from KZH, KRG, TDZ, UTI, the Ministry of Development of Ukraine, and the OSJD Committee, as the depositary of the ETT Agreement, as well as the proposals received from the Parties to the ETT Agreement which were put forward during the meeting. Following the discussion, the agreed decisions were made on amendments and additions to the ETT Tariff, announced by the OSJD Committee, as the depositary of the ETT Agreement:

- with effect from 7 June 2025, concerning:
 - 1) the preamble of the Agreement regarding the clarification of the name "Closed Joint-Stock Company 'Azerbaijani Railways'" (AZ);
 - 2) paragraph 1 of Section I "General Provisions" of the ETT regarding the clarification of the name "Closed Joint-Stock Company 'Azerbaijani Railways'";
 - 3) Section VI "Tables of Transit Distances" of the ETT Tariff and related clarifications in the Table of Transit Distances of the Kazakhstan Railway (KZH);
 - 4) Section VI "Tables of Transit Distances" of the ETT Tariff related clarifications in the Table of Transit Distances of the Russian Railways OJSC (RZD);
- with entry into force on 1 July 2025, concerning:
 - 1) Article 1 of the Agreement on the Unified Transit Tariff to clarify the scope of the Agreement on the Unified Transit Tariff;
 - 2) clarification of clauses 17.5, 17.8, 17.9 of paragraph 17 "Tariffs for the transportation of loaded and empty con-



In the period from 10 till 14 March 2025, in Ulan-Bator, Mongolia, representatives of railways and foreign trade organisations from Afghanistan, Belarus, Vietnam, Iran, Kazakhstan, China, the DPRK, Mongolia, Russia, Turkmenistan, and Uzbekistan discussed the issues related to coordination of the volumes of export, import, and transit goods transported by rail for 2025 and the measures to ensure them

ainers" of Section III "Calculation and collection of freight charges";

- 3) clarification of the name of the official source of publication in the Republic of Azerbaijan in paragraph 4 "Publication of the Unified Transit Tariff, amendments and supplements thereto";
 - 4) addition of clause 27.1 of paragraph 27 "Charges for the travel of the consignor's conductor accompanying the cargo" of Section III "Calculation and collection of freight charges";
 - 5) clarification of paragraph 31 "Charges for the transportation of household items" of Section III "Calculation and collection of freight charges";
 - 6) clarification of the titles of Table 2 "Tariff rates for the transportation of large-capacity general-purpose containers" and Table 3 "Tariff rates for the transportation of medium-capacity containers" of Section VII "Calculation tables of freight tariffs for the transportation of goods in transit on the railways of the ETT participants";
 - 7) exclusion of subclause 9.1.2 of clause 9 of Section V "Additional charges and other payments" in connection with the withdrawal of the Republic of Bulgaria from the Agreement effective 1 January 2024.
- with entry into force on 1 January 2026, concerning:
- 1) clause 17.1 of paragraph 17 "Charges for the transportation of loaded and empty containers" of Section III "Calculation and collection of freight charges" and Section VII "Calculation tables of freight charges for the transportation of goods in transit on the railways of ETT participants" in order to bring them in line with the provisions of paragraph 17 of the Unified Transit Tariff;
 - 2) clause 17.3 of paragraph 17 "Tariffs for the transportation of loaded and empty containers" of Section III "Calculation and collection of freight charges" in order to clarify the procedure for calculating the tariff rates for the transportation of a loaded large-capacity container 10 feet long, regardless of the type of container, with an actual gross mass of 12 tons or more;
 - 3) clauses 17.5, 17.6, 17.7, and 17.8 of paragraph 17 "Tariffs rates for the transportation of loaded and empty containers" of Section III "Calculation and collection of freight charges" have been amended to facilitate the use of ready-made tariff rate tables when calculating freight charges for the transportation of goods in various types of containers and to improve the clarity of tariff rates;
 - 4) supplementing paragraph 17 "Tariffs rates for the transportation of loaded and empty containers" of Section III "Calculation and collection of freight charges" with a new subclause 17.9.1 to clarify the procedure for calculating charges for the transportation of goods using open-top containers and to bring it in line with the provisions of paragraph 17 of Section III of the Unified Transit Tariff;
 - 5) supplementing Section V "Additional charges and other payments" of the Unified Transit Tariff with a new paragraph "Charges for amending the contract of carriage".

The OSJD Committee, as the depositary of the ETT Agreement, in accordance with the provisions of the ETT Agreement and based on the official notifications from the Parties to the ETT Agreement from KZD and UTI, announced the

following amendments and additions to the transit distance tables of Section VI “Transit Distance Tables” of the ETT during 2025:

- Railways of the People’s Republic of China – with effect from 1 August 2025;
- Railways of the Republic of Uzbekistan – with effect from 1 October 2025.

The working staff of OSJD Commission 3 has prepared and sent out updated texts of the ETT Agreement and the ETT Tariff in electronic form as of 1 January 2026, taking into account the amendments and additions announced by the OSJD Committee, and has also posted them on the OSJD Website (<https://osjd.org/>). In accordance with the provisions of Article 11 of the ETT Agreement, the OSJD Committee, as the depositary of the ETT Agreement, has issued certified copies of the updated texts of the ETT Agreement and the ETT Tariff as of 1 January 2026, in December 2025 and sent them to the Parties to the ETT Agreement and concerned OSJD affiliated enterprises.

The subject of “**Improving the Agreement on the International Railway Transit Tariff (MTT) and updating the MTT Tariff**” was discussed on 24-27 June 2025 at the XXXVI meeting of the representatives of the Parties to the MTT Agreement in Dushanbe, Republic of Tajikistan. The proposals and comments of the Parties to the MTT Agreement regarding the amendments and additions to the MTT and MTT Agreement received from AZ, BC, GR, KZH, the Ministry of Development of Ukraine, and the OSJD Committee, as the depositary of the Agreement, as well as those received during the meeting from the representatives of the Parties to the Agreement, were reviewed.

Following the discussion by the Parties to the MTT Agreement, the amendments and additions to the MTT Agreement and the MTT Tariff were agreed upon, announced by the OSJD Committee, as the depositary of the MTT Agreement:

- with effect from 28 September 2025, concerning: amendments and additions to the MTT Agreement in order to clarify the scope of the MTT Agreement and the application of its provisions, align it with the OSJD fundamental documents, and taking into account previously adopted amendments and editorial clarifications;
- with entry into force on 28 September 2025, concerning:
 - 1) clarification of clause 1 of paragraph 3 “Language of the Tariff” of Section I of Part I;
 - 2) addition of the word ‘of this’ after the word ‘Currency’ to the first subparagraph of paragraph 4 “Currency of the Tariff” of Section I of Part I for the purpose of clarification;
 - 3) clarification of the text of the “Note” to the Table of Part V “List of Dangerous Goods”;
 - 4) addition of the abbreviated name and code of the Korea Railroad Corporation (KORAIL) in clause 1 “Adopted Abbreviations and Codes of Railways” of Section I “Tables of Transit Distances” of Part VI and a change in the order of priority of Turkmenistan Railways (TRK) in this clause;
 - 5) clause 5 of paragraph 5, “Procedure for calculating freight charges” of Section II “Basic provisions for calculating and collecting freight charges” of Part I “General Provisions” to clarify the application of special tariff conditions for the transportation as part of container trains;
 - 6) updating the titles of Tables 1-7 in Section II “Tables of Freight Rates” of Part VI, and in the “Table of Contents” of the MTT text;
 - 7) clarifying Tables 2-5 of Section II “Tables of Freight Rates” of Part VI;
 - 8) amendments and additions to paragraph 21 “Charges for the transportation of household items” of Section II “Special Tariff Rules” of Part II “Calculation of freight charges for the transportation of goods in a wagon and goods on their own axles” in connection with the entry into force of the amendments and additions to the Harmonized Nomenclature of Goods (GNG) on 1 June 2025.
- with entry into force on 1 January 2026, concerning:
 - 1) amendments and additions to paragraph 29



Meeting of the OSJD Commission on Freight Traffic to consider the subjects “Updating the Harmonized Nomenclature of Goods (GNG)” and “Updating the List of Freight Stations of the OSJD Railways” (25-28.03.2025, Tbilisi, Georgia)



Participants in the meeting of the OSJD Commission on Freight Traffic to consider the subjects "Updating the Harmonized Nomenclature of Goods (GNG)" and "Updating the List of Freight Stations of the OSJD Railways" (25-28.03.2025, Tbilisi, Georgia)

"Charges for the transportation of loaded and empty containers" of Part III "Calculation of freight charges for the transportation of loaded and empty containers";

- 2) inclusion of new Tables 5-13 in Section II "Tariff rate tables for the transportation" of Part VI;
- 3) renumbering of former Tables 5, 6, and 7 as '14', '15', and '16' in Section II "Tables of tariff rates for the transportation of goods" of Part VI and, accordingly, in connection with the amendments introduced to paragraph 29 "Charges for the transportation of loaded and empty containers" of Part III "Calculation of freight charges for the transportation of loaded and empty containers";
- 4) additions to the names and numbering of new Tables 5-16 of Section II "Tables of tariff rates for the transportation of goods" of Part VI, in the "Table of Contents" of the MTT text;
- 5) clarifications to the calculation of the charges for the transportation of empty wagons on the railways of LDZ, CD, and EVR in clause 3 of paragraph 19 "Charges for the transportation of goods in a wagon not owned by the carrier and of an empty wagon" of Part II "Calculation of freight charges for the transportation of loaded and empty containers";
- 6) definitions of the charges for amending the contract of carriage in clause 17 "Charges for amending the contract of carriage" of Section III "Additional charges and other payments" of Part VI "Tariff distances, tariff rates, additional charges, and other payments";
- 7) additions to the Note to the table in Section III of Part VI with a new clause concerning the accrual and collection of charges on the railways of Azerbaijan, Georgia, Kyrgyzstan, Latvia, Turkmenistan, and Ukraine.

The OSJD Committee, being the depositary of the MTT Agreement, in accordance with the provisions of the MTT Agreement and based on the official notifications during 2025, announced the entry into force of the following amendments and additions:

- with the entry into force on 17 June 2025, of the replacement of the wording "Ministry for Development of Communities, Territories, and Infrastructure of Ukraine (Ministry of Infrastructure of Ukraine)" with the wording "Ministry for Development of Communities and Territories of Ukraine (Ministry of Development of Ukraine)" in the MTT Agreement and the MTT Tariff;
- with the entry into force on 18 July 2025 of the replacement of the wording "Closed Joint-Stock Company "Azerbaijani Railways" (AZ) with the wording "Closed joint-stock company "Azerbaijani railways" (AZ)" in the preamble of the Agreement and in the "General Provisions" of Part I of the MTT;
- with the entry into force as of 18 July 2025, in clause 1 of paragraph 2 "Publication of the Tariff" of Section I of Part I, the wording: "in newspaper 'Azerbaijan Demiryolchusu';" shall be replaced by the wording: "on the official website www.ady.az";
- with the entry into force on 18 July 2025, of the updated Table of Transit Distances of the Kazakhstan Railway (KZH) in Section I "Tables of Transit Distances" of Part VI "Tariff distances, tariff rates, additional charges and other payments" of the MTT Tariff;

- with the entry into force as of 18 July 2025, of the replacement of the wording “BC: Zhurbin” with the wording “BC: Belynkovich” in the “Table of Transit Distances” of the Railways of the Russian Federation (RZD) in Section I “Tables of Transit Distances” of Part VI “Tariff distances, tariff rates, additional charges, and other payments” of the MTT;
- with the entry into force as of 1 October 2025, of the amendment to the “Table of Transit Distances” of the Uzbek Railways (UTI) in Section I “Tables of Transit Distances” of Part VI “Tariff distances, tariff rates, additional charges, and other payments” of the MTT Tariff.

The working staff of OSJD Commission 3 has prepared and dispatched updated versions of the MTT Agreement and the MTT Tariff in electronic form, as of 1 January 2025, taking into account the amendments and additions announced by the OSJD Committee, having posted them on the OSJD Website (osjd.org), as well.

In accordance with clause 5 of Article 4 of the MTT Agreement, the OSJD Committee, as the depositary of the MTT Agreement, issued the updated versions of the MTT Agreement and the MTT Tariff in December 2025 and dispatched them to the Parties to the MTT Agreement and concerned OSJD affiliated enterprises.

In the course of the activities to **improve the Agreement on the Use of Freight Wagons in International Traffic (PGW Agreement) and to amend and supplement the Rules for the Use of Freight Wagons in International Traffic (PGW)** for the purpose of updating them, the following progress has been achieved.

The issue of updating the tariff rates for the use of freight wagons and bogies in international traffic was discussed at the following meetings:

- 1) on 13-14 May 2025, in the OSJD Committee in Warsaw, at a meeting of the Working Group of the Parties to the PGW Agreement on the calculation of tariff rates.

The data submitted by the Parties to the PGW Agreement for 2024 was preliminarily analyzed and reviewed, without taking into account the initial data received from RAI, KZD, ZC, LTG, CFR Marfa, UTZ, and TDZ, for the calculation of the draft tariff rates in international traffic for the use of freight wagons, bogies, and wagons without bogies.

The LDZ Cargo, the leading duty holder for this project, provided the results of a preliminary calculation of the draft tariff rates, based on the aforementioned data and taking into account additional clarifications from PKP Cargo and ZSSK Cargo. The working group confirmed that the draft rate calculations were performed in accordance with the provisions of Appendix 17 “Methodology for calculating the tariff rates for the use of wagons, bogies, and wagons without bogies” to the PGW.

According to the data from the Swiss National Bank (www.snb.ch), the inflation rate (change in consumer prices) for 2024 amounted to 1.1 %. Therefore, in accordance with subclause 1.3.6 of the Methodology, it was noted that the rates for the use of wagons are subject to indexation.

- 2) On 16-18 June 2025, in the OSJD Committee in Warsaw, at a meeting of the authorized representatives of the Parties to the PGW Agreement.

Taking into account additional data received from the Parties to the Agreement, namely, initial data from CFR Marfa and UTZ, and updated data from TDZ, the leading duty holder from the LDZ Cargo provided the results of an updated calculation of the draft tariff rates for the use in international traffic of freight wagons, bogies, and wagons without bogies.

During the consideration of the possibility of changing the tariff rates for the use of freight wagons, bogies, and wagons without bogies in international traffic, the following was discussed:

- calculated draft tariff rates (based on data provided by the Parties to the Agreement for 2024);
- current rates, taking into account the indexation coefficient.

However, based on the results of the vote, no decision was made to change the tariff rates. The current tariff rates will remain unchanged. The LDZ Cargo, as a party to the PGW Agreement and a member of the Working Group of the Parties to the PGW Agreement on Tariff Rate Calculation, reported that it was unable to continue its duties as the leading duty holder on the subject of “Updating the tariff rates for the use of freight wagons and bogies in international traffic (Appendix 12 to the PGW Agreement)” starting from 2026 due to structural and personnel changes within the company. During the survey, no railway company expressed its willingness to assume the duties of the leading duty holder. Therefore,



Presidium of the expert meeting of the Parties to the Agreement on the Use of Freight Wagons in International Traffic (PGW Agreement)
(02-04.04.2025, OSJD Committee)



Participants in the expert meeting of the Parties to the PGW Agreement (02-04.04.2025, OSJD Committee)

the meeting participants decided to revise the “Methodology for the frequency of calculations” and the duties of the leading duty holder at the next meetings scheduled for 2026.

The issue of coordinating amendments and additions to the PGW Agreement and the PGW Rules was discussed at the following meetings:

- 1) on 2-4 April 2025, in the OSJD Committee in Warsaw, at an expert meeting of the Parties to the Agreement on the Use of Freight Wagons in International Traffic (PGW Agreement), the proposals to the Agreement were considered received from the following Parties: BC, KZH, KRG, LTG, UBZD JSC, PKP Cargo, RZD OJSC, TDZ, UTI, Ukrainian Railways JSC, and EVR, aimed at improving the PGW Agreement and updating the PGW Rules, namely:

- Appendix B to the PGW Agreement: § 11 “Limits of Liability of the Parties to the Agreement”; § 16 “General Provisions”;
- Appendix 10 to the PGW “Price list for the repair of wagons”;
- Appendix 17 to the PGW “Methodology for calculating charges for the use of wagons, bogies, and wagons without bogies” (subclauses 1.2.1, 1.2.4, 1.2.5, 1.3.1, 1.3.4, 1.3.6; Appendix 1);
- Annex D “Voting on PGW Sections” to the PGW Agreement.

Following the consideration of the positions presented and proposals received during the meeting, the meeting participants agreed on a number of amendments and additions to the PGW and noted the need for further discussion on the following issues:

- the amendments concerning the regulation of the liability of the railway company that compensates the wagon (bogie) owner for the costs of returning bogies removed from under the wagon;
- deletion of Appendix 1 to the Methodology and the establishment of other sources of information for determining the wagon subgroups;

- 2) On 16-18 June 2025, the meeting of the authorized representatives of the Parties to the PGW Agreement, held in the OSJD Committee in Warsaw, considered the proposals for updating the PGW Agreement and updating the PGW Rules, submitted by the Parties to the Agreement: KZH, KZD, KRG, LDZ Cargo, LTG, CFM, PKP Cargo, PKP LHS, and EVR, as well as taking into account the proposals and comments received during the meeting from the representatives of the Parties to the PGW Agreement.

The Parties to the PGW Agreement, who participated in the meeting, agreed to the following amendments and additions into:

- 1) Annex B “Rules for the use of freight wagons in international traffic (PGW)” to the PGW Agreement was supplemented with a new subclause 11.5, regulating the liability of the railway company to compensate the wagon (bogie) owner for the costs of returning the bogies rolled out from under the wagon;
- 2) Appendix 10 “Price list for wagon repairs” to the PGW (paragraphs 1.1.a and 1.1.b);
- 3) Appendix 17 “Methodology for calculating charges for the use of wagons, bogies, and wagons without bogies”

to the PGW as follows:

- subclauses 1.2.1, 1.2.4, and 1.2.5, with the purpose to clarify the functions of the leading railway company and the objectives of the Working Group, respectively;
- subclause 1.3.1, with the purpose to update the provisions of this subclause due to the exclusion of Appendix 1 "Unified numbering of wagons by subgroups and types" to the Methodology;
- subclause 1.3.4, for editorial purposes;
- subclause 1.3.6, concerning its exclusion and reflecting the procedure for calculating the indexation coefficient separately in a new section of the Methodology;
- throughout the text, to adjust the appendix/annex numbering to the corresponding numbering of the Methodology due to the exclusion of Appendix 1 "Unified numbering of wagons by subgroups and types" to the Methodology;



Meeting of the Working Group of the Parties to the PGW Agreement for the calculation of the tariff rates (13-14.05.2025, OSJD Committee)

- 4) Edition 1 "Unified numbering of wagons by subgroup and type" to Appendix 17 "Methodology for calculating charge rates for the use of wagons, bogies, and wagons without bogies" to the PGW Agreement has been excluded due to the failure of railway companies to use unified wagon numbering to calculate the tariff rates.

In accordance with paragraph 6 of Article 7 "Amendment to the PGW Agreement" of the PGW Agreement, the decision on amendments and additions to the PGW Agreement and the PGW Agreement, which were agreed upon at a meeting of the authorized representatives of the Parties to the Agreement, was announced on 25 August 2025, by the OSJD Committee, as the depositary of the PGW Agreement, with effect from 1 January 2026.

Based on the data provided by the Parties to the PGW Agreement, the OSJD Committee, as the depositary of the PGW Agreement, calculated the voting shares of each Party to the PGW Agreement. The voting share distribution table as of 1 September 2025, has been sent to all Parties to the PGW Agreement.

The OSJD Committee, as the depositary of the PGW Agreement, has amended Appendix 1-I "The address list of the Parties to the Agreement" to the PGW Agreement based on official notifications received from the PKP Broad-Gauge Metallurgical Railway LLC (PKP LHS), a Party to the Agreement, dated 26 February 2025 and 3 April 2025.

The Parties to the PGW Agreement have been informed of the relevant amendments to the PGW Agreement and their effective dates.

The current text of the PGW Agreement with the appendices, prepared by the working staff of the OSJD Commission 3, taking into account the announced amendments, as of 1 January 2026, has been posted on the OSJD Website (osjd.org).

On the subject of **"Improving the Agreement on the carriage of containers as part of container trains in international traffic"**, two meetings of the representatives of the Parties to the Agreement were held at the OSJD Committee in Warsaw in 2025 via videoconferencing mode: on 4-6 February 2025 and from 29 September till 1 October 2025.

During the meetings, proposals and comments submitted by the Parties to the Agreement on the carriage of containers as part of container trains in international traffic – BC, RZD OJSC, UTLK ERA JSC, TransContainer PJSC, LOGOPER LLC, and FIT LLC – on improving the Agreement concerning Article 1 "Terms" were discussed.

The following updates have been considered:

- revision of the term "Container train organiser";
- amendments to the preamble of the Rules for the organisation of container transportation by container trains in international traffic (Annex B to the Agreement);
- amendments to Sections 1, 2, 4, 5, and 6 of the Rules;
- addition of a new Section 2 to the Rules, amended to be read as follows: "Interaction between the container train organiser and the railway carrier during transportation".

Following the discussion, the proposals for amendments and additions to the Agreement were not agreed



Participants in the meeting of the Working Group of the Parties to the PGW Agreement for the calculation of the tariff rates (13-14.05.2025, OSJD Committee)

upon by the Parties to the Agreement. Therefore, these issues were planned to be discussed at a meeting of the representatives of the Parties to the Agreement in 2026.

Based on the information received by the OSJD Committee from BC, the corresponding amendments and additions to Appendices 1 and 2 of the Rules were made on 11 August 2025.

The LOGOPER LLC, a party to the Agreement, has provided information in the "List of contact information of specialists" to Appendix 2 to the Rules of the Agreement.

The RZD OJSC, a party to the Agreement, has updated the information in Appendix 1 to the Rules of the Agreement regarding the RZD OJSC.

The OSJD Committee received written requests from the LOGOPER LLC, Gongfeng LLC, Trans Synergy LLC, and Novaya Logisticheskaya (New Logistics) LLC requesting accession to the Agreement. In accordance with paragraph 5 of Article 5 of the Agreement, the OSJD Committee, as the depositary of the Agreement, after verifying the compliance of the submitted documents with the conditions for accession to the Agreement, informed all Parties to the Agreement of the accession of LOGOPER LLC and Gongfeng LLC to the Agreement effective 7 January 2025, of Trans Synergy LLC effective 5 May 2025, and of Novaya Logisticheskaya LLC effective 20 June 2025.

The working staff of OSJD Commission 3 prepared an updated text of the Agreement on the carriage of containers as part of container trains in international traffic as of 7 November 2025, and sent it electronically to the Parties to the Agreement, concerned members of the OSJD Committee, and OSJD affiliated enterprises.

The current text of the Agreement as of 7 November 2025, has been posted on the OSJD Website.

The subject of "**Coordination of freight transportation volumes in international traffic**" was discussed at the meeting of OSJD Commission 3, held from 10 till 14 March 2025 in Ulan-Bator, Mongolia.

The meeting was attended by representatives of the railways and foreign trade organisations from the Islamic Republic of Afghanistan, Republic of Belarus, Socialist Republic of Vietnam, Islamic Republic of Iran, Republic of Kazakhstan, People's Republic of China, Democratic People's Republic of Korea, Mongolia, Russian Federation, Turkmenistan, and Republic of Uzbekistan, as well as the representatives of the Korea Railroad Corporation (KORAIL), UTLC ERA JSC, an OSJD affiliated enterprise, and the OSJD Committee.

Seventeen subgroups met to consider the meeting's agenda.

The results of achieving the coordinated foreign trade freight transportation volumes for 2024 were summarized, and the volumes of export, import, and transit freight for 2025 were agreed, with their distribution by quarter and by type of goods at each border crossing point.

To ensure the consistency in the naming of goods when coordinating monthly freight transportation plans, a nomenclature of export, import, and transit goods was agreed upon.

The organisational and technical measures to ensure the fulfillment of the coordinated freight transportation volumes in 2025 were agreed upon.

At the same time, the participants emphasized the importance of providing data on the results of the reporting year, as well as the information on planned volumes for the following year, within the timeframe established by the Work Plan of the OSJD Commission on Freight Traffic.

The meeting chairperson noted that throughout the year, all the railways participating in the meeting made a concerted effort to fulfill the agreed transportation volumes for 2025.

To consider the issues on the subject of "**Improving and updating the Harmonized Nomenclature of Goods (GNG)**", a meeting of OSJD Commission 3 was held on 25-28 March 2025 in Tbilisi, Georgia.

The draft amendments and additions to the GNG prepared by the meeting participants were reviewed and agreed upon, taking into account the proposals, comments and positions of the railways of the OSJD member countries namely the RZD OJSC, TDZ, UTI, UZ and the OSJD Committee as the GNG depositary, based on the UIC Harmonized Nomenclature of Goods – NHM version 2025, changes to the Combined Nomenclature (CN/CN) of the

European Union, which entered into force on 1 January 2025, and taking into account the proposals, comments and positions from KRG, RZD OJSC, UTI, UZ and the OSJD Committee as the GNG depository, as well as from KZH, LDZ and RZD OJSC, received during the meeting on the issue concerning the identity of the analytical and alphabetical lists of GNG goods.

The introduction of amendments and additions to the GNG was aimed at improving and updating the GNG to ensure the harmonization with NHM-2025.

The agreed draft amendments and additions to the GNG were approved by meeting XXXIX of the Conference of General Directors (Authorized Representatives) of OSJD Railways (14-17 April 2025, OSJD Committee, Warsaw).

The OSJD Committee, as the GNG depository, announced the approved amendments and additions to the GNG with their entry into force on 1 June 2025.

The OSJD Committee issued an updated text of the GNG as of 1 June 2025. A draft of the text was prepared by the working staff of OSJD Commission 3 and sent to all railways of OSJD member countries and concerned OSJD affiliated enterprises in electronic form, along with a certified copy. The text of the GNG in Chinese and Russian as of 1 June 2025, has been posted on the OSJD Website (osjd.org).

At the invitation of the UIC NHM Steering Committee, an OSJD delegation participated in the annual meeting of the UIC NHM Steering Committee at the UIC headquarters in Paris on 20 February 2025.

At the meeting, the Chair of the UIC NHM Steering Committee announced that the NHM 2024 had entered into force on 1 May 2024. At the level of the UIC European railway undertakings, no problems were encountered in implementing the changes, despite delays in the publication of the Combined Nomenclature (CN/CN) files of the EU Customs Union. The final versions of the files were published on the UIC Website.

At the end of 2024, the migration (transition) of NHM codes of Chapter 27 to the codes of the Harmonized Commodity Description and Coding System (HS) of the World Customs Organisation (WCO) took place.

In connection with the transition of NHM to HS codes in 2025, an unofficial HS-NHM comparison table has been prepared, which can be used as an auxiliary tool by the Railway Transport Operator during the transition period (the responsibility for selecting the appropriate HS code rests with the client).

The official comparison table between the new NHM and RID codes was prepared by experts from the UIC and RID (Règlement concernant le transport international ferroviaire de marchandises dangereuses/Regulation concerning the International Carriage of Dangerous Goods by Rail).

During the meeting, it was noted that harmonization of NHM and GNG is a crucial issue, given the large volume of traffic between railways using different legal regulations – the CIM and SMGS ones. The migration of NHM positions for petroleum products, specifically positions 2721–2749, to HS codes 2710XX represents a major practical step toward harmonizing the NHM and GNG.

During the discussion of the meeting's agenda items, the OSJD delegation requested full information regarding the transition from the NHM codes to the HS ones, including the decisions taken to introduce a transition period for Chapters 27 and 99 of the NHM; and the introduction of amendments and additions to the NHM based on the changes in the Combined Nomenclature of Goods (CN) of the EU Customs Union during the transition period prior to the final transition from the NHM to the HS. The meeting chairperson noted that the countries using the GNG and the OSJD Committee will be promptly informed of the changes being introduced to the NHM.

The subject of ***“Updating the List of Freight Stations of OSJD Railways”*** was discussed at the meeting of OSJD Commission 3, held on 25-28 March 2025, in Tbilisi, Georgia, with the participation of coding and information technology experts.

The railways of the OSJD member countries provide their data in accordance with the provisions of OSJD Leaflet O 405 “Regulations for the creation and management of the List of Freight Stations of OSJD Railways”.

The current List of Freight Stations of OSJD Railways in PDF format is available on the OSJD Website (osjd.org).



Consideration of agenda items of the meeting of the representatives of the Parties to the Agreement on the Uniform Transit Tariff (ETT) on the subject “Improving the Agreement on the Uniform Transit Tariff (ETT) and updating the ETT Tariff” (13-16.05.2025, Almaty, Republic of Kazakhstan)



Participants in the meeting of the representatives of the Parties to the Agreement on the Uniform Transit Tariff (ETT) on the subject "Improving the Agreement on the Uniform Transit Tariff (ETT) and updating the ETT Tariff" (13-16.05.2025, Almaty, Republic of Kazakhstan)

At the meeting, the meeting chairperson informed the participants about the works carried out by the railways of the OSJD member countries to update their data in the List of Freight Stations of OSJD Railways in accordance with OSJD Leaflet O 405.

During 2024 and 2025, the railways of the OSJD member countries updated the data in the List of Freight Stations of OSJD Railways as follows: AZD CJSC (as of 01.01.2025), MAV Co. (as of 01.07.2025), GR (as of 01.07.2025), KZH (as of 01.07.2025), KRG (as of 01.01.2025), LDZ (as of 01.02.2025), LTG (as of 15.02.2025), LNR (as of 01.01.2025), CFM (as of 01.08.2025), PKP JSC (as of 15.01.2025), ZSR (ZSSK Cargo) (as of 12.11.2025), UTI (as of 03.02.2025), UZ (as of 01.07.2025), CD Cargo (as of 01.03.2025).

The ARA delegation informed the meeting participants about the opening of a new border crossing point on the Afghan-Iranian border: Chah-e-Sorkh (from the Afghan side) and Shamtig (from the Iranian side). It was noted that this addition will be added to the List of Freight Stations of the Islamic Republic of Afghanistan Railway, the information on which is to be submitted to the OSJD Committee.

During the meeting, the delegations of BC, VZD, KZD, KORAIL, TRK, and EVR confirmed the relevance of their information and the data in the List of Freight Stations of OSJD Railways, posted on the OSJD Website.

The current List in PDF format is available on the OSJD Website (osjd.org), and the text of Leaflet O 405 in the OSJD working languages, as well as in English, is posted on the OSJD Website.

It was noted at the meeting that the List of Freight Stations of the OSJD Member Countries' Railways is an important document, as the information contained therein is used when issuing the SMGS and CIM/SMGS consignment notes.

The List of Freight Stations of the OSJD Railways contains:

- general information (railway code and name, List update date, contact information, and other data);
- a complete alphabetical list of freight stations (with codes for each station) open for freight and commercial operations, with the names of freight stations transliterated into Latin, which is an important factor for customers when issuing the SMGS and CIM/SMGS consignment notes (this ensures the correct names of departure and destination stations);
- border crossing points (with codes for each border crossing);
- a schematic map of border crossing points;
- distance tables (tariff distances between freight stations and crossing points/port stations; transit tariff distances between the border crossing points).

Furthermore, updating the List is aimed at creating a unified information space within the OSJD for organising international freight traffic.

The subject of "**Coordination of freight train timetables in international traffic**" was continued on a bilateral and multilateral basis.

According to a number of participants, applications for freight train routes and freight train timetables in international traffic were agreed on a bilateral and multilateral basis within the framework of the railway border conference, coordination and working meetings.

The subject of “**Organisation of international container traffic and transportation using the CIM/SMGS Consignment Note**” was discussed at the expert meeting of OSJD Commission 3, held on 9-11 September 2025 at the OSJD Committee in Warsaw.

On this subject, experts of OSJD Commission 3 conducted their works in accordance with the approved Work Plan of OSJD Commission 3 for 2025 in the following areas.

The leading duty holder, the “Kazakhstan Temir Zholy National Company” JSC (KZH), prepared a List of Container and Contrailer Trains, updated to take into account the information provided by railways and railway companies of the OSJD member countries: AZD CJSC, BC, GR, KZH, KRG, LDZ, CFM, UBZD JSC, RZD OJSC, ZSSK Cargo, and CD Cargo.

The following railways did not provide their data: MAV Co. (Rail Cargo Hungaria Co.), KZD, BDZ Holding, VZD, RAI, KORAIL, LTG Cargo, PKP JSC (PKP Cargo JSC, PKP LHS LLC), CFR Marfa – AS, TDZ, TRK, UTI, and EVR.

Information on container trains and contrailer traffic on the railway network of the OSJD member countries as of 17 October 2025, was published in the OSJD Bulletin, No. 5-6/2025, and was made available on the OSJD Website (osjd.org). The leading duty holder, the Ukrainian Railways JSC (UZ), for the subtopic “Creation and analysis of a database of volumetric indicators for large-capacity container transportation on the OSJD railways”, has prepared a consolidated information on volumetric indicators for large-capacity container transportation by the railways of the OSJD member countries for 2023-2024 and for the first six months of 2024-2025, provided as of 14 October 2025 by the AZD JSC, MAV Co., GR, KZH, KRG, CFM, UBZD, ZSSK Cargo, and CD Cargo.

The number of container trains running between China and the countries in Europe and Central Asia, as well as in the opposite direction, is steadily growing.

The railway freight traffic business has proven quite competitive throughout 2025. Thanks to the joint efforts of the railway companies in the OSJD member countries and OSJD affiliated enterprises, positive results have been achieved in increasing international container traffic volumes, infrastructure development, along with the positive changes in freight transportation technology.

The main competitiveness factor of railway transit is the speed of transportation and the delivery time. Currently, container trains travel at speeds of over 1000 km per day on various routes, which facilitates the development of land transit services.

The railways of the OSJD member countries and OSJD affiliated enterprises have worked to develop and organise the international container transportation, including the organisation of container block trains on the railway network of the OSJD member countries.

The container trains running between China and Europe and Central Asia have formed a resilient international logistics supply chain and are the backbone of land transportation between Asia and Europe.

Currently, container trains operate on over 100 routes, reaching more than 224 cities in 35 countries across Europe and Central Asia, creating a transportation network covering almost the whole Europe and Central Asia. Container trains carry over 50,000 types of goods in 53 different categories, including electronics, automobiles and components, clothing and accessories, as well as grain, timber, consumer goods, etc.

Considering the heavy congestion on the sea routes, the container trains running between China and Europe continue to operate efficiently.

According to the Azerbaijani Railways CJSC (AZD/ADY), 392 container trains (255 import and 137 transit) were organised along the Trans-Caspian International Transport Route (TITR) in 2025. The main departure cities in China are Xi'an, Yiwu, Chongqing, Urumqi, Henan, and Lianyungang, with an average transit time of 10-12 days to the port of Baku (Azerbaijan) and 12-14 days to the Black Sea ports.

To develop the Middle Corridor and attract additional freight volumes, a memorandum was signed on 11 July 2025, between AZD and the Chinese company Xi'an Free Trade Port Construction and Operation Co.,



In the hall of meeting XXXVI of the representatives of the Parties to the Agreement on the International Railway Transit Tariff (MTT) on the subject “Improving the MTT Agreement and updating the MTT Tariff” (24-27.06.2025, Dushanbe, Republic of Tajikistan)



Participants in meeting XXXVI of the representatives of the Parties to the Agreement on the International Railway Transit Tariff (MTT) on the subject "Improving the MTT Agreement and updating the MTT Tariff" (24-27.06.2025, Dushanbe, Republic of Tajikistan)

Ltd., under which AZD appointed a representative for the first time in the port of Xi'an (China) and opened a container terminal with a throughput capacity of 20,000 TEUs per year. This will enable the development of cooperation in transit traffic along the Middle Corridor and improve the efficiency of transportation between Asia and Europe.

On 9 September 2025, an event was held at the Absheron Logistics Center to celebrate the fifth anniversary of the launch of the China (Zhejiang) – Europe express railway route along the Trans-Caspian International Transport Route and the ceremonial arrival of the Yiwu (China) – Baku (Azerbaijan) train. Overall, the China (Zhejiang) – Europe express railway route passes through more than 50 countries, 160 cities and regions, the Caspian and Black Seas, and covers 26 international transport lines. Such a broad coverage of destinations and points on this route helps to stabilize operations and prevent congestion.

Recently, the relationship between China and Azerbaijan in the transport sector, particularly in railway container traffic, have continued to expand. Furthermore, the accession of the Chinese company China Railway Container Transport Corp., Ltd. to the joint venture Middle Corridor Multimodal Ltd. once again demonstrates the importance of effective cooperation between the two countries for the development of the Middle Corridor and East-West-East transportation.

To attract additional freight volumes and container flows, the following works are currently underway on the TITR:

- cooperation on the construction by the Chinese side of a terminal with a capacity of 250,000 TEUs in the port of Aktau and the corresponding harmonious development of the potential of the port of Baku;
- transshipment of fertilizers and chemicals from Kazakhstan across the Caspian Sea to the port of Baku, followed by a shipment in containers and flat wagons by rail to the Georgian ports or along the Baku-Tbilisi-Kars line to Turkish and global markets.

The AZD CJSC has introduced preferential tariffs for transit containerized goods along the Middle Corridor/Trans-Caspian International Transport Route. These preferential tariffs contribute to an increase in freight turnover on railway transport. To develop the transportation along the North-South International Transport Corridor (ITC), works are underway to establish a unified comprehensive tariff for transit deliveries, create a sustainable freight base to support return container train loading, and organise a pilot container delivery. At the same time, consideration is being given to implementing combined transportation from Russia to the port of Bandar Abbas (Iran) and back.

According to the information of the Byelorussian Railway (BC), BC was supposed to organise in 2025 the dispatch of long container trains from Belarus to China via the land routes through the Eastern region of the RZD OJSC (Grodskovo, Zabaikalsk, Naushki) with a length of over 100 conventional wagons. In September 2025, a container train composed of 114 conventional wagons was dispatched to China as part of a pilot project.

The potential of the International North-South Transport Corridor and the growth of transportation volumes are noted. Transportation options along the eastern route are also being actively explored in collaboration with railway

companies in Russia, Kazakhstan, Turkmenistan, and Iran. In 2025, transportation via Turkmenistan (Akyayla) along the International North-South Transport Corridor began.

More than 80 organised container train routes pass through the Republic of Belarus. More than 40 stations of the Byelorussian Railway currently have the capacity to receive and dispatch container trains ranging from 57 to 71 conventional wagons.

In 2025, the route speed of organised container trains on the Byelorussian Railway infrastructure, as part of the UTLC ERA JSC services, in the East-West and West-East directions, exceeded 1000 km per day.

The Byelorussian Railway infrastructure has sufficient capacity reserves to handle the existing and future freight traffic volumes.

To accelerate the freight flows and reduce fuel and energy costs, regular works are underway to organise heavy-haul and long-train traffic. The freight train timetable includes 'fixed' routes for the freight trains and routes of increased weight and length, not only on the sections of the Byelorussian Railway but also at interstate junctions with the RZD OJSC.

According to the Georgian Railway (GR), positive trends in the container traffic continue to be observed, with the volume in 2025 amounting to 190,832 TEUs, including 168,230 TEUs in transit, received and delivered on 604 container block trains. Statistics show that 160,115 TEUs were transported as compared to 2024, including 138,112 TEUs in transit. The international container traffic increased by 17 %, while transit container traffic increased by 18 %. The main freight flows of transit potential from the countries of Central Asia to Türkiye via the Baku-Tbilisi-Kars (BTK) railway line and back, as well as through the ports of Poti/Batumi to the countries of Central and Central Asia and back, are represented by a container traffic carried out within the framework of the Trans-Caspian International Transport Route (TITR) in the direction China – Kazakhstan – Azerbaijan – Georgia – Türkiye – EU countries and along the route "Europe – Georgia – Azerbaijan – Turkmenistan – Uzbekistan – Kyrgyzstan – China – Asia-Pacific countries" and back in transit through Georgia using feeder vessels through the Caspian Sea ports of Aktau and Turkmenbashi.

According to the information of "Kazakhstan Temir Zholy National Company" JSC (KZH), Kazakhstan's railway network continues to show positive trends in the transportation of loaded containers. In 2025, a total of 1,755,000 TEUs of containers were received and 1,719,000 TEUs were delivered.

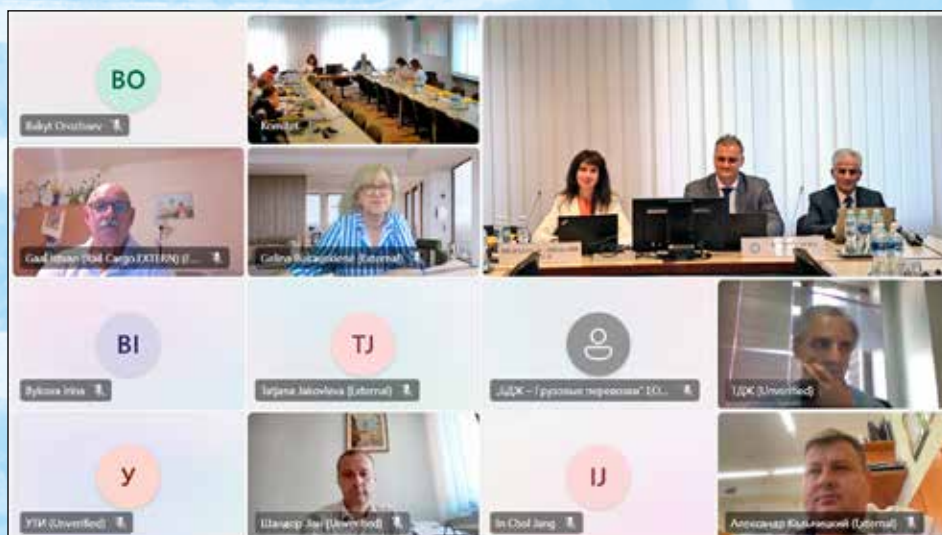
At the end of December 2025, the 869.7-km Dostyk-Moiynty railway section was commissioned. The project has increased the capacity of this route fivefold, opening up additional opportunities for the deliveries to/from the People's Republic of China.

The construction of the new Moiynty-Kyzylzhar railway line is in the active phase, and the modernization is underway to increase the capacity of the Kyzylzhar-Sekseul-Beyneu sections.

The construction of the 297-km Bakhty-Ayagoz railway line to the future third border crossing point with the People's Republic of China continues. This section will provide transport links with China and the countries in the Asia-Pacific region, as well as transit freight traffic between Russia and the European countries, on the one hand, and China and the countries in the Asia-Pacific region, on the other.

Meanwhile, in connection with the expected growth of container traffic, joint works are underway with the RZD OJSC to increase the capacity of interstate connection points (ISCPs).

A terminal network is actively operating in cargo-generating regions along popular routes, including the Kazakhstan-China terminal in the Chinese dry port of Lianyungang, the largest dry port in Central Asia on the border of Kazakhstan and China, KTZE – Khor-gos Gateway, the Marine Northern Terminal in the seaport of Aktau, and the Kazakhstan-China transport and logistics terminal in the dry port of Xi'an (China). For "Kazakhstan Temir Zholy National Company" JSC, the development of both traditional transit transportation and transcontinental routes between China and Europe



Discussion of the agenda items in a hybrid format of the meeting of the authorized representatives of the Parties to the PGW Agreement (16-18.06.2025, OSJD Committee)



Participants in the meeting of the authorized representatives of the Parties to the PGW Agreement (16-18.06.2025, OSJD Committee)

and China and Central Asia remains a priority, as well as the transportation of goods from China through Kazakhstan to Belarus and Russia.

Furthermore, the International North-South Transport Corridor is a promising transit route passing through Kazakhstan.

To maintain competitiveness, KZH is constantly improving its customer focus and service quality, introducing new logistics products, and taking active measures to stimulate transportation in this direction.

KZH implements a flexible tariff policy to attract freight transportation volumes via the Kazakhstan's railways.

First and foremost, the main criterion for clients is the delivery time of goods. Thus, this year, the average speed of transit container trains reached over 1000 km/day. This stimulates the demand along all transport corridors between Asia and Europe, as well as the CIS countries. Container delivery time from China to Europe has been more than halved. The Kazakhstan Railway Administration confirms its concern in further deepening cooperation within the OSJD, particularly in the areas of:

- developing container transportation,
- implementing digital solutions,
- unifying documents,
- improving the efficiency of interactions at the interstate level.

According to the data of the China State Railway Group Co., Ltd. (KZD), 2787.90 million tons of goods were transported in 2025, a 1.5 % increase as compared to the previous year. The freight turnover amounted to 2594.226 billion t-km, a 2.6 % increase against the previous year.

In 2025, a total of 93.68 million tons of export and import goods were transported through the border crossing points, a 7.6 % increase against the previous year. This includes the imported goods of 75.59 million tons, a 6.4 % increase as compared to the previous year. Export goods amounted to 18.09 million tons, which is 13.3 % higher than in the previous year. The number of container trains on the China-Europe and China-Central Asia routes reached 34,000 trains, with 3.17 million TEUs of containers shipped, which is 9.8 % and 7.6 % more, respectively, as compared to the same period of the previous year. In particular, during 2025, more than 20,000 container trains were launched on the China-Europe route, which is 3 % more than in the same period of the previous year. By the end of 2025, a total of 122,313 container trains were launched on the China-Europe route, with 12.076 million TEUs of containers shipped, reaching 234 cities in 26 European countries.

According to the "Kyrgyz Temir Zholu National Company" State Enterprise (KRG), a total of 6129 TEUs of containers were received and 8700 TEUs were delivered in 2025. By comparison, 11,992 TEUs of containers were received and 11,633 TEUs were delivered in 2024.

According to the “Railway of Moldova” State Enterprise (CFM), 630 large-capacity containers with grain cargo were transported in 2025 along the Ungheni Exp. (CFM) – Cristesti Jijia Exp. (CFR) routes using 1520-mm gauge track.

According to the information of the Ulan-Bator Railway JSC (UBZD), the number of transit container trains operating on the UBZD network in 2025 increased by 22.4 % as compared to 2024, reaching 3850 trains (463,718 TEUs) in the China-Europe/Russia-China direction:

- 1993 trains operated between Russia/Europe and China, an increase of 470 trains against 2024;
- 1857 trains operated between China and Russia/Europe, an increase of 236 trains as compared to 2024.

UBZD forms long-distance transit container trains destined for Russia/European countries at Zamyn-Uud station, carrying 62 to 76 containers each.

Container train deliveries remain the most popular and attractive method of transporting containers.

According to the Russian Railways OJSC, the volume of container traffic in the first 12 months of 2025 amounted to 1732 wagons, an increase of 315 wagons, or 22.2 %, as compared to the same period of the previous year (1417 wagons were loaded in the first 12 months of 2024). This includes the goods delivered on the key routes:

In February 2025, the UTLK ERA JSC, together with the RZD Logistics JSC, launched a project to deliver potash fertilizers from the Republic of Belarus along the North-South International Transport Corridor. A total of 2874 TEUs were transported as part of the project, comprising fourteen container trains.

In June 2025, the Bely Rast TLC launched Arctic Express No. 1, a container transportation service along the Northern Sea Route. This service reduced the congestion on ports in the Far East and the Eastern region, enabling efficient freight transportation along the Bely Rast TLC – Arkhangelsk – Shanghai (China) route.

The RZD Logistics JSC continues to develop railway services along the North-South International Transport Corridor (ITC).

In 2025, 2925 TEUs were carried along the eastern route, exceeding the 2024 figures by 1.6 times (1875 TEUs). In 2025, six import trains, 17 export trains, and four transit trains (all full-length trains) were delivered.

The increase in import traffic helped to balance exports and reduce the service's cost by 61 % since the launch. The average transit time from Moscow Railway to Bandar Abbas station has been reduced to 16 days (in 2023, the average transit time amounted to 27 days).

A comprehensive transport solution has been developed to implement a direct railway service for freight shipments to Pakistan. Active works are underway with potential and existing clients to confirm a test run along this route.

As part of the development of the western route of the corridor, the Russian Railways OJSC, Azerbaijani Railways CJSC, and Railway of the Islamic Republic of Iran signed a Joint Action Plan for the organisation of transportation for the first half of 2026. Extensive works are underway to digitalize the holding's logistics services on the North-South International Transport Corridor: agreements have been signed with the Azerbaijani Railways on paperless transportation using electronic carriage documents and on the bilateral electronic exchange of data on the location and condition of the rolling stock. Corresponding bilateral Memoranda and Regulations have also been signed with the Railway of the Islamic Republic of Iran.

As part of the development of container shipping, container shipments destined for the dry port of Aprin in Iran began last year. The Russian Railways OJSC aims to launch a Vorsino-Aprin container service along the North-South International Transport Corridor (NSITC) in 2026.

Moreover, as part of the development of the North-South ITC, the RZD Logistics will continue to promote railway services to India, the UAE, Saudi Arabia, and Iran. In 2026, it plans to launch a service to Syria and organise shipments to key African ports (Durban, Mombasa, and Djibouti).

According to the Rail Cargo Hungaria Co., the freight volumes in 2025 amounted to



Consideration of agenda items of the final meeting of the OSJD Commission on Freight Traffic (14-17.10.2025, OSJD Committee)



Participants of the final meeting of the OSJD Commission on Freight Traffic (14-17.10.2025, OSJD Committee)

18.542 million tons (including 5942 million tons of export goods, 6319 million tons of import goods, 1882 million tons of transit, and 4.40 million tons of domestic traffic).

As compared to 2024, the freight volumes in 2025 decreased by 4.2 %, while the freight turnover decreased by 6.3 %.

According to the South Caucasus Railway CJSC (SCR CJSC), the container transportation amounted in 2025 to:

- 320,947 tons in export traffic;
- 132,922 tons in import traffic;
- 211 container trains in export traffic;
- 257 trains in import traffic, including the dispatch of empty containers for loading.

Works were continued on the practical application of the CIM/SMGS consignment note for the entire freight journey on railways applying various legal regulations. This, in turn, allows for transportation without reissuing carriage documents, accelerates freight delivery time, improves freight transportation organisation, and thereby creates conditions for attracting additional freight volumes.

The railways of the OSJD member countries and concerned OSJD affiliated enterprises worked to organise freight transportation in wagons and containers under the CIM/SMGS consignment note in the Europe-Asia direction and in the opposite direction.

Information from the Azerbaijani Railways CJSC (AZD CJSC) on freight transportation volumes in 2025 using the CIM/SMGS consignment note:

Type of service	Number of CIM/SMGS consignment notes	Number of wagons	Number of large-capacity containers
Export	0	0	0
Import	432	432	716
Transit	448	448	641
Total	880	880	1357

According to the Byelorussian Railway (BC), all possibilities are in place for transporting goods under a single CIM/SMGS consignment note in all directions from Western European countries to China and other Asian countries via the Polish-Belarusian border crossing points of Małaszewicze-Brest, Kuźnica-Białostocka-Bruzgi, and Siemianówka-Svisloch.

The use of a single CIM/SMGS consignment note for the entire freight journey on the railways that apply different legal regulations provides for the transportation of goods without reissuing carriage documents, accelerates the delivery time, improves freight transportation organisation, and thereby creates conditions for attracting additional

freight volumes in transit through the Republic of Belarus in Eurasian scope.

According to the BDZ Cargo Ltd., 132,000 tons of goods were transported in international traffic in 2025 using the CIM/SMGS consignment note.

According to the Georgian Railway, in order to simplify the transportation process and significantly reduce the time it takes to deliver and transfer wagons at the interstate junction between Georgia and Türkiye via the Baku-Tbilisi-Kars (BTK) railway line, 943 wagons, including 1391 containerized wagons (1852 TEUs), with a total weight of 37,635 tons of goods, were accepted from the Turkish

Railways in 2025, transiting through Georgia, en route to the Republic of Azerbaijan and Kazakhstan. Despite all the advantages of this consignment note, it is not yet fully utilized for the transportation from Central Asian countries to Türkiye and onward to Europe. In this regard, the Georgian Railway JSC, as a railway administration legally responsible for the transportation under the CIM and SMGS regulations (Akhalkalaki station is the place of re-loading), in order to increase the transit potential, continues their targeted work with the railway administrations of Central Asia, Azerbaijan, and Russia towards wider registration of transportation under the CIM/SMGS consignment note.



Expert meeting of the OSJD Commission on Freight Traffic on the subject "Organisation of container transportation in international traffic and transportation using the CIM/SMGS consignment note" (09-11.09.2025, OSJD Committee)

According to the "Railway of Moldova" State Enterprise (CFM), 4125 CIM/SMGS consignment notes were issued in 2025, 8431 wagons and 1538 containers were transported using the CIM/SMGS consignment note, of which 4168 wagons and 256 containers were in transit, 2320 wagons and 649 containers were exported, and 1943 wagons and 633 containers were imported.

As compared to 2024, there was a 44 % decrease in the transportation of goods covered by the CIM/SMGS consignment note. In 2024, 8890 CIM/SMGS consignment notes were issued, 15,089 wagons and 8661 containers were transported using the CIM/SMGS consignment note. The main types of goods transported under the CIM/SMGS consignment note have been represented by:

- from the Republic of Moldova – wheat, barley, rapeseed, molasses, gypsum, Portland cement, and rolled products;
- to the Republic of Moldova – sugar, salt, gasoline, oil, kerosene, diesel fuel, and fertilizers;
- in transit traffic – oil cake, slag, resins, propane, fertilizers, rolled products, and pipes.

According to the Rail Cargo Hungaria Co., the CIM consignment note is primarily used for the transportation of goods through the Chop-Záhony crossing point on the 1435-mm gauge track, and to a lesser extent, the SMGS consignment note was used for the goods destined for Hungary. The SMGS consignment note is primarily used for the transportation of goods through the Batjevo-Eperjeske Sortirovochnaya (marshalling) crossing point on the 1520-mm gauge track. The CIM/SMGS consignment note is used very rarely. The RCH Co. is ready to use all three types of consignment notes.

The Ukrainian Railways JSC carries out intermodal train transportation to the Ukrainian ports, as well as to the European ports, using the CIM/SMGS consignment note.

The following railways of the OSJD member countries have informed of no freight transportation using the CIM/SMGS consignment note in 2025: ARA, BC, Kyrgyz Temir Zholu National Company State Enterprise, KZH, Ulan-Bator Railway JSC, and South Caucasus Railway JSC.

The working staff of OSJD Commission summarized data on freight volumes using the CIM/SMGS consignment note in international traffic for 2024-2023 and analyzed the data for 2025 in comparison with 2024.

When organising container traffic, the railways of the OSJD member countries paid special attention to the development and organisation of international containerized postal transportation.

At the expert meeting of the OSJD Commission on Freight Traffic, held on 2-4 September 2025, at the OSJD Committee in Warsaw, the subject of **“Organisation of container postal transportation”** for 2025 was discussed. The importance of developing and organising international containerized postal transportation by rail and its strategic role as a reliable international supply route, including between China and Europe, ensuring the uninterrupted delivery of cross-border e-commerce goods, was noted. The railways of the OSJD member countries and OSJD affiliated enterprises worked to organise postal transportation by rail along various international routes. The meeting participants noted the relevance and demand for work on the subject of the “Organisation of containerized postal transportation” to attract additional freight volumes by rail.

In 2025, the Byelorussian Railway (BC) completed their works to organise the delivery of containers with international postal items from China to the Republic of Belarus. The mail in containers is transported through the BC infrastructure via transit services provided by the UTLC ERA JSC.

The Georgian Railway JSC does not perform the transportation of postal items. Active collaboration is underway with the Georgian Post LLC to implement planned postal deliveries by rail.

The “Railway of Moldova” State Enterprise (CFM) did not transport postal items due to a lack of requests from postal operators in the Republic of Moldova.

In 2025, the Ulan-Bator Railway JSC (UBZD) did not transport any mail items.

In 2025, the RZD OJSC continued to actively improve its railway postal transportation technologies, significantly increasing the volumes and improving the service quality, confirming the key role of railway transport in the efficient delivery of mail.

In 2025, 249,000 tons of mail were delivered by rail.

2370 tons (4.8 million items) of mail were transported internationally, including:

- 2103 tons (4.6 million items) in mixed freight and passenger trains;
- 267 tons (265,000 items) of international mail in container freight trains.

On 11 November 2025, the Hunchun mail container train began its operation between Hunchun (China) and Moscow (Russia). Four trains were launched in 2025.

Within the domestic traffic in Russia, the following were transported:

- 238,500 tons and 19,300 trips (shipments) of mail coaches as part of passenger trains;
- 8066 tons and 7 shipments (948 TEUs) on freight trains under the “Russia” Postal Container Train project.

In 2025, the UTLC ERA JSC transported 438 TEUs of international postal container shipments, including 314 TEUs on the Chongqing-Małaszewicze route, 94 TEUs on the Chengdu-Małaszewicze route, and 30 TEUs on the Chongqing-Kolyadichi route.

To improve the quality of logistics services in the transport market, railway companies in the OSJD member countries carry out international freight traffic using various modes of transport. The most promising area is the development of multimodal, combined, and intermodal transportation, where transport and logistics compa-



nies have accumulated positive experience.

The subject of the “**Organisation of multimodal, combined, and intermodal transportation in international traffic**” was discussed from 2 till 4 September 2025 at a meeting of experts of the OSJD Commission on Freight Traffic held at the OSJD Committee in Warsaw.

At the meeting, information was exchanged on the current progress in the development of multimodal transportation and experiences in organising multimodal, combined, and intermodal transportation.

It was noted that the availability of high-quality logistics infrastructure and transport services has contributed to the growth of containerized freight volumes in multimodal (mixed) traffic.

The railways of Afghanistan, Belarus, Hungary, Georgia, Kazakhstan, Kyrgyzstan, Laos, Russia, Ukraine, and OSJD affiliated enterprises presented their information on the development and organisation of multimodal, combined, and intermodal international transportation.

The railway companies of the OSJD member countries have been working towards the development and organisation of multimodal, combined, and intermodal freight traffic.

The availability of high-quality logistics infrastructure and transport services has facilitated the growth of container freight flows in multimodal and intermodal transportation. Extensive experience in organising multimodal, combined, and intermodal traffic has been accumulated by the railway companies from the following OSJD member countries: Azerbaijan, Belarus, Georgia, Kazakhstan, China, Russia, and Ukraine.

According to the Afghanistan Railway Authority (ARA), an analysis of freight traffic data between Afghanistan and neighboring countries for 2025 in comparison with 2024 shows that:

- from Afghanistan to Uzbekistan:
the freight traffic volumes have risen from 73,600 tons in 2024 to 99,420 tons in 2025, an increase of 25,820 tons, or 35 %. This significant growth demonstrates an expanded trade cooperation and a significant increase in Afghanistan's exports to Uzbekistan. Possible factors include increased demand for Afghan goods, improved transport logistics, and strengthening bilateral trade agreements;
- from Afghanistan to Turkmenistan:
the freight traffic volumes have risen from 25,400 tons to 25,830 tons, an increase of 0.4 thousand tons, or 2 %;
- from Afghanistan to Iran:
the figures fell sharply from 1250 tons to 0.15 thousand tons, equivalent to a 12 % decrease. Such a sharp decline may indicate geopolitical tensions, changes in customs policy, and a shift to alternative routes and partners;
- from Uzbekistan to Afghanistan:
the volumes have grown up from 3,336,850 tons in 2024 to 3,680,820 tons in 2025, an increase of 343,970 tons, or 10 %;
- from Turkmenistan to Afghanistan:
the volumes have increased from 927,290 tons in 2024 to 949,640 tons in 2025, an increase of 22,350 tons, or 2 %;
- from Iran to Afghanistan:
this category saw the most significant growth: from 20,700 tons in 2024 to 446,280 tons in 2025, an increase of 425,580 tons, or 2056 %. This surge demonstrates a significant increase in imports of essential goods, food products, and cement from Iran, made possible by more favourable trade terms and improved transport accessibility.

The data show that the trade flows between Afghanistan and its neighbors have undergone significant changes. While exports to Uzbekistan and imports from Iran increased significantly, the trade volumes with Turkmenistan and Iran (in terms of exports) have declined significantly. These changes may be the result of shifts in



Expert meeting of the OSJD Commission on Freight Traffic on the subject “Organisation of multimodal, combined, and intermodal transportation in international traffic”
(02-04.09.2025, OSJD Committee)

market demand, developments in regional trade policy, logistics, and economic conditions both in Afghanistan and partner countries.

According to the Byelorussian Railway (BC), in 2025, BC, together with railway, transport, and logistics companies, continued to develop multimodal, intermodal, and combined freight transportation. For example, logistics schemes are being developed for delivering Belarusian export goods to the countries in Asia, Africa, Latin America, and other countries via land routes and using the infrastructure of the Russian seaports. One promising development area for export container transportation is railway delivery to and from the ports in the Northwest region of Russia (Bronka, Avtovo, Novy Port), followed by transshipment onto the sea vessels and delivery to the countries further on the route. In 2025, pilot container train deliveries to China were carried out via the Akyayla border station (Turkmenistan) through Iran to the port of Bandar Abbas (Iran). The port of Vladivostok (delivery of goods to the Republic of Korea) and the port of Novorossiysk (delivery to India, Israel, Türkiye, and elsewhere) are actively used for the export of Belarusian export products.

According to the Rail Cargo Hungary Co., by the end of 2025, the share of intermodal transportation (including empty wagon transportation) was 12 %, while the share of hazardous goods transportation was 24.0 % (4446 million tons).

In 2025, in close cooperation with UZ, the RCH Co. handled 18,916 flat wagons on the 1520-mm gauge railway freight service between Ukraine and Hungary, amounting to 1241 thousand tons of goods (a 19.0 % decrease as compared to 2024). The share of container transportation in Hungarian-Ukrainian border traffic decreased by another 50 % as compared to the previous years, amounting to only 3548 TEUs, or 37 thousand tons. The transportation volumes of the RCH Co. in intermodal traffic amounted to 2223 thousand tons of goods in 2025 (including empty wagon turnover), an increase of 9.9 % as compared to 2024 volumes. The detailed data is contained in the table:

Intermodal transportation volumes of the RCH Co. for 2025		
Service	Tons	Number of wagons
Domestic	3657	249
Export	590,106	29,012
Import	976,740	29,196
Transit	652,720	18,603
Total for 2025	2,223,223	77,059
Total for 2024	2,022,787	66,914
2025 / 2024	+9,9 %	+15 %

According to the Georgian Railway, one of the main advantages of developing Georgian railway transport is the development and organisation of container transit potential, including the implementation of transportation by two or more modes of transport using the Georgian seaports of Poti and Batumi with an access to the Black Sea. The seaports are equipped with multifunctional terminals, including mechanized container terminals. The Poti Seaport is the largest port in the eastern Black Sea region of Georgia and has a multi-purpose design, handling container, liquid, dry, and bulk cargoes, as well as offering ferry services. The port provides all types of freight services, including Ro-Ro (roll-on/roll-off). The capacity of the Poti Container Terminal is expanding annually.

In addition, the optimization of the freight transportation route from Middle and Central Asia using feeder vessels through the Caspian Sea ports to Türkiye and Europe and back through Georgia via the Baku-Tbilisi-Kars (BTK) railway line, as well as through the Georgian seaports, has significantly increased the growth of both container traffic and multimodal, combined, and intermodal traffic. According to statistics, the total volume of container traffic through Georgia in 2025 amounted to 106,003 TEUs, of which 69,470 TEUs were transported using two or more modes of transport (railway/waterway).

The freight traffic through the seaports of Poti and Batumi to the ports in the Black Sea basin, such as those in Ukraine, Russia, and Bulgaria, is also implemented via railway and ferry services.

KZH places great emphasis on the development of combined and multimodal transportation, which significantly improves the logistics chains and increases the efficiency of the goods delivery. One of KZH's priorities remains the development of both traditional transit traffic and transcontinental routes between China and Europe, as well as the freight flows from China passing through Kazakhstan to Belarus and Russia.

By the end of 2025, the container transit through the Republic of Kazakhstan amounted to 1,380,000 TEUs. China remains the primary transportation route, with major infrastructure projects underway in this direction, including a bypass around the Almaty hub, which will halve the transit time for container trains from China to Central Asian countries, and the construction of a third border crossing point with China, Bakhty-Ayagoz, which will significantly



increase the export and transit potential. Furthermore, there is a state infrastructure development programme, the “National Infrastructure Plan until 2029” which aims to eliminate the bottlenecks and expand the railway capacity.

One of the key areas in the development of multimodal transportation is the organisation of transit container traffic along the Trans-Caspian International Transport Route (TITR), or Middle Corridor, which connects China and Europe via Kazakhstan’s Caspian Sea ports of Aktau and Kuryk. At the instruction of the Head of State, a dry port was opened in Xi’an, China, and the operation of this hub has yielded positive results. The transit container traffic along the TITR route increased by 14.7 % in 2025 as compared to 2024. This was also facilitated by a reduction in the delivery time from 38-53 days to 15-18 days, joint work with partners along the route to improve the logistics services, expand the external terminal network, and address the issues related to reducing administrative barriers with the government agencies. Furthermore, a virtual Dispatch Center has been established, and uniform tariff rates have been approved. The container hub will expand the capacity of the maritime infrastructure in the Kazakhstan’s part of the Caspian Sea and provide a full range of terminal services for the goods delivered along the TITR route. In the near future, the container hub will become a major hub and open up additional opportunities for international trade participants. Along the TITR route, KZH, together with its partners in Azerbaijan, Georgia, and China, operates on a one-stop-shop principle, guaranteeing the delivery time and costs, implementing a coordinated policy to develop multimodal services, and increasing the freight flows along the China-Europe/Türkiye-China route. To digitalize the TITR route, a digital corridor has been developed in collaboration with a subsidiary of Singapore-based PSA, which is being adopted as a cross-cutting service for all railway administrations along this route. The digital platform creates high-quality and convenient service for customers and increases the route’s attractiveness for international carriers. The digital format ensures transparent interaction with the government agencies (including customs) and freight forwarders. In addition to eliminating paperwork for transit goods, the delivery time has been also reduced. PSA is active in Kazakhstan and is one of the largest port operators in the world, with terminals in 26 countries.

Moreover, KZH provides services for organising multimodal transportation along the Trans-Afghan route. Currently, the transportation volumes are small and are being carried out in a test mode, but the successful experience of this project demonstrates great potential and will stimulate the development of this route and attract significant freight flows. Considering the ongoing modernization of railway lines and recognizing the high potential for transportation from China, KZH, in collaboration with the dry port in Xi’an, where the goods are consolidated, is developing road transportation to Almaty. This will attract additional volumes to the terminal and ensure the presence of Kazakhstani carriers in the road transportation market. At the same time, in collaboration with the Chinese partners, the construction of a container hub in several stages is nearing completion at the port of Aktau. The implementation of the first stage will increase container throughput to 300,000 TEUs. The container hub, thanks to its strategic location, will become a key hub for receiving and distributing goods to various destinations.



According to the “Kyrgyz Temir Zholu National Company” State Enterprise, 3622 containers were transported along the multimodal route in 2025, including 3462 containers along the following routes:

- “CKUA: China – Kyrgyzstan – Uzbekistan – Afghanistan” - 3462 containers;
- “CKU: China – Kyrgyzstan – Uzbekistan” - 148 containers;
- “CKT: China – Kyrgyzstan – Turkmenistan” - 12 containers.

According to the Lao People’s Democratic Republic, Laos’s lack of direct access to the seaports has historically hindered the development of trade, tourism, and regional integration. However, comprehensive strategies are currently being implemented in railway, road, waterway, air, and logistics, aimed at addressing infrastructure development gaps. Particular attention was given to the Laos-China railway, which has become the backbone of container traffic and international freight flows. The railway has reduced the trade costs between Kunming and Vientiane by 40-50 %, and domestic transport costs by 20 %. Freight traffic is expected to reach 3.9 million tons per year by 2030, and international traffic along the China-Laos-Thailand corridor has experienced significant growth in both volume and number of trips since 2024. The development of new transport links with Vietnam, Cambodia, and Thailand has become a development priority for the country, with the aim of strengthening Laos’s role as a regional transport hub. A multimodal transport strategy has been developed, focusing on the creation of an integrated, green, sustainable, and financially viable transport network. The goal of the strategy is to promote interaction, strengthen regional transport connectivity, ensure service competitiveness, promote innovation and digitalization, support the private sector, and strengthen institutional capacity. The central elements of this concept are national integrated multimodal corridors, including the North-South, East-West, and Southern Economic Corridors, which link Laos with the major trade routes of the Greater Mekong Subregion, the transnational Mekong River Basin region in Southeast Asia, and ASEAN countries. Laos’s cooperation with international organisations such as the OSJD, UNESCAP, and UIC is essential to ensure compatibility with global railway transport networks and deeper integration into the Trans-Asian Railway Network. However, a number of challenges remain. These include insufficient infrastructure development, limited institutional capacity, the need for significant financial resources for construction and maintenance, and the need to address environmental and social issues to ensure sustainable development.

Laos reaffirms its commitment to developing multimodal transport infrastructure and positioning the country as a land transport hub for the ASEAN countries, and proposes cooperation with international partners to achieve shared railway transport development goals.

Multimodal, combined and intermodal transportation in international traffic in the “Railway of Moldova” State Enterprise (CFM) was not carried out due to the lack of technical capabilities.

As part of the organisation and development of multimodal, combined, and intermodal transportation, the Ulan-Bator Railway JSC (UBZD) received transit and imported goods by road from China to Mongolia, subsequently

reloading it onto railway wagons and transporting imported goods to the destination station, as well as transporting and handing over transit goods to the next carrier.

In 2025, the transshipment and transfer of imported goods from road vehicles onto the railway wagons, arriving at the Zamyn-Uud – Erlian border crossing point, totaled 219,633 tons (4284 flat wagons), and from railway onto the road vehicles, 1448 tons (40 flat wagons).

At the 3rd platform of the border crossing point in Zamyn-Uud, works were completed to extend the elevated platform, designed for manual loading and unloading, to accommodate mechanized loading (forklift). The logistics center has increased the number of loading and unloading equipment (squad), and orders for the flat wagons are now being accepted electronically through the ATUCS system.

The RZD OJSC has implemented a project on digital multimodal transportation. The INTERTRAN project was initiated by the RZD OJSC in 2019. Its main goal is to increase the competitiveness of railway transport by creating a seamless information interaction environment aimed at digitalizing business processes for railway carriers, in collaboration with foreign trade participants and government regulatory authorities.

The information technology enables the electronic processing of:

- transport and shipping documents at a foreign port, and the transfer of electronic cargo data to the port's automated system;
- electronic customs declaration of goods placed under the customs transit procedure;
- processing of applications and railway consignment notes for freight transportation, including planning, coordination, and subsequent monitoring of the transportation process;
- wagon processing and electronic document management during planning, delivery, and removal of wagons at the port and during their dispatch;
- electronic completion of customs transit procedures at the destination station.

The project is constantly evolving. In June 2025, as a result of the joint work with the representatives of Byelorussian Railway, BelGee, shipping agent Hubshipping, freight forwarder RailFlagmanLogistic, port operator KTSP, and information operator Sigma-Soft, the geographic scope of the INTERTAN IT system was expanded to include the ports in north-western Russia. Container trains carrying spare parts for automobiles regularly operate along the new route between the Big Port of St. Petersburg (Avtovo station) and Zhodino station under the INTERTAN project.

According to the UTLC ERA JSC, in 2025, from July to September, eight container trains were dispatched from China via the Dostyk Inter-State Railway Connecting Point (ISRCP) destined for Luzhskaya Station (expedition) and subsequently transshipped onto the sea transport at the port of Ust-Luga (Ultramar terminal) for onward shipment to the port of Hamburg, Germany. A total of 402 loaded containers were carried on these trains, including 398 40-foot containers and four 45-foot refrigerated containers.

The Ukrainian Railways JSC (UZ) continues to operate intermodal and multimodal transportation services, including container trains, contrailer trains, and combined transport trains.

3.4. Passenger Traffic

In 2025, the OSJD Commission on Passenger Traffic (OSJD Commission 4) continued to work actively on implementing the tasks set by the OSJD's governing bodies, while also assisting OSJD railways and affiliated enterprises in finding solutions to the challenges that arose in the organisation of international passenger traffic. OSJD Commission 4 also continued the practice of holding meetings to exchange experience on the development and implementation of new-generation smart systems for managing passenger traffic, new digital services to improve passenger services, and enhancing the efficiency of station complex management through digitalisation.

In the reporting period, there was a significant increase in interest among OSJD member railways in the activities of OSJD Commission 4. Representatives from twenty OSJD member railways took part in the meetings organised at the OSJD Committee's premises. The greatest contribution to the preparation of proposals for updating the OSJD's regulatory documents in the field of passenger traffic, and to the drafting of a leaflet on passenger

services at railway station complexes, was made by the representatives of the State Association "Byelorussian Railway" (BC), "Kazakhstan Temir Zholy National Company" JSC (KZH), and Russian Railways OJSC (RZD OJSC), as the leading duty holders on these subjects. During the meetings, which included presentations on various aspects of passenger traffic management, active contributions were made by the representatives of: Azerbaijani Railways CJSC (AZD CJSC), Vietnamese Railway State Company (VZD), Georgian Railway

JSC (GR), Korea Railroad Corporation (KORAIL), "Kyrgyz Temir Zholu National Company" State Enterprise (KRG), Railway of Moldova State Enterprise (CFM), Ulan-Bator Railway JSC (UBZD), State Unitary Enterprise "Rohi Ohain Tojikiston" (TDZ), O'zbekiston temir yo'llari JSC (UTI), and Ukrainian Railways JSC (UZ). For the first time, a delegation from the Lao National Railway State Enterprise (LNRE) took part in a series of meetings. In accordance with the Work Plan of OSJD Commission 4, a meeting to coordinate timetables of international passenger trains for 2025-2026 was held in Beijing at a high organisational level, at the invitation of the management of the China State Railway Group Co., Ltd. (KZD).

In 2025, OSJD Commission 4 carried out work on the following subjects:

- coordination of timetables and coach sequence indicators for passenger trains in international traffic;
- improvement of the Agreement on the International Railway Passenger Tariff (MPT Agreement) and the MPT Tariff;
- improvement of the Agreement on the "Rules for the use of passenger coaches in international traffic" (PPW Agreement) and the PPW Rules;
- seat reservation systems, passenger information services, provision of services, and generation of financial statements;
- management of railway station complexes.

When considering the aforementioned issues, OSJD Commission 4 paid particular attention to:

- resumption of international passenger train services;
- further work on updating the MPT Agreement, the PPW Agreement, and OSJD leaflets in the field of passenger traffic;
- consideration by OSJD railways of issues related to the interoperability of electronic seat reservation systems and station complex management systems.

As regards the subject of **"Coordination of timetables and coach sequence indicators for passenger trains in international traffic"**, OSJD Commission 4 organised and held two meetings attended by the OSJD railways of Group II: a meeting to consider proposals for the organisation of passenger train services and through coaches in international traffic for 2025-2026 and a meeting of representatives of the OSJD railways of Group II to agree on timetables and formation schemes for international passenger trains for 2025-2026. The meetings took place on 9-10 April at the OSJD Committee via videoconferencing mode and on 8-12 September in Beijing (People's Republic of China). The meetings were attended by the representatives of VZD, KZH, KZD, ZC, UBZD, RZD OJSC, as well as an OSJD affiliated enterprise – the Russian Post JSC.

The OSJD railways of Group II agreed on the operation of passenger trains and through coaches in international traffic on 14 routes.

In the Russia-China traffic, the schedule for 2025-2026 includes: train No. 20/19 Moscow – Beijing of the FPC JSC



Chairman of the OSJD
Commission on Passenger Traffic
Aleksandr Sergienko



Specialists of the OSJD Commission on Passenger Traffic (from left to right):
Tang Van Dung, Kim Sangryul and additional specialist Karolina Mykhailova

formation and a group of through coaches in the Irkutsk-Manzhouli and Chita-Manzhouli traffic via the border crossing point of Zabaikalsk (RZD) – Manzhouli (KZD), as well as train No. 402/401 Suifenhe (KZD) – Grodekovo (RZD), formed by KZD. KZD and the RZD OJSC have agreed to change the route of train No. 3/4 Beijing – Moscow of the KZD formation to Beijing – Irkutsk at the initial stage, as well as its operating procedures and timetable. Furthermore, KZD has informed the RZD OJSC of its readiness to replace the coaches on train No. 401/402 Suifenhe – Grodekovo with higher-comfort coaches and has provided a layout of this train's composition.

In the Mongolia-Russia traffic, the schedule provides for the operation of train No. 5/6 Ulan-Bator – Moscow, formed by UBZD. The timetable for train No. 306/305 Irkutsk – Ulan-Bator, formed by the FPC JSC and UBZD, via the border crossing Sukhe-Bator (UBZD) – Naushki (RZD), has also been agreed.

In the Mongolia-China traffic, the schedule provides for the operation of train No. 23/24 on the route Ulan-Bator – Beijing, formed on a parity basis by UBZD and KZD, as well as train No. 22/21 on the route Ulan-Bator – Erlian (KZD), formed by UBZD. The service of through coaches on the route Ulan-Bator – Hohhot (KZD) through the border crossing point Zamyn-Uud (UBZD) – Erlian (KZD) has been maintained.

KZD and UBZD discussed the replacement of their passenger coaches in the through-service fleet on the route Ulan-Bator – Hohhot, as these coaches have reached the end of their service life, and agreed to consider, as an option, the introduction of a transfer service on this route via Erlian station.

In the international passenger service between China and the Democratic People's Republic of Korea, the schedule provides for the service of groups of through coaches belonging to KZD and ZC on a parity basis on the routes Beijing (KZD) – Pyongyang (ZC) and Dandong (KZD) – Pyongyang (ZC) through the border crossing point Dandong (KZD) – Sinichu (ZC).

The service between Russia and the Democratic People's Republic of Korea includes the operation of direct Moscow-Tumangan coaches of the FPC JSC formation and direct coaches Pyongyang – Moscow, Pyongyang – Khabarovsk via the border crossing point Khasan (RZD) – Tumangan (ZC) of ZC formation as part of train No. 342/341 Ussuriysk – Tumangan. ZC and the RZD OJSC have also coordinated the timetable for train No. 345/346 Tumangan – Khasan.

In the China-Vietnam traffic, a train timetable was agreed upon, which provides for the operation of direct KZD coaches on the route Beijingsi (KZD) – Hanoi (Gia Lam station, VZD) via the border crossing point Pingxiang (KZD) – Dong Dang (VZD).

In the China-Kazakhstan traffic, the timetable provides for the operation of a fast-speed passenger train on the route Urumqi – Almaty-2, formed by KZD, via the border crossing point of Khorgos (KZD) – Altynkol (KZH). In the Kazakhstan-China traffic, the operation of a high-speed passenger train on the route Almaty-2/Nurly Zhol – Urumqi, formed by KZH, via the border crossing Dostyk (KZH) – Alashankou (KZD) has been confirmed. In addition, KZD has proposed to KZH that, as regards the Urumqi-Almaty-2 train, formed by KZH, the issue of organising a connecting service via Khorgos station should be considered.

UBZD has agreed to carry out in January 2026 a single trial run of a luggage wagon owned by the "Post of Russia" JSC on the route Irkutsk – Ulan-Bator as part of train No. 305/306, with a further run to Zamyn-Uud station.



At the meetings held by OSJD Commission 4, the proposed dates for the resumption of international passenger train services on each route were regularly discussed. From 25 May 2025, trains Nos. MR1/T8702/Z6 and Z5/T8701/MR2 resumed service on the Beijingsi-Hanoi (Gia Lam station) route; from 3 June 2025, the high-speed train No. 23/24 Beijing – Ulan-Bator, formed by KZD, also began operating. Between Russia and the DPRK, direct train service resumed on 17 June 2025 on the Pyongyang-Moscow route, and on 19 June 2025 – on the Pyongyang-Khabarovsk route.

KZD has announced its readiness to resume all train services to and from the DPRK, whilst KZH has confirmed its full readiness to resume KZH-operated train services on the route Almaty-2 – Urumqi, and the RZD OJSC has informed of its preparedness to resume passenger rail services via the Zabaikalsk-Manchuria border crossing.

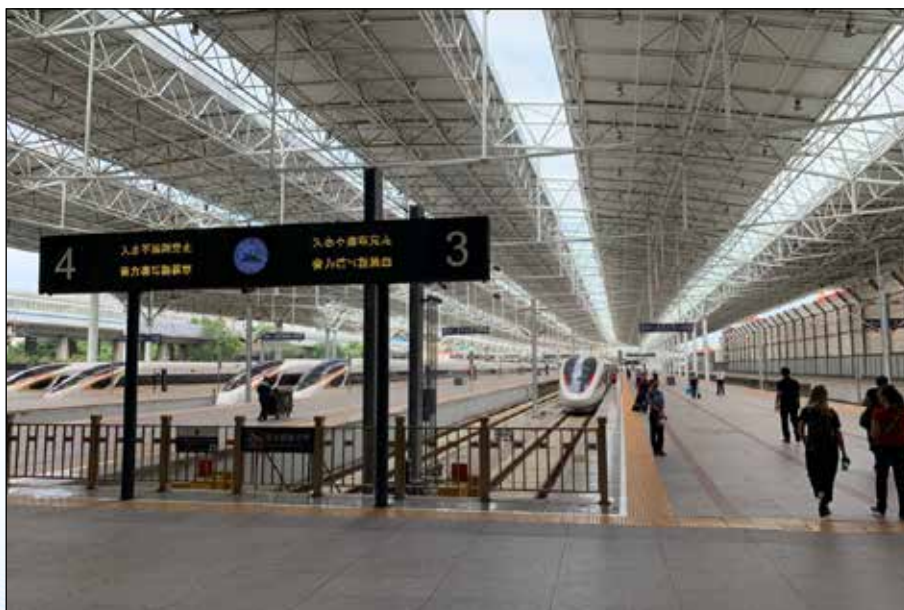
The OSJD railways of Group I coordinated on a bilateral basis the timetables of passenger trains in international traffic for 2025-2026.

However, the SA “Byelorussian Railway” has reported that in 2025, train services on the Belarus-Poland, Belarus-Lithuania, and Belarus-Latvia routes were not resumed. In the letters addressed to the OSJD Committee, LTG and LDZ set out their positions that they did not plan to resume passenger services on the Minsk-Vilnius and Minsk-Riga routes for the next two to three years. Given that the PKP JSC and the PKP Intercity JSC did not state their position at the CGD meeting regarding the resumption of international passenger services, BC once again addressed the PKP JSC and the PKP Intercity JSC with a request to consider, as a first step, the resumption of the operation of international passenger trains formed by BC and the PKP Intercity JSC on the Minsk-Warsaw route, with a transfer service organised at Brest-Central station, provision of scheduled train services on the PKP PLK line to the Polish carrier POLREGIO for Brest-Terespol cross-border services, and the coordination of timetables for these passenger trains for 2025-2026 on a bilateral basis.

The issue of resumption of passenger train services in international traffic remains one of the important tasks for OSJD Commission 4 for 2026.

The Polish State Railways JSC has informed that train timetables for services between Poland and Lithuania and between Poland and Ukraine have been agreed.

With the introduction of the 2022-2023 train timetable, the PKP Intercity JSC, in collaboration with LTG Link, has launched the IC 144/143 Hańcza service on the route Krakow Main Station – Mockava – Krakow Main Station. The train connects at Mockava station with an LTG Link train running to Vilnius via Marijampolė and Kaunas. Thanks to the launch of this train service, cities such as Krakow, Warsaw, Białystok, and Suwałki now have



Within the framework of the meeting of the representatives of OSJD Group II of railways to coordinate the timetables and coach sequence indicators of passenger trains in international traffic for 2025-2026 (08-12.09.2025, Beijing), the participants were showcased the process of organisation of high-speed traffic on the Chinese Railways



In the hall of the meeting of the representatives of OSJD Group II of railways to coordinate the timetables and coach sequence indicators of passenger trains in international traffic for 2025-2026 (08-12.09.2025, Beijing)

convenient connections to Lithuania, particularly to Vilnius. Since the launch of this service, both operators have seen growing interest from passengers, which prompted them to plan additional services between the Republic of Poland and the Republic of Lithuania.

Since 14 December 2025, the PKP Intercity JSC, in collaboration with LTG Link, has arranged for two additional train services to run via the Trakiszki-Mockava border crossing. Similarly to IC Hańcza train, a transfer connection is provided at Mockava station from PKP IC trains to LTG Link trains. With the introduction of the 2025-2026 train timetable, the following railway



Heads of delegations of the meeting of the representatives of OSJD Group II of railways to coordinate the timetables and coach sequence indicators of passenger trains in international traffic for 2025-2026 (08-12.09.2025, Beijing)

connections have been established between the Republic of Poland and the Republic of Lithuania:

- IC 142/141 Hańcza train: Krakow Main Station – Mockava – Krakow Main Station;
- IC 146/145 Wigry train: Szczecin Main Station – Mockava – Szczecin Main Station (new route);
- IC 140/139 Jaćwing train: Suwałki – Mockava – Suwałki (new route).

In 2025, the PKP Intercity JSC, in collaboration with the Ukrainian Railways JSC, ensured the operation of 10 pairs of passenger trains via the three border crossings at Dorohusk – Yahotyn, Hrebennie – Rava-Ruska, and Przemyśl (Medyka) – Mostyska II.

Due to the increase in passenger traffic between Ukraine and the Republic of Poland, the carriers have agreed, as part of their growing cooperation, to introduce a further three pairs of passenger trains with the launch of the new timetable for 2025-2026. This expansion of transport services will increase the share of railway transport in passenger traffic and ensure that passengers can be accommodated even when demand is particularly high (over 90 %).

Five train services have been agreed for operation via the Dorohusk-Yahotyn border crossing:

- train No. 19/20 Kyiv – Chełm – Kyiv;
- train No. 67/68 Kyiv – Warsaw – Kyiv;
- train No. 23/24 Kyiv – Chełm – Kyiv;
- train No. 120/119 Chełm – Dnipro – Chełm;
- train No. 93/94 Kharkiv – Chełm – Kharkiv (new route).

Transport services via the border crossing point Hrebennie – Rava-Ruska remain unchanged, namely:

- train No. 766/765 Warsaw West Station – Rava-Ruska – Warsaw West Station.

At Rava-Ruska station, there is a transfer connection from the abovementioned train to a train formed by the Ukrainian Railways JSC, which runs to Chernivtsi station via Kolomyia, Ternopil, and Lviv.

Seven pairs of trains are scheduled to run via the Przemyśl (Medyka) – Mostyska II border crossing point:

- train No. 706/705 Przemyśl – Kyiv – Przemyśl;
- train No. 51/52 Kyiv – Przemyśl – Kyiv;
- train No. 31/32 Zaporizhzhia – Przemyśl – Zaporizhzhia;
- train No. 89/90 Kyiv – Przemyśl – Kyiv;
- train No. 715/716 Kyiv – Przemyśl – Kyiv;
- train No. 74/73 Przemyśl – Kharkiv – Przemyśl (new route);
- train No. 150/149 (64/63) Przemyśl – Kharkiv – Przemyśl (new route).

The National Railway Company CFR JSC has provided information on the coordination of timetables for international passenger trains with MAV Co. – Hungarian State Railways, the Railway of Moldova State Enterprise, and the Holding Bulgarian State Railways.

In the Romania-Hungary traffic:

1. Via the Curtici-Lökösháza border crossing point:

- the route of international passenger trains Nos. 346/347 through Hungary has been changed; they will now run via Lökösháza – Békéscsaba – Szolnok – Kelenföld – Győr – Hegyeshalom (the trains will not pass through Budapest-Keleti station);

- a new timetable, registered in the Path Coordination System (PCS), has been introduced for all international passenger trains;
- downtime at Curtici station has been reduced to 2 minutes for all passenger trains crossing the border;
- all operational procedures (changing locomotives, coupling and uncoupling of coaches) have been transferred from Curtici station to Lökösháza station.



Expert meeting on the subject "Systems of seat reservation, passenger information services, provision of services, and generation of financial reporting" (11-12.03.2025, OSJD Committee)

2. Via the Episkopija Bihor-Biharkereszttes border crossing point:
 - the train timetable has been retained as set out in the 2024-2025 train schedule.
3. Via the Valea lui Mihai-Nyírábrány border crossing point:
 - a new timetable has been introduced for all international passenger trains registered in the PCS;
 - 6 new train services registered in the PCS have been introduced.
4. Via the Salonta-Kötegyán: border crossing point:
 - 3 new train services registered in the PCS have been introduced.

In the Romania-Republic of Bulgaria traffic:

 1. Via the Giurgiu Nord-Ruse border crossing point:
 - the train timetable has been retained as set out in the 2024-2025 schedule;
 - 2 new train pair services on the Giurgiu Nord-Ruse route, registered in the PCS have been introduced.
 2. Via the Golenti – Vidin border crossing point:
 - the train timetable has been retained as set out in the 2024-2025 train schedule.

In the Romania-Moldova traffic:

 - the inclusion of Ukrainian coaches in trains Nos. 401/402 from Chişinău to Bucharest Nord at the Ungheni station is scheduled.

The Railways of the Slovak Republic have announced that the timetables for international passenger trains on the Slovakia-Ukraine route have been finalised. From 14 December 2025, three pairs of trains are scheduled to run via the border crossing point of Čierna nad Tisou (ŽSR) – Chop (UZ):

- train No. R960/963 Košice – Mukachevo – Košice;
- train No. R962/965 Košice – Mukachevo – Košice;
- train No. R964/961 Košice – Uzhhorod – Košice.

The Railway of Moldova State Enterprise has announced that the 2025-2026 train timetable includes the agreed services for international passenger trains on 4 routes:

- in the Moldova-Ukraine traffic schedule provides for the operation of train No. 351/352 Kyiv – Chişinău, formed by UZ, via the Mohyliv-Podilskyi (UZ) – Vălcineţ (CFM) border crossing point;
- in the Ukraine-Romania traffic, schedule provides for the operation of train No. 99/100 Kyiv – Bucharest, formed by UZ, via the Mohyliv-Podilskyi (UZ) – Vălcineţ (CFM) and Ungheni (CFM) – Ungheni Prut (CFR) border crossing points. on the Ungheni (CFM) – Bucharest (CFR) section, the train operates as a two-part service with train No. 401/402 Chişinău – Bucharest;
- in the Moldova-Romania traffic schedule provides for the operation of train No. 105/401-402/106 Chişinău – Bucharest, as well as trains Nos. 821/1051-1054/824 Chişinău – Socola (Iaşi), formed by CFM, via the Ungheni (CFM) – Ungheni Prut (CFR) border crossing point.

The subject of **"Seat reservation and passenger information systems, provision of services, and generation of financial statements"** was discussed during two expert meetings that were held on 11-12 March and 24-25 September 2025 in the OSJD Committee. The meetings were attended by the representatives of 17 OSJD railways: AZD CJSC, ARA, BC, MAV Co., VZD, GR, KZH, KORAIL, KRG, LNRE, CFM, UBZD, PKP, RZD OJSC, TZD, UTI, and UZ. This demonstrates

its relevance and the interest in the works on this subject shown by the OSJD railways.

During the meetings, the participants exchanged experiences on the use of new digital services in the organisation of passenger traffic, as well as on the development and implementation of next-generation intelligent systems to improve passenger services, enhance passenger traffic management technology, and ensure the interoperability of electronic seat reservation systems.

The SA “Byelorussian Railway” has announced that, as part of the State Programme “Digital Development of Belarus” for 2021-2025 and the Byelorussian Railway Development Strategy, work is underway on the development and implementation of new technologies, the expansion of the scope of application of unmanned technologies, and the digital transformation of technological production processes. This work makes it possible to optimise staffing levels, increase labour productivity, and ensure that services are accessible to the public regardless of the location of passenger transport infrastructure facilities.

In 2025, works on the modernisation of the software for the Automated Passenger Boarding Control System (ASKPP) and the software for mobile document control terminals (MTKD) was completed, with a view to implementing a third option of electronic ticket registration on international trains and commencing trial operations at the industrial test site on trains running between Belarus and Russia on the routes to Moscow and St Petersburg.

The third option involves the electronic booking of a passenger on a specific train for the entire journey on all websites of railway companies using the ‘Express-3’ automated control system, with the booking to be completed no later than the train’s departure time from the passenger’s station of departure.

In the reporting period, work continued on establishing the national core of the new-generation ‘Express’ international intelligent transport system (Express BC), incorporating the Express International passenger transport integration system into the network.

The new system will make it possible to:

- improve the efficiency of the passenger transport system;
- meet the growing needs of transport market stakeholders;
- raise passengers’ awareness of and interest in the services;
- run marketing campaigns;
- develop comprehensive service packages for passengers.

BC’s plans include further development of the software for ticket-printing machines, modernisation of the ‘Passenger Services’ portal (pass.rw.by), the ‘BC. My Train’ mobile app, and the online ticket sales system (SPPD), as well as developing software for the ‘Data Processing Complex for Passenger Transport Management’ (KODUPP) subsystem.

The “Kazakhstan Temir Zholy National Company” JSC has announced that one of its priority objectives is the development of the ‘Intermodal Transport’ project, which will enable passengers to choose the best route for travelling within the country, without being limited to passenger trains alone.

As part of the project’s implementation, the first changes were made to the train timetable in 2025, incorporating elements of a hub-based transport system. The ticketing system has been upgraded to allow for the automatic selection of routes involving changes where there is no direct railway connection. Pilot projects have also been carried out to integrate railway transport with road and air transport. Work is underway to establish hubs based at railway stations. During the reporting period, users of the service purchased more than 20,000 tickets.

One of the key areas of digitalisation in passenger traffic is the provision of high-speed internet access on trains whilst en route.

In January 2025, KZH, in collaboration with the official distributor of the OneWeb low-Earth orbit satellite network in Kazakhstan, launched a pilot project to provide internet access on passenger trains. At the initial stage, three trains have been connected to the internet; work is underway to introduce the solution to all types of rolling stock, and, following the results of the trials, it is planned to implement the solution on the main passenger routes as early as 2026.

In order to keep passengers informed about the arrival, departure, and delays of KZH passenger trains, the project “Service for the provision of communication tools for proactive information” has been implemented (as an online display), under which 142 trains operating on 99 routes have been fitted with GPS/GLONASS trackers for real-time monitoring. All information is relayed to the Situation Centre of the Passenger Transport JSC.

In the reporting period, works were continued to introduce artificial intelligence:

- pilot tests were carried out to analyse cashiers’ performance using speech analytics;
- a virtual announcer system was launched to provide passenger information;
- a pilot project was launched to sell tickets via a virtual ticket office.

The Ulan-Bator Railway JSC has reported about a comprehensive approach to the development of passenger transport, which includes expanding the route network, ensuring train safety and passenger comfort, and introducing digital services. As a result of the introduction of online sales, the use of mobile apps and self-service kiosks, and collaboration with agency platforms, the share of online ticket sales increased to 60 % in 2025.

The Polish State Railways JSC has informed that the online services of the PKP Intercity JSC include the official

website and a mobile app with a single account. Customers can purchase various types of tickets, including single-journey tickets, season tickets, promotional tickets, and tickets for railway staff, as well as book seats. PKP also sells ETDs for international routes to Germany, the Czech Republic, Austria, Slovakia, Hungary, Lithuania, Ukraine, Slovenia, and Croatia.

There are various seat categories available: seated, reclining, and sleeping. Passengers are provided with clear information about their journey: prices, availability, route length, departure and arrival platforms, as well as access to SuperCena offers. It is possible to purchase additional tickets for transporting a bicycle, a dog or luggage.

The service offers a visual seat booking system, including dedicated areas for families, cyclists, and passengers with reduced mobility. There are discounts for children and teenagers on international routes, as well as flexible and promotional offers. Customers also have access to the 'Warsaw Ticket' service, which combines travel on trains and the capital's public transport network.

The Russian Railways OJSC has announced that the 'Express' system, originally developed in the 1970s, has undergone several phases of modernisation and currently provides comprehensive management of the passenger transport system. Since 2018, a new-generation automated control system called 'Express' has been under stage-by-stage development. The main phase of implementation was scheduled for 2022-2025. 'Express' covers key areas within the passenger transport system: system operations, resource and transport process management, information management, passenger services, and interaction with various service channels. The system supports over 90 information guides, is integrated with 15,000 devices, and processes over 10 million enquiries per day. It provides centralised management of a fleet of over 20,000 coaches, as well as transport and sales analytics (over 1.2 billion journeys per year) through integration with more than 30 information systems. New analytical approaches have been developed for sales agents, infrastructure owners, and transport operators.

A virtual intelligent assistant, based on large language models, which can assist passengers, ticket clerks, and specialists, has been introduced. The strategic objective is to establish the EXPRESS International cross-border ecosystem, providing a unified information space, analytics and mutual settlements for international passenger traffic. Throughout 2025, EXPRESS International conducted trial operations of a system for mutual settlements between railway companies, while also developing a statistical reporting system comprising centralised reporting forms for passenger and luggage transport. To enable national systems to interact with EXPRESS International, a unified standard for data exchange with national systems, the 'Contact Module', is being developed.

The RZD OJSC is working on enhancing the digital aspect of its services. Online sales for 2025 accounted for 82.5 %. The functionality of the RZD OJSC web portal has been improved in the following areas:

- displaying photographs of coaches when filling out travel documents at the train coach selection stage;
- displaying seats on the coach layout plan where animals are permitted (based on transport documents issued via the website for domestic trains;
- issuing transport documents for the carriage of animals, including the issuance of a free transport document when all seats in a compartment on domestic services are purchased;
- introducing an automatic ticket payment function in the 'Waiting List' service, which made it possible to issue around 900,000 tickets during the reporting period;
- introducing an 'On-board Transfer' service for long-distance passengers, which allows passengers to purchase a ticket for a train where there are no seats available for the full journey, with a transfer to another seat on the same train.

In 2025, 74 railway stations were equipped with electronic queue management systems.

Passengers board FPC JSC trains using information obtained from the Passenger Identification and Service System (SIOP) on trains operated by the FPC JSC. SIOP is a key operational system of the FPC JSC, designed to organise the boarding of passengers onto trains at any station along the route, based on an identity document (without the need to present a ticket) to accept luggage for carriage in a specialised compartment, and to provide passengers with meals paid when purchasing their tickets.

In order to inform the train crew of the presence of passengers with reduced mobility, the process of receiving requests via the SIOP for the escort and assistance of such passengers has been automated, with these requests originating from the Request Management Module of the RZD OJSC's Mobility Support Centre.



Presidium of the final meeting of the OSJD Commission on Passenger Traffic
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A functionality has been implemented to provide notifications about approaching a station, based on coordinates received from the safety and communications control system server in the train's staff coach. This service provides the coach conductor with information on the actual distance to the next station on the route and notifies them of the upcoming arrival at the station 2 km before the destination station.

During the meetings of OSJD Commission 4, the issue of implementing the requirements of the Federal Law of the Russian Federation "On transport security" was discussed, specifically with regard to the automated transfer of personal data on passengers and crew members travelling on trains operated by foreign railway companies through the territory of the Russian Federation, prior to the train's arrival at a border station in Russia.

The Ukrainian Railways JSC has announced that work is ongoing to improve and develop online services for passengers. In 2025, online ticket sales via the official website, mobile app and partner sales channels accounted for 87 % of the Ukrainian Railways JSC's total ticket sales. The mobile app has over 5 million registered users, and 70 % of online ticket sales are made through this service.

In the reporting period, the Ukrainian Railways JSC introduced a new format for electronic travel documents in international traffic, in accordance with International Railway Solutions (IRS) standard 90918 of the International Union of Railways (UIC) for the A4 RT format, with visualised security features for verification purposes. When booking a trip on the Ukraine-Hungary-Austria route, the e-ticket additionally indicates that the ETD must be printed out.

When booking a train ticket on the website <https://booking.uz.gov.ua/> or via the mobile app, additional information about trains is displayed when selecting a route: flagship, IC+, lowest price, fastest, transfer, as well as information on the availability of children's and women's coaches.

A children's coach is available on 12 trains, including the Kyiv-Chişinău international service.

26 trains have coaches allocated for women. Tickets for these female coaches are sold exclusively using electronic booking services.

In 2025, a new feature was introduced for authorised users of the mobile application, allowing them to monitor seat availability and automatically reserve (pre-pay for) seats as they become available.

In the reporting period, with a view to expanding sales of electronic travel documents (ETDs) for international trains, work was carried out to conclude agreements with European carriers. In May 2025, a new agreement between the Ukrainian Railways JSC and the PKP Intercity JSC was concluded on the organisation of sales of ETDs for international passenger trains and coaches operating on the Ukraine-Poland route, setting out the procedure for issuing, returning, and monitoring ETDs issued via the web systems of UZ and the PKP Intercity JSC.

In October 2025, a trilateral Cooperation Agreement was signed on the provision of services for the issuance and



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mutual recognition of electronic travel documents for trains operating on the international passenger route Ukraine – Republic of Moldova – Romania. From October 2025, a train operated by the Ukrainian Railways JSC began running on the Kyiv-Bucharest route.

In addition, agreements have been signed between the Ukrainian Railways JSC and the DB Fernverkehr AG on cooperation in the area of issuing electronic travel documents, which will enable passengers to book ETDs for the Ukrainian Railways JSC's trains via the DB Website.

Construction of the 1435-mm European-standard railway line between Chop and Uzhhorod stations has been completed. On 5 September 2025, the 22-kilometre-long new line was opened to traffic, and from 12 September 2025, direct passenger trains began running from Uzhhorod to Bratislava, Vienna, and Budapest.

In international traffic, it is now possible to book tickets via electronic booking services on Ukraine-Europe transfer routes, including the Kyiv-Bratislava route. The UZ website and mobile app offer the option to book two electronic tickets in a single booking for trains operated by different carriers.

A new mobile application for checking and validating travel documents has been launched. The MTKD mobile app enables users to check electronic travel documents issued via self-service online channels, as well as those issued at the Ukrainian Railways JSC ticket offices on standard forms.

The MTKD mobile app enables the monitoring of ETDs issued for both domestic and international transportation.

The list of issued travel documents in the MTKD app is updated automatically, providing real-time information on travel documents issued after the train's departure from the first station. The MTKD app displays the number of tickets issued and validated, as well as information on passengers who will be boarding at stations along the train's route; a separate screen shows information on passengers boarding and getting off the coach, sorted by boarding and off-boarding stations.

The MTKD app generates a summary report for the train manager, showing information about each coach in terms of tickets issued/validated, passengers carried, seat occupancy, bedding provided, and services offered.

The SUE "Rohi Ohani Tojikiston" has informed that the sale of train tickets and other services is carried out via the 'Express' automated control system. The advance booking period for international train tickets is 45 days.

The Lao National Railway SE provided an update on the development of railway transport in the Lao People's Democratic Republic and its activities.

In the reporting period, OSJD Commission 4 continued its work on updating OSJD regulatory documents related to international passenger traffic.

The subject of **"Improvement of the Agreement on the international railway passenger tariff (MPT Agreement) and the MPT Tariff"** was discussed at a meeting of the representatives of the OSJD railways – Parties to the MPT Agreement – which took place from 14 till 16 May 2025 at the OSJD Committee. The meeting was attended by the representatives of the Parties to the MPT Agreement from BC, VZD, KZH, ZC, KRG, UBZD, RZD OJSC, TDZ, UTI, and EVR.

Based on the consideration of proposals, the following amendments and additions were agreed upon:

- to certain clauses of Articles 1, 5, 6 of the MPT Agreement;
- to Section V, "Fares for travel on special trains, railcars, special coaches, and service and technical carriages", including certain sub-clauses of paragraphs 14 and 15 of the MPT.

These amendments have resolved a number of inconsistencies set out in Article 1 of the MPT Agreement and Section V of the MPT Tariff, relating to the fact that not all Parties to the MPT Agreement apply certain provisions of the MPT Tariff.

Pursuant to Article 5 of the MPT Agreement, the OSJD Committee, by letter No. IV-42.25/SA dated 21 July 2025, informed the Parties to the MPT Agreement that the amendments and additions to the MPT Agreement and to the MPT Tariff would enter into force on 1 September 2025.



Meeting of the Parties to the "Agreement on the Rules for the use of passenger coaches in international traffic (PPW)" (27-29.05.2025, OSJD Committee)

The updated text of the MPT Agreement, as of 1 September 2025 and taking into account the announced amendments and additions, was sent by the working staff of OSJD Commission 4 to the Parties to the MPT Agreement in electronic form, and was also published on the OSJD Website (<https://osjd.org/>).

The OSJD Committee, as the depositary of the MPT Agreement, issued and sent to the Parties to the MPT Agreement certified copies of the updated text of the MPT Agreement as of 1 January 2026.

On the subject of ***“Improvement of the Agreement on the “Rules for the use of passenger coaches in international traffic” (PPW Agreement) and the PPW Rules”***, the OSJD Committee held an expert meeting of the representatives of the Parties to the PPW Agreement from BC, KZH, KRG, CFM, UBZD, PKP JSC, RZD OJSC, and UTI from 17 to 18 March 2025 via a videoconferencing mode, and a meeting of the representatives of the OSJD railways – Parties to the PPW Agreement – from 27 till 29 May 2025, which was attended by the representatives from BC, KZH, ZC, KRG, CFM, UBZD, RZD OJSC, TDZ, UTI, and EVR.

At the meeting of representatives of the Parties to the PPW Agreement, amendments and additions to the text of the ‘Basic Concepts’ and to the PPW Rules were agreed. However, no consent was reached on certain clauses of the PPW, including paragraph 7 thereof.

The leading duty holders from BC, KZH, and RZD OJSC, together with the working staff of OSJD Commission 4, have carried out a huge amount of work to revise virtually all the provisions of the Rules for the use of passenger coaches in international traffic.

The representatives of the Parties to the PPW Agreement decided to adopt comprehensive amendments to the PPW following the update of the entire text of the PPW and annexes thereto.

Further works on updating the PPW Agreement will be carried out by an expert group comprising the representatives of BC, KZH, and RZD OJSC, with the participation of the concerned Parties to the PPW Agreement. In 2026, the expert group will prepare proposals for amendments to paragraph 7 and clauses 8.1, 10.4.1, 12.7, 13.3, 13.3.1.4, 13.4, and 13.6 of the PPW and the annexes thereto, for consideration and approval of comprehensive amendments to the PPW at a meeting of representatives of the OSJD railways – the Parties to the PPW Agreement.

On the subject of ***“Management of railway station complexes”***, an expert meeting was held at the OSJD Committee from 26 till 27 August 2025, during which participants exchanged experiences and best practices in the management of railway station complexes. It was attended by the representatives of the AZD CJSC, BC, MAV Co., VZD, GR, KZH, KORAIL, KRG, CFM, UBZD, RZD OJSC, and UTI, as well as the representatives of the OSJD Committee.

The meeting participants exchanged experiences in the following areas of activities under the subject “Management of railway station complexes”:

- digital transformation of railway stations, including digital services;
- management and operation of railway stations;
- commercial activities;
- navigation systems at railway stations.

The Korea Railroad Corporation (KORAIL) has announced improvements in the efficiency of station complex management through digitalisation. KORAIL has developed and implemented a unified digital MaaS platform that integrates railway transport, tourism, and supporting services, with a focus on increasing convenience for passengers.

The SA “Byelorussian Railway” has reported that 19 railway stations in the Republic of Belarus operate as modern passenger complexes, providing a high standard of service and meeting the requirements for safety, accessibility, and comfort. The remaining stations are equipped with well-developed infrastructure designed to meet the needs of all categories of passengers, including those with reduced mobility.

The railway stations are being actively integrated with



Meeting of the experts of the OSJD railways on the subject “Management of station complexes” (26-27.08.2025, OSJD Committee)



road transport facilities. In a number of cities, projects are underway to combine railway and road transport hubs into single intermodal transport hubs. Such integration allows passengers to transfer conveniently between different modes of transport, optimises logistics, and promotes the development of interregional mobility. In cities such as Minsk, Brest, Gomel, and others, work has been carried out to synchronise timetables, improve wayfinding, and create a unified information system for passengers.

The stations of the Byelorussian Railway feature modern waiting rooms, mother-and-child rooms, rest areas, and retail and catering facilities. Larger stations offer luggage storage facilities and premium-class lounges (service centres). During the reporting period, work was carried out to refurbish interiors, modernise building services, improve lighting systems, and enhance the energy efficiency of the buildings.

The O'zbekiston temir yo'llari JSC has provided information on the results achieved during the transformation of the O'ztemiryo'lyo'lovchi JSC in 2025.

The Russian Railways OJSC has provided information on the development of services at railway station complexes (core services for passengers, regulated services for people with reduced mobility, and additional services for customers), as well as the up-to-date information on the following areas:

- railway stations;
- regional directorates;
- services for passengers;
- cultural and sightseeing projects at railway stations, etc.

The RZD OJSC also provided information on a new unified passenger navigation system based on the following key principles: improvement of the user experience, technological efficiency, environmental sustainability and inclusivity. In the new system, the range of indicators has been standardised and the process for managing them has been simplified, with all system components standardised. In addition, the pictogram system has been expanded, and a new set of illustrations and a new colour scheme have been introduced to help passengers find the service they need more quickly.

In the reporting period, works were continued on the promotion of railway tourism in Russia. Customers were offered a wide range of options for travelling around the country on tourist trains, including large-scale cruise programmes in the modern 'train-hotel' format.

In 2025, work was carried out under this subject to update OSJD Leaflet R 102 "Recommendations on the use of standardised symbols and the uniform reproduction of pictograms for passengers in international traffic". Following discussions, the title of the updated OSJD Leaflet R 102 "Recommendations for passenger services at station complexes" and the "Contents" section were agreed upon. Works on drafting this leaflet are continued in 2026.

3.5. Infrastructure and Rolling Stock

The OSJD Commission on Infrastructure and Rolling Stock (Commission 5) continued its works throughout 2025 to address technical, technological, and regulatory issues on the following subjects:

- "Rolling stock gauges in international traffic, taking into account the interoperability requirements";
- "Railway track and engineering structures";
- "Signaling, interlocking, and communications networks";
- "Power supply and electric traction equipment";
- "Rolling stock for railways. Technical requirements as to its components".

On the subject of "**Rolling stock gauges in international traffic taking into account the interoperability requirements**" the experts continued their works on the document "Methodology for calculating new rolling stock gauges in interoperable international traffic on the 1520-mm/1435-mm gauge tracks of the European railways of the OSJD member countries", updated by the leading duty holder – ZSR, taking into account the proposals received from KZH and RZD JSC, as well as on the organisation of contrailer traffic.

The works on the subject of "**Railway track and engineering structures**" were divided into four subtopics.

Under the subtopic "Development of a set of issues related to rails, rail fastenings, continuous welded track, and mechanization of track work" experts from the MAV Co. Analyzed the leaflet "Requirements for the geometric parameters of rails for fast-speed and high-speed traffic, including straightness and inspection methods". The duty holders from BC and RZD OJSC presented informational materials on the standards for rail wear and irregularities occurred during their operation, due to the need to supplement the section on the 1520-mm gauge tracks in the relevant tables of this leaflet.

The leading duty holder from the Ukrainian Railways JSC presented informational material on the subject "Causes of rail fractures in welded joints welded with mobile rail welding machines and aluminothermic welding". This material covered the causes of rail fractures in welded joints, rail defects arising during flash butt welding and aluminothermic welding, and methods for inspecting welded rail joints.

The BC expert presented informational material on the subject "Causes of rail fractures in welded joints welded with mobile rail welding machines and aluminothermic welding". The leading duty holder, Ukrainian Railways JSC, presented informational material on the subject "Maintenance and repair of block-section and section-length continuous welded track rails", which outlines general requirements for the maintenance, repair, and inventory of block-section and section-length continuous welded track rails, as well as recommendations on the feasibility of expanding the use of block-section and section-length continuous welded track rails and the implementation of continuous welded track with rails welded to turnout switches.

The leading duty holder, KZH, presented an updated leaflet "Use of polymer fishplates in insulating joints", which contains modern solutions aimed at improving the stability and performance of railway tracks, offering a number of advantages, such as durability, corrosion resistance, reduced structural weight, and reduced noise and vibration in comparison to metal fishplates. The meeting of Commission 5 approved the leaflet.

The leading duty holder – KZH presented an updated leaflet, "Recommendations for continuous welded track terminology". The updates included changes, clarifications, and additions to the terminology in the sec-



Chairman of the OSJD Commission on Infrastructure and Rolling Stock
Radovan Vopalecky



Specialists of the OSJD Commission on Infrastructure and Rolling Stock:
Elnur Guliyev and Daosadeth Soysouvanh



Expert meeting on the subject "Rolling stock gauges in international traffic taking into account the interoperability requirements" (01-03.04.2025, OSJD Committee)

tions “Continuous welded track design”, “Continuous welded track stability”, and “Continuous welded track design and maintenance”. The leaflet was approved by the Commission meeting.

The leading duty holder – RZD OJSC presented informational material on the subject “Application of new types of rail fastenings for operation on mountain pass sections”. The material describes modernized fastening designs developed for the operation as part of complex track layouts and profiles. During the meetings on the subtopic “Consideration of a set of issues related to the track formation and engineering structures”, the leading duty holder – RZD OJSC presented a draft leaflet based on the results of updating and consolidating the leaflets “Recommendations for increasing the bearing capacity of the main track formation”, “Recommendations for new track formation”, “Use of geogrids in track formation design”, and “Recommendations for the use of geosynthetic materials in track formation design”.

Based on these results, it was agreed to continue works on a draft consolidated leaflet with the common title: “Recommendations for strengthening the railway track formation structure” to more fully present technological solutions for strengthening the engineering structures of the track formation to ensure the uninterrupted operation of both current and future rolling stock.

The leading duty holder from the RZD OJSC updated the leaflet “Recommendations for the use of geosynthetic materials in track formation design”. The leading duty holder – RZD OJSC presented updates to the leaflet “Diagnostics of engineering structures”, along with additionally developed materials on the subject of “Defects in riveted superstructure elements”, “Defects in reinforced concrete superstructures”, “Defects and damage to structural elements of reinforced concrete superstructures”, “Defects in arched superstructures”, “Defects and damage to bearing parts”, and “Defects and damage to bridge abutments”. The leaflet was approved by the Commission meeting.

Experts from the RZD OJSC and MAV Co. presented informational materials on the subject of “Stationary diagnostics and monitoring of engineering structures. Measured parameters and their threshold values”. The RZD OJSC publication contains information on the purpose of in-situ diagnostics and monitoring of engineering structures specifically to improve the operational safety of bridge structures and reduce the risk of emergency situations. To this end, their condition should be monitored, and it is recommended to establish an automated monitoring system at all unique and technically complex structures under construction or being reconstructed. The MAV Co. publication contains information on in-situ diagnostics and monitoring of engineering structures, their areas of application, requirements for measured parameters, and more.

The RZD OJSC experts advised on the progress in developing the information material on the subject of “Certification of engineering structures. Procedure and period for renewing passport data”.

The leading duty holder from the Czech Railways Infrastructure Manager (SŽ), presented a draft leaflet with the working title “Technical requirements for the intersection of railway tracks with utility networks”. This leaflet provides an overview of the key conditions and parameters for resolving the issues involving the intersection of railway lines with the utility networks of the aforementioned railways in accordance with the national rules and regulations.

The leading duty holder – the Ukrainian Railways JSC presented a draft leaflet entitled “Requirements for the passage of rolling stock on railway bridges and the determination of the speed depending on the technical condition”. This leaflet was developed on the basis of the current leaflet “Recommendations for ensuring the passage of rolling stock on railway bridges, with the operation of a combined track gauge in view” and taking into account the information material of the NRIC “Requirements for the passage of rolling stock on railway bridges and the determination of the



Expert meeting on subtopic 2.3 “Comprehensive diagnostics of railway tracks” of subject No. 2 “Railway tracks and engineering structures” (28-30.04.2025, OSJD Committee)

speed depending on the technical condition". This leaflet contains information necessary for solving the problems of the possibility of trains to run on bridges built in previous years, the passage of types of train loads being put into operation or prospective, as well as a comprehensive assessment of the condition of railway bridges, determining the conditions for the passage of train loads on bridges and the specifics of determining the carrying capacity for a combined track gauge. The leading duty holder from the Ukrainian Railways JSC proposed the developed leaflet "Requirements for the passage of rolling stock on railway bridges and determining travel speed depending on their technical condition".

The status of this leaflet was changed from recommendatory to obligatory-recommendatory. The meeting of Commission 5 agreed to the obligatory-recommendatory status of the leaflet and submitted it for approval to the next CGD meeting.

The leading duty holder from the Ukrainian Railways JSC presented an updated leaflet "Methodology for calculating the composition of grouting and concrete for flooded tunnels", which updated the following sections: determining the properties of grouting and concrete components; determining the composition of grouting for maximum strength, water resistance, and frost resistance; and determining the composition of concrete. The leaflet was approved by the meeting of Commission 5.

Under the subtopic "*Comprehensive track diagnostics*", a representative of the "Firma TVEMA" JSC presented information on the "Impact of modern measuring systems and analytical data processing systems on track diagnostic measurement results". The presentation highlighted how modern measuring systems used for track diagnostics, such as spatial scanners, ground penetrating radars, and accelerometers, generate enormous volumes of data. However, the raw information obtained by these systems often contains errors and noise, hindering an objective assessment of track condition. The introduction of analytical data processing systems radically changes this situation. An example of such a system is the digital platform of the Complex Automated System for Combinatorial Data Analysis (CASCADE). It enables the accumulation of data from various sources, the application of unified signal decoding algorithms for a unified interpretation of measurement data, and the use of data validation and verification methods based on the history of their changes. This significantly improves the accuracy and reliability of diagnostic results. The capabilities of the CASCADE digital platform make it possible to obtain not just individual measurements, but a comprehensive picture of track condition, enabling comprehensive data analysis and the most reliable information on track condition.

The leading duty holder from the MAV Co. presented information on the subject "Defining the main factors of track condition degradation based on the diagnostics results analysis", which outlined the key factors influencing the track degradation.

A representative of the "Firma TVEMA" JSC presented a report on the subject "Effectiveness of using mobile non-destructive testing equipment". The report presented the results of testing and implementing new and upgraded ultrasonic and eddy current rail inspection systems, as well as various technologies for their application to improve inspection quality, ensure stable acoustic contact, and reduce the number of uninspected spots at speeds up to 120 km/h.

A representative of the "Firma TVEMA" JSC presented a report on the subject "Characteristics of rail foot inspection". The research conducted demonstrates the feasibility of reliably detecting rail foot defects in laboratory conditions. Field testing, scheduled for 2025, was aimed to determine the effectiveness of the developed methods and technology for rail foot inspection using specialized single- and dual-line flaw detectors.

The leading duty holder from the RZD OJSC dwelt in his presentation on the "Characteristics of infrastructure diagnostics and condition monitoring on high-speed railways", which described the specifics of diagnostics works on high-speed railway infrastructure, as well as the experience of the RZD OJSC in this field.

A representative of the "Firma TVEMA" JSC delivered a presentation on the subject "Impact of modern measuring systems and analytical data processing systems on track diagnostic measurement results". The modern track geometry monitoring systems measure horizontal bending with an accuracy of tenths of a millimeter. This accuracy allows for the calculation of the average radius of a circular curve and the change in curve length due to temperature changes. Furthermore, modern analytical systems, by accumulating measurement data, automatically track the elongation of curved track sections, automatically calculating the temperature at which continuous welded track is secured to prevent track outbursts in summer or rail joint breaks in winter, and also determine the admissibility of track alignment by track machines.

The leading duty holder from the RZD OJSC which was represented by a delegate from the Siberian State Transport University, delivered a report on the subject "Application of artificial intelligence in the inspection of engineering structures".

The bridge structures are critical elements of transport infrastructure that require regular monitoring to ensure safety operation and durability. The implementation of artificial intelligence (AI), natural language processing, and computer vision technologies opens up new opportunities for automated diagnostics, increasing accuracy, and reducing the inspection time. The material dwells on a comprehensive solution, its advantages over similar systems, and the prospects for developing similar systems in bridge construction and railway infrastructure.

The introduction of AI in bridge diagnostics is not just an innovation, but a necessity for modern infrastructure.

Further development of the system paves the way for fully autonomous diagnostics using drones and AI, that is to improve safety.

An expert from the "Firma TVEMA" JSC gave a presentation on the subject "Continuous ultrasonic inspection

technology for foot feet, elements of its modernization, natural and organisational-regulatory obstacles, and potential carriers of continuous ultrasonic foot inspection equipment, including the use of both ultrasonic and optical methods”.

The leading duty holder from the RZD OJSC which was represented by a delegate from the Siberian State Transport University, presented a report on subject “Vibration diagnostics of railway bridge supports. Condition assessment method, applied instrumentation and equipment”. Specialists from the Siberian Research Institute of Bridges of the Siberian State Transport University are actively developing methods for vibration diagnostics of load-bearing elements of bridge structures.



Expert meeting on the subject “Power supply and power traction devices”
(09-10.09.2025, OSJD Committee)

The leading duty holder from the RZD OJSC presented a report on the subject “Creating digital models of railway infrastructure facilities”.

Currently, along with mobile equipment fitted with spatial scanning systems, stationary high-precision laser scanners are widely used for diagnostics of artificial structures. Stationary scanners produce a digital model of an object with a technical accuracy of no more than 1 mm. Regular surveys enable high-precision monitoring of changes in the geometric position of supporting structures. Digital models are also used to determine the conditions for rolling stock passage through tunnels and over bridges and to analyze their overall condition. Digital models also form the basis for a digital twin.

Experts from MAV Co., presented a research on the subject “Methods for preventing subsidence in monoblock frogs on reinforced concrete frogs and their diagnostics” in the subtopic “Reinforced concrete sleepers, beams, and turnout switches and their diagnostics”. This research describes the causes of subsidence in turnout switches with monoblock point frogs on reinforced concrete beams, as well as operational experience with the use of sleeper pads to prevent subsidence. Performance tests were conducted on 20 newly laid turnout switches, seven of which used sleeper pads. The paper presents a test methodology and a comparative analysis of the performance of turnout switches with sleeper pads and turnout switches without them.

To obtain the most reliable comparison results to confirm the feasibility of using sleeper pads, performance tests are ongoing.

The leading duty holder from the MAV Co. presented information on the subject “Application of removable and permanent diagnostic equipment for monitoring turnout switches, including during high-speed operation”. The material contains manual, removable, and fixed diagnostic tools used in MAV Co.’s diagnostics of turnout switches, describing their scope of application and providing technical specifications.

The leading duty holder from NRIC presented a material on the subject of “Application of used reinforced concrete sleepers unsuitable for re-laying on tracks”. This material examines the use of used concrete sleepers in two main areas: reuse of the entire product for another purpose, both on a railway track and in other applications; and recycling, including processing, such as crushing railway sleepers and separating the crushed raw material into concrete aggregate and steel reinforcement for use in the construction or landscaping.

The leading duty holder from KZH presented a material on the subject of “Formation of shrinkage cracks in cast sections of turnout cross-pieces. Methods for detecting them and operating procedures at different train speeds”. The report noted the unresolved issue in the operation of turnout switches with defects available in the cast parts of cross-pieces. It also noted the lack of clear regulations for accepting cross-pieces from manufacturers.

On the subject of “**Signaling, interlocking, and communications networks**” the leading duty holder from the RZD OJSC presented a leaflet entitled “Innovative railway telecommunications system based on 4G/5G technology designed for OSJD railways. Functional requirements”. This leaflet establishes functional requirements for next-generation railway telecommunications and specifies that a promising innovative railway telecommunications system based on 4G/5G technology shall provide all types of communications for railway transport, ensuring train safety, managing transportation processes, and improving the efficiency of railway infrastructure in the OSJD member countries. The Commission meeting approved the draft leaflet, and the Conference of General Directors meeting approved the leaflet nominating it as of recommendatory and obligatory nature.

The leading duty holder from the RZD OJSC presented the leaflet “Operational and technical requirements for technical diagnostics and monitoring systems of railway automation and telemetry devices”, which establishes technical

requirements for stationary railway automation and telemetry devices, including subsystem requirements applicable to the development and design of new systems and the modernization of existing technical diagnostics and monitoring systems. The leaflet was approved by the Commission meeting.

The leading duty holder from the RZD OJSC presented an updated leaflet "Operational and technical requirements for interval control systems for train traffic on sections". The leaflet applies to all types of interval control systems used on the railways of the OSJD member countries. The basic operational and technical requirements set forth in the leaflet are to be applied during the construction, reconstruction, and modernization of existing railway automation and telemetry systems and devices, as well as the development of new ones. The meeting of Commission 5 approved the leaflet.

The leading duty holder from KZH presented the leaflet "Railway automation and telemechanics systems and devices. Terms and definitions", which establishes terms and definitions for key concepts in the field of railway automation and telemechanics related to the control and safety of train traffic. The leaflet was approved by the Commission meeting.

Within the framework of the subject "**Power supply and power traction equipment**" the leading duty holder from BC presented the leaflet "Recommendations as to the automation and telemechanization of power supply equipment on electrified railways". This leaflet provides recommendations on terminology for the automation and telemechanization of power supply equipment, including automation systems designed to ensure operational or emergency switching of electrical equipment and auxiliary devices according to a predetermined programme, as well as telemechanics systems designed to improve the efficiency of off-and-ons during preventive or repair works. The leaflet was approved by the Commission meeting.

The leading duty holder from BC updated the "Recommendations for Telemechanization of Railway Power Supply Devices" leaflet, which provides recommendations for outlining technical requirements for telemechanization equipment for railway power supply devices and applies to telemechanization equipment for railway power supply systems. The leaflet was approved by the Commission meeting.

A representative of KORAIL delivered a presentation on the subject "Operating technology for overhead catenary networks on high-speed railway lines", which provided information on overhead catenary network systems for high-speed railways; the current progress of operating technologies; automated monitoring and diagnostics systems; key organisational elements; the condition of infrastructure facilities, line features, and design standards; high-speed railway tensioning systems; the design and operation of insulation sections; inspection frequency, maintenance process, as well as maintenance criteria.

A representative from the Southwest Jiaotong University (SWJTU, China) delivered a report on the subject "Traction power supply system for electrified railways. Optimization of power supply capacity". The report describes the current operational conditions of China's railways, methods for increasing power supply capacity, the relationship between the traction power supply system and the power grid, traction power supply system optimization, power supply phase incompatibility and bidirectional power supply in the traction power supply system, the concept and structure of an interconnected power supply system, the advantages of an interconnected power supply system, and power supply capacity optimization using both the power grid and the traction subsystem, as well as contains traction power supply system diagrams.

On the subject of "**Rolling stock for railways. Technical requirements as to its elements**" the leading duty holder from the RZD OJSC presented the leaflet "A solution for the unification of wheelsets for passenger coaches and freight wagons with roller bearings" updated by the leading duty holder, RZD OJSC. The leaflet provides for the possibility of using wheelsets on the OSJD member railways and creates the preconditions for the unification of bogies and cooperation in the production of wheelsets within the OSJD member countries, using the key axle and wheelset parameters of passenger coaches and freight wagons specified in the document. The meeting of Commission 5 agreed on the leaflet, and the CGD meeting approved it.

The leading duty holder from the RZD OJSC presented an update to the leaflet "Designation of 1520-mm gauge freight



Participants in the expert meeting on the development of an innovative railway communications system based on 4G/5G technology of subject No. 3 "Signaling, interlocking, and communications networks" (09-10.10.2025, St. Petersburg)

wagons” taking into account the proposals received from the experts of the OSJD Permanent Working Group on Coding and Information Technology. The leaflet describes the structure of freight wagon numbers and other markings for wagon identification. According to the leaflet, the wagons intended for use on the 1520-mm gauge railway infrastructure in domestic and international traffic are to be provided with identification markings that take into account the requirements of each country’s government agencies responsible for wagon registration and comply with national legislation, taking into account legal norms and applicable international agreements. The meeting of Commission 5 agreed on the leaflet, and the CGD meeting approved it as a leaflet of an obligatory nature.



Final meeting of the OSJD Commission on Infrastructure and Rolling Stock
(05-07.11.2025, OSJD Committee)

The experts of the RZD OJSC presented the leaflet “Maximum gross mass of containers permitted for the transportation on flat wagons of existing models”, which was elaborated to ensure the use of container flat wagons in accordance with their documentation (technical specifications, operating manuals) for the transportation of large-capacity containers. The leaflet updated the data on permissible values, including adjustments and updates to the gross weights for existing and newly commissioned models of flat wagons. The Commission meeting agreed on the leaflet, and the CGD meeting approved it as a leaflet of an obligatory nature.

The leading duty holder from the MÁV-csoport (MAV Passenger Service) presented a draft of the updated leaflet under the title “Unification of requirements for passenger coaches designed for the transportation of passengers in wheelchairs”, which contains technical requirements for the design, equipment, systems, and devices of passenger coaches adapted for the transportation of passengers with reduced mobility (disabled persons) using special wheelchairs. Such coaches are to be fitted with spaces for disabled persons, devices for their entry and exit, signaling devices, communications, and information systems. Additional on-board equipment designed to ensure the accessibility and safety of disabled passengers are to comply with safety, comfort, and environmental standards applicable to passenger coaches in the countries through or in which they are to operate. The meeting of Commission 5 agreed on the leaflet, and the CGD meeting approved it.

During 2025, the experts from the railways of the OSJD member countries successfully completed their works on nine leaflets of recommendatory nature and six leaflets of obligatory-recommendatory nature.

3.6. Coding and Information Technology

Activities of the OSJD Permanent Working Group on Coding and Information Technology (PWG CI) were carried out in 2025 under the Work Plan and in execution of the decisions of the Conference of General Directors (Authorised Representatives) of OSJD Railways.

To achieve its primary objective, the PWG CI collaborated with the UNECE, UN/CEFACT, and OSJD member companies to further develop information support for freight transport in the Eurasian railway networks.



Specialist of the
OSJD PWG CI
Mario Matta

Subject 1 "Coding and Information Technology"

Creation of the Database of Railway Service Facilities of the OSJD Member States (RSF DB)

At the meeting held in March 2025, the leading duty holder from KZH presented a draft OSJD Leaflet "Regulations on creation and maintenance of the Database of Railway Service Facilities".

At the annual meeting, the KZH as the leading duty holder informed the meeting participants that the Ukrainian Railways JSC had reviewed the comments and deemed it possible and appropriate to maintain information on stations in the OSJD Database of Railway Service Facilities on the basis of Leaflet O 405 "Regulations on creation and maintenance of the List of Freight Stations of OSJD Railways" (4th edition), developed by the OSJD Commission on Freight Traffic.

At the annual meeting, the KZH asked the meeting participants to review the proposals submitted by the MAV, Railway Infrastructure Operator CJSC, and the Ukrainian Railways JSC, regarding the draft Leaflet and to submit their comments and suggestions to the leading duty holder by 30 January 2026.

The annual meeting participants asked the leading duty holder KZH to summarise the received comments and suggestions regarding the draft Leaflet and submit them to OSJD Committee by 11 February 2026 for their subsequent discussion at the regular expert meeting of the PWG CI (24-25 February 2026).

Updating OSJD Leaflets:

- Joint OSJD/UIC Leaflet 920-13 "Standard coding and data structure required in international freight traffic"

In October 2025, the leading duty holder ZSSK CARGO informed the meeting participants about the amendments to the Leaflet, taking into account the comments submitted by the Ukrainian Railways JSC.

The annual meeting that took place in November 2025 approved the draft joint OSJD/UIC Leaflet and requested that the PWG CI specialist submit the joint OSJD/UIC Leaflet O 920-13, as its 10th edition, to CGD meeting XL for approval.

Subject 2 "Paperless technology for freight transportation by rail in international traffic"

Information support for freight transportation by rail in international traffic (EDI) and transportation under electronic transport documents (E-CONSIGNMENT NOTE)

The annual meeting that took place in November 2025 confirmed that the information on EDI was available from four OSJD Railways and approved the publication of the said information in the draft "Activity Report 2025 of the PWG CI".

Updating of OSJD Leaflets:

- O+R 944 "List of classifiers and codes of data elements. Library of code lists for freight traffic on the terms of SMGS Agreement";
- O+R 947 "Library of standard electronic messages in XML or JSON standards on the basis of the Multimodal Transport Reference Data Model (MMT RDM UN/CEFACT)".



Expert meeting of the PWG CI on the subject "Security of information interaction and information and telecommunications infrastructure"
(28-29.08.2025, OSJD Committee)

The leading duty holder from the Russian Railways OJSC (RZD) informed the participants in the PWG CI expert meeting that took place in October 2025 about the amendments to the draft Leaflet O+R 944 and, at the annual meeting held in November 2025, presented the consolidated draft OSJD Leaflet O+R 947 and consolidated Annex 1 "Electronic message on the shipment of goods for the SMGS consignment note".

The annual meeting that took place in November 2025 approved the draft OSJD Leaflet and requested that the PWG CI specialist submit Leaflet O+R 943 as its 18th edition and Leaflet O+R 947 as its 1st edition for approval by CGD anniversary meeting XL.



Meeting of the PWG CI on subject No. 1 "Coding and IT"
(07-08.10.2025, OSJD Committee)

Works in the field of developing technical specifications for electronic messages in XML or JSON standards using the web services based on MMT RDM data, including the documents of title

At the meetings that took place in March and October 2025, in accordance with the 2025 Work Plan of the PWG CI, the leading duty holder from the Russian Railways OJSC (RZD) presented an updated draft technical specification for an electronic message containing SMGS consignment note data in the UN/CEFACT standard in Russian and English on the basis of the current data set of the Reference Data Model for Multimodal Transport published on the UN website and the respective XSD schema. The RZD OJSC informed the meeting participants of a revision to the numbering of the document's sections, starting with subclause 3.28.17.4, in relation to the version of the technical specification approved by the annual meeting of the PWG CI in 2024.

At the PWG CI annual meeting held in November 2025, the leading duty holder from the RZD OJSC informed the meeting participants that work had been carried out in conjunction with UN/CEFACT experts and that the results would be presented at the regular expert meeting of the PWG CI (26-27 February 2026).

The annual meeting approved the experts' work and agreed to include the subjects into the draft Work Plan of the PWG CI for 2026.

"Digitalisation of the process of planning the volumes of foreign trade freight transportation"

At the meeting held in March 2025, the PWG CI specialist informed the meeting participants that the one-day videoconference scheduled for 20 January 2025 had not taken place. Written proposals were submitted to the meeting by the "MAV – Railway Infrastructure Operator" Co., LDZ, ZSR, and the Ukrainian Railways JSC.

At the meeting held in October 2025, the PWG CI specialist informed the meeting participants that no proposals had been submitted by the interested railways regarding the subtopic. Given the lack of interest of the railways on the issue, the meeting participants concluded that it was not advisable to continue work on the subtopic within the framework of the PWG CI.

The annual meeting participants took note of the information and decided not to include this subtopic into the draft Work Plan of the PWG CI for 2026.

Subject 3 "Organising international financial settlements with paperless technology"

At the expert meetings held in March and October 2025, the PWG CI specialist informed the meeting participants that no proposals or comments on the subtopic had been submitted by the interested railways throughout the year.

Due to the lack of progress on the subject "Submission of proposals by railways interested in the matter of making financial settlements based on electronic documents, the COACSU electronic message, and other aspects of the subject," the RZD OJSC proposed, at the meeting held in October 2025, to start developing technical specifications for the source documents, on the basis of which settlement statements for mutual settlements are generated, named as a wagon note. When discussing the draft Work Plan for 2026, the meeting participants agreed to modify the title of Subject 3.1 as "Submission of proposals for making financial settlements based on electronic documents", including subtopic 3.1.1: "Works in the field of developing technical specifications for electronic messages in EDIFACT standard for the wagon note".

The PWG CI annual meeting participants took note of the information and agreed to include the subject into the draft Work Plan of the PWG CI for 2026.

Subject 4 “Security of information resources and information and telecommunications infrastructure”

Development and summarisation of experience in ensuring, on the basis of TTP technology, the legal validity of paperless document flow in the implementation of bilateral and multilateral cross-border transportation.

Analysis and development of projects for the use of TTP technology to tackle the task of using the accompanying, customs, and other technological documents in international traffic and to ensure cross-border cooperation of the government organisations and enterprises engaged in international railway traffic

At the expert meeting held in August 2025, the meeting participants listened to a presentation by the leading duty holder from BC on the progress in transition to electronic transport documents for bilateral freight traffic, as well as on the organisation of multilateral cooperation schemes, presented as working materials. The meeting participants also listened to a report from the leading duty holder – BC on the progress of applying the TTP technology to tackle the task of using the accompanying documents, customs-related documents, and other technological documents in international railway transport operations and to ensure the cross-border cooperation of government organisations and enterprises engaged in international railway traffic.

At the expert meeting held in August 2025, the leading duty holder from the RZD OJSC delivered its presentation about the RZD OJSC and informed the meeting participants on the activities carried out in 2024-2025 for organising and supporting various modes of cross-border electronic cooperation, including those which are new, based on the legally binding electronic transport documents in the context of international freight traffic, and provided information on the projects stipulating the use of TTP technology.

The annual meeting that took place in November 2025 approved the experts’ work and agreed to include the subject in the draft Work Plan of the PWG CI for 2026.

Updating OSJD Leaflet O+R 941-4 “Description of standard technical specifications for cross-border cooperation of the ‘Open Key Infrastructures’ of the Railways of the OSJD member countries” in terms of taking into account new and clarifying practically implemented schemes of cross-border bilateral and multilateral information cooperation

At the meeting held in August 2025, the PWG CI specialist informed the meeting participants that OSJD Leaflet R 941-4 “Description of standard technical specifications for cross-border cooperation of the ‘Open Key Infrastructures’ of Railways of OSJD member countries” had not been updated due to the lack of need.

It was deemed appropriate to continue works on further monitoring the emergence of new schemes and refining those already implemented in practice for cross-border information exchange, with the aim of updating OSJD Leaflet R 941-4 to include new information exchange schemes should they be approved by the railway administrations of the OSJD member countries.

The final meeting in November 2025 agreed to include the works on updating the Leaflet in the draft Work Plan of the PWG CI for 2026.

Operation and administration of the Specifications Bank Portal for cross-border cooperation schemes, including support for the English version. Updating the technological and software solutions contained on the Portal in the event that new cross-border cooperation schemes are put into permanent operation, as well as posting regulatory and administrative documents that have entered into force and technical information (standards, specifications) related to electronic signature technology and TTP technology

At the expert meeting held in August 2025, the leading duty holder from the RZD OJSC (RZD) informed the meeting participants on the works carried out in 2024-2025 to support the Specifications Bank Portal for cross-



Final meeting of the OSJD Permanent Working Group on Coding and IT
(12-14.11.2025, OSJD Committee)



Participants in the final meeting of the OSJD Permanent Working Group on Coding and IT
(12-14.11.2025, OSJD Committee)

-border cooperation schemes, including its English version.

The annual meeting that was held in November 2025 approved the outcome of expert work and agreed to include the subject in the draft Work Plan of the PWG CI for 2026.

Monitoring and analysis of the projects in the field of cross-border electronic cooperation, which are implemented in the European Union and the countries of the Asian-Pacific region, preparation of recommendations for taking into account new regulatory and technical documents in the course of cross-border transport operations based on the electronic signature and TTP technologies,

including their publication on the Specifications Bank Portal for cross-border cooperation schemes. Research and analysis of new information technologies for creating a trusted environment for the electronic cooperation in railway transport operations, including issues related to the cross-border validation using the TTP technology

At the expert meeting held in August 2025, the leading duty holder from the RZD OJSC delivered to the PWG CI experts the report of monitoring and analysis of projects in the field of cross-border electronic cooperation that are implemented in the European Union and countries of the Asia-Pacific region. Information was also presented on the development of the regulatory and methodological framework related to the recognition of cross-border electronic documents. Specifically, the Federal Tax Service (FNS) of the Russian Federation issued methodological recommendations on the exchange of electronic negotiable documents of title between the business entities in Russia and Belarus using the TTP technology for cross-border electronic cooperation.

It was noted that the EAEU member states are speeding up the digitalisation in freight transport operations. By the end of 2024, the volume of goods transported by the Russian Federation using the electronic documents amounted to 90 % of the total volume of goods carried to Belarus and 79 % of those to Kazakhstan. At the same time, the EAEU is developing cooperation with China on the digitalisation of freight transport operations. An important milestone in that process was the signing in December 2024 of the Agreement on Cooperation between the Certification Centres (CAs) of the Russian and Chinese railway carriers, which will ensure mutual recognition of electronic signatures between the railways of the two countries.

The ongoing implementation in the European Union of the new version of the EU Regulation on electronic identification and trust services (eIDAS 2.0) was discussed, which stipulates the use of new technologies and services worthy of much attention and study, in particular the qualified electronic archiving service (QeA) and the electronic seal for use by legal entities.

It was noted that electronic data interchange was proactively used in the Asia-Pacific region among the railways and between railways and control agencies in accordance with the General principles on electronic information exchange/data interchange stipulated in a new Annex to the UNESCAP Strategy until 2030 on accelerating railway digital transformation in the Asian-Pacific Region.

The PWG CI expert meeting approved the works performed by the RZD OJSC and requested that the leading duty holder from the RZD OJSC continues to monitor and analyse the projects in the area of cross-border cooperation, including that with the aim of conducting a comprehensive analysis of the ongoing projects to assess the prospects for applying new technologies in the interests of the railway sector.

In the course of discussing this issue, the expert meeting participants agreed that it would be advisable to review the EU's eFTI Regulation on electronic freight transport information (Electronic Freight Transport Information), which is used in the EU countries. The PWG CI specialist requested that the meeting participants from the European Union Member States would deliver information on their current experience with legally binding electronic cross-border cooperation within the EU, taking into account the abovementioned document, at the regular meeting of the PWG CI (from 31 August till 1 September 2026).

The annual meeting approved the results of the experts' activities and agreed to include the subject into the draft Work Plan of the PWG CI for 2026.

Updating OSJD Leaflets O+R 941 “Security of common information resources and information and telecommunications infrastructure” and R 941-2 “Organisational and legal measures to ensure information security in railway transport”, taking into account the practice and experience gained in the application of the technology of paired TTPs in international cross-border railway transport operations

At the expert meeting held in August 2025, the leading duty holder from BC informed the meeting participants that OSJD Leaflets O+R 941 “Security of common information resources and information and telecommunications infrastructure” and R 941-2 “Organisational and legal measures to ensure information security in railway transport” were not updated due to the lack of need.

In the course of discussion of the issue, the meeting participants proposed to review the updated ISO 27001 and 27002 Standards, as revised in 2022, and to incorporate the relevant information into OSJD Leaflet O+R 941 in accordance with the established procedure.

The experts also suggested that the leading duty holder review the applicability of certain provisions of the CLC/TS 50701 Standard and the “Security by Design” methodology for the structural information security.

The annual meeting of the PWG CI agreed to include these works on updating the abovementioned Leaflets into the draft Work Plan of the PWG CI for 2026.

Subject 5 “OSJD Website”

At the meetings held in March and October 2025, the PWG CI specialist briefed the meeting participants on the progress of work in relation to the management of the OSJD Website and presented an activity report on the management and technical support of the OSJD Website for January-September 2025 developed by the management company In-Ex LLC.

At the annual meeting of the PWG CI (12-14 November 2024), the agenda included the issue of hosting the website’s hardware and software infrastructure in the host country of the OSJD Committee or any other solutions regarding that issue, and the PWG CI specialist addressed the meeting participants to submit their proposals on the issue, taking into account the financial costs, and to discuss this matter at the next meeting of the PWG CI on 4-5 March 2025.

At the annual meeting held in November 2025, the PWG CI specialist underscored the lack of any proposals on the issue from the meeting participants and proposed that the management of the company In-Ex LLC should continue to maintain the OSJD Website.

The participants in the PWG CI annual meeting took note of information and agreed to include this subject into the draft Work Plan of the PWG CI for 2026.

3.7. Financial and Accounting Issues

In 2025, the activities of the OSJD Permanent Working Group on Finance and Accounting (PWGF) were aimed at implementing the decisions of the Conference of General Directors (Authorised Representatives) of OSJD Railways (CGD) and Work Plan of the PWGF for 2025.

During the year, two PWGF meetings with the Parties to the Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic and two meetings of the PWGF Expert Group were held in videoconferencing mode.

The main focus of the PWGF activities was placed on the works aimed at reducing and repaying debts between the railways of the OSJD member countries. The status of debts between the railway companies, being the Parties to the Agreement on the Rules for Accounting, is set out in the Report pursuant to item 6 of the agenda of XL CGD meeting.

In accordance with the Rules for Accounting, during the reporting period, the PWGF meetings considered the issues of mutual accounting and the status of debts between the Parties to the Agreement on the Rules for Accounting with the generation of consolidated final information report on the debts as of 31 January 2025 and 31 July 2025.

In 2025, the PWGF continued to work on improving the technology and reducing the time frame for accounting for transportation in international railway traffic.

During the year, at the meetings of experts and of the Parties to the Agreement on the Rules for Accounting, the amendments and additions to the current Rules for Accounting were agreed upon and put into effect.

In accordance with clause 1.7 of the PWGF Work Plan for 2025, a comprehensive review of the text of the Rules for Accounting was carried out in order to standardise the text of the document.

Following the entry into force on 1 July 2025 of the amendments to clause 1.6 "Preparation of settlement documents" of the Rules for Accounting concerning the signing of cover letters to settlement documents with an electronic signature, the OSJD Information Directory on Mutual Accounting in International Passenger and Freight Railway Traffic has been supplemented with a new section – "Part 3. Information on individuals authorised to apply an electronic signature to cover letters to settlement documents, balance statements, accounting statements and other settlement documents".

To intensify the efforts aimed at reducing the settlement deadlines, the Parties to the Agreement on the Rules for Accounting, namely BC, BDZ, MÁV, RCH CJSC, UBZD, and RZD OJSC conducted tests to speed up the preparation and submission of settlement documents for payment for the use of freight wagons. The participants in the testing noted



Specialist of the
OSJD PWGF
Kunka Kirkova



Participants in the PWGF expert meeting on the subject "Improving the Agreement on the Rules for Accounting and solely the Rules for Accounting" (29.06-01.07.2026, OSJD Committee)

the positive results of the works carried out in 2025, as well as the need to increase the number of participants in 2026.

In 2025, the PGWF performed significant works to improve the system of financial accounting. At the same time, it should be noted that reaching consensus on the decisions adopted at the meetings is significantly complicated by the position of the Parties to the Agreement on the Rules for Accounting that do not participate in PWGF meetings, including those that have not participated therein for a long time.

The current versions of the texts of the Agreement on the Rules for Accounting and the Rules for Accounting with appendices as of 1 February and as of 1 July 2025 were posted on the OSJD Website.

The updates to the OSJD Information Directory on Mutual Accounting in International Passenger and Freight Railway Traffic, which include the up-to-date data on the legal addresses of accounting organisations provided by the Parties to the Agreement on the Rules for Accounting, and other necessary information were immediately entered into the OSJD Information Directory and were promptly posted on the OSJD Website.



3.8. Issues of Vocational Education/Training in the Field of Railway Transport

The OSJD Ad Hoc Working Group on vocational education/training in the field of railway transport (AWG) was established in accordance with the decision of the 43rd session of the Ministerial Conference of the Organisation for Cooperation between Railways (OSJD) (2-5 June 2015, Ulan-Bator, Mongolia).

Composition of the AWG: Georgian Railway JSC (GR), Ministry of Transport of the Republic of Kazakhstan, “Kazakhstan Temir Zholy National Company” JSC (“KTZ NC” JSC), Korea Railroad Corporation (KORAIL), Ministry of Transport of the Russian Federation, Russian Railways OJSC (RZD OJSC), CTM LLC, Uzbek Railways JSC (O‘zbekiston temir yo‘llari) (UTI), Ukrainian Railways JSC (UZ), Beijing Jiaotong University, Southwest Jiaotong University, PLASKE JSC, as well as representatives from Hungarian State Railways Co. (MAV Co.) and Azerbaijani Railways CJSC (AZD CJSC) as observers (concerned parties).

Since the beginning of 2024, the Chairperson of the AWG has been Tamara Krivorot, Deputy Director of the Center for Professional Personnel Development – branch of the Ukrainian Railways JSC. The Deputy Chairman of the AWG is Evgeny Zarechkin, Director of the Center for Strategic Programmes at the Russian University of Transport (RUT (MIIT)), an OSJD affiliated enterprise.

During the reporting period, three AWG meetings were held: meeting XXXI of the AWG (8-10 July 2025, OSJD Committee, Warsaw); meeting XXXII of the AWG (25-27 November 2025, OSJD Committee, Warsaw); and meeting XXXIII of the AWG (17-19 March 2026, OSJD Committee, Warsaw). Based on the results of the AWG meetings, relevant protocol decisions were adopted.

In accordance with the decision of the OSJD governing bodies, the AWG carried out its works to improve and update (amend and supplement) the nexisting documents related to the functioning of the OSJD Academy, aimed at organising and providing professional training and education on the application of OSJD regulatory legal documents in the field of the international railway transport.



Specialist (additional)
Maren Shurtabayev

During the reporting period, the AWG completed a number of works as follows.

1. Following the instructions of the 52nd session of the OSJD Ministerial Conference, concerning the relationship between the OSJD Committee and the OSJD Academy.

In accordance with the instructions of the 52nd session of the OSJD Ministerial Conference concerning the relationship between the OSJD Committee and the OSJD Academy, and proposals for amending and supplementing the existing documents related to the functioning of the OSJD Academy, and in accordance with subparagraphs 1.1 and 1.2 of the agenda of the Protocol of meeting XXXII of the OSJD Ad Hoc Working Group on professional education/training in the field of railway transport, members of the Ad Hoc Working Group carried out works to update the Regulation on the OSJD Academy (OSJD Leaflet A10).

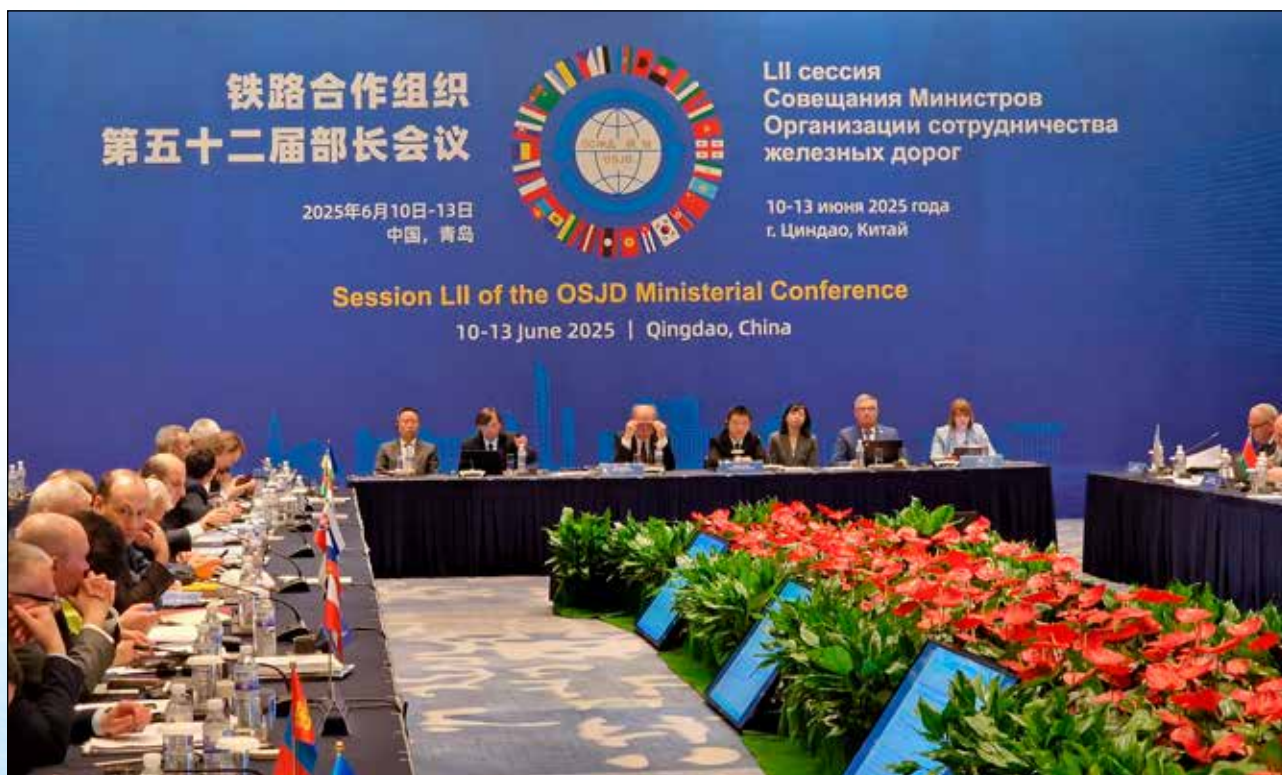
During the reporting period, letters with suggestions and comments were received from the State Railway Administration of the People's Republic of China dated 18 September 2025, the Ukrainian Railways Joint-Stock Company dated 2 October 2025, the Ministry of Infrastructure of the Republic of Poland No. 02081 dated 7 November 2025, No. DTK-7.4502.6.2026 dated 11 February 2026, and the Ministry of Transport of the Republic of Kazakhstan No. 02-4-20/17215 dated 15 October 2025, which were considered at the meetings of the Working Group.

During the review, a survey and discussion were conducted among the meeting participants regarding the amendments to the OSJD Academy Regulations, the results of which have been outlined in the text of the Comparative Table to the OSJD Academy Regulations (Appendix 1 to the Minutes of meeting XXXIII of the OSJD Ad Hoc Working Group on vocational education/training in the field of railway transport, 17-19.03.2026, OSJD Committee, Warsaw).

During the reporting period, taking into account the opinion of meeting XXXIX of the Conference of General Directors (Authorized Representatives) of OSJD Railways (14-17 April 2025, OSJD Committee, Warsaw), session LII of the OSJD Ministerial Conference (10-13 June 2025, Qingdao, People's Republic of China) approved the “Procedure for OSJD approval of the training programme submitted by an OSJD Academy participant and its implementation” (OSJD Leaflet A15).



Chairperson of the Ad Hoc Working Group on vocational education/training in the field of railway transport Tamara Krivorot delivering a report during the 52nd session of the OSJD Ministerial Conference (12.06.2025, Qingdao, People's Republic of China)



Consideration of the work progress of the Ad Hoc Working Group on vocational education/training in the field of railway transport during the 52nd session of the OSJD Ministerial Conference (12.06.2025, Qingdao)

Other documents related to the OSJD Academy's activities were not considered due to the lack of proposals from the AWG and OSJD members.

2. Pilot projects on vocational education/training in the field of railway transport.

2.1. The PLASKE JSC – a member of the AWG informed the meeting participants that, starting from 1 January 2025 to the present day, the PLASKE Academy has conducted training courses on the following subjects: "Transport logistics and international freight forwarding" (55 students confirmed their competence and received FIATA diplomas), "International business and supply chain management" (7 students confirmed their competence and received FIATA diplomas), and "Foreign Economic Activity Manager, Customs Broker, and Declarant" (126 students received certificates of PLASKE Academy).

On 11-12 December 2025, a workshop on the subject "Trade facilitation and digital transformation of multimodal information exchange in Eastern Europe and SPECA countries using UN standards" was held in Baku, Republic of Azerbaijan, as part of the "Odessa Tradition".

2.2. The Ministry of Transport of the Russian Federation, a member of the AWG, reported that the Russian University of Transport (RUT (MIIT)) jointly with the Ministry of Transport of the Russian Federation organised the International Transport Project Competition.

The goal of the competition was to develop students' project thinking and the ability to solve real-world business problems. The organisers did not limit the participants' approaches: solutions could be engineering, organisational, or digital.

3. Exchange of best practices in vocational education/training.

3.1. A member of the AWG, the Ministry of Transport of the Republic of Kazakhstan, held corporative training for production personnel in the railway industry of the Republic of Kazakhstan from 15 till 16 May 2025 in Almaty.

3.2. The RZD OJSC (a member of the AWG) shared its proven practices and formats that have proven effective in working with foreign railway companies and can be useful for developing the OSJD Academy's programme portfolio.

3.3. The Ukrainian Railways JSC (a member of the AWG) organised a consultative meeting (in a videoconferencing mode) on 22 October 2025, between the representatives of the Center for Professional Personnel Development, Branch of the Ukrainian Railways JSC, and the Center for Railway Personnel Assessment and Development, Branch of the "Kazakhstan Temir Zholy National Company" JSC.

3.4. A representative of the HR business partner of the Human Resources Management Department of the "KTZ NC" JSC (a member of the AWG) presented a report on the Programme for the training and formation of a pool of "Professional Leaders" in key professions in the railway industry.

3.5. Representatives of the Southwest Jiaotong University (SWJTU) of the People's Republic of China (a member of the AWG) – an OSJD affiliated enterprise – presented a report on the topic “Study and practice of qualification training of personnel for the operation and maintenance of the Jakarta-Bandung high-speed railway”.

3.6. The Ukrainian Railways Joint-Stock Company presented information on the main areas of its corporate personnel training and professional development system.

3.7. A representative of the Ministry of Transport of the Russian Federation (a member of the AWG) reported on the recently organised “Leaders in Transport Education” competition for best educational practices. The competition is being held by the Russian University of Transport (RUT (MIIT)) – an OSJD affiliated enterprise – as part of the implementation of the Concept for Personnel Training for the Transport Sector until 2035 and is aimed at identifying, supporting, and scaling up the best solutions in the transport education system.

4. Routine maintenance of the OSJD online information source.

In accordance with the Regulations on the Internet information source of the Organisation for Co-Operation between Railways (OSJD) in the sphere of vocational education and training in the field of railway transport and the Regulations concerning the Work of the Editorial Board of the OSJD Internet information source in the sphere of vocational education and training in the field of railway transport, approved by the decision of the 50th anniversary session of the OSJD Ministerial Conference (13-16 June 2023, Busan, Republic of Korea), the Ad Hoc Working Group updated the data and posted information regarding the pilot projects in the sphere of vocational education/training in the field of railway transport.

The content of the OSJD Internet information resource in the field of vocational education and training in railway transport was maintained and updated on a routine basis.

As part of the efforts to improve interaction with the OSJD Internet source, the internal software structure was optimized. This has made it possible to remain operational without updates or additional financial investments. The osjd.plaske.com Website, on which this OSJD internet source is hosted, operated reliably and without interruption, providing access to up-to-date information for all OSJD members and users. Regular technical support was provided, including hosting monitoring and server hardware updates. These measures ensured the resource's high reliability and availability.

During the reporting period, the Website was systematically updated with the addition of new materials and information. The following were published in a timely manner: the Report on the Activities of the Ad Hoc Working Group for 2024 and 2025, the composition of the Ad Hoc Working Group members, the OSJD Glossary related to the issues of vocational education and training in the field of railway transportation, and other materials, which were received for posting.

4.1. The AWG Deputy Chairman reported that no proposals had been received regarding the composition of the Editorial Board in 2025. Therefore, he expressed the need to reiterate his request to the AWG members to submit proposals for candidates for the Editorial Board in accordance with the Regulations on the Editorial Board (OSJD Leaflet A17), approved by the OSJD Ministerial Conference.

A representative of the PLASKE JSC proposed to assign the duties of the head of the Editorial Board to the Deputy Chairman of the AWG.

Following the discussion, the AWG participants prepared proposals for a draft decision of the OSJD Ministerial Conference as follows:

“To instruct:

- the AWG members to reconsider the issue of submitting candidates for the Editorial Board by 1 September 2026;
- to solely review, by the AWG Deputy Chairman, the materials for publication until the full composition of the Editorial Board is formed, no later than March 2027”.

5. The Ad Hoc Working Group reviewed and agreed on the following drafts:

- Work Plan of the OSJD Ad Hoc Working Group on vocational education/training in the field of railway transport for 2026;
- Work Programme of the Ad Hoc Working Group for 2027 and subsequent years;
- Report of the Ad Hoc Working Group on vocational education/training in the field of railway transport for the period March 2025 – March 2026;
- decisions of the OSJD governing bodies on vocational education/training in the field of railway transport.

These drafts are submitted for consideration and approval by the OSJD governing bodies.

4.

Administrative and Publishing Activities of the OSJD Committee



4.1. Publishing Activities

In 2025, the OSJD Bulletin journal was continued to be published in accordance with the schedule in three languages – Russian, Chinese and English. The total number of copies was set at a level of 1850 copies of each issue in all three languages. However, due to a sharp reduction in the journal's publishing budget (as it was decided by the 52nd session of the Ministerial Conference), only about 60 percent of this volume was accomplished in the second half of 2025. The practice of sending electronic versions of the journal to the recipients in PDF format was also expanded.

The topics and subjects of the published materials addressed mostly the key resolutions, decisions and recommendations adopted by the OSJD Ministerial Conference, the Conference of General Directors and the meetings of the OSJD Commissions and Permanent Working Groups, expert and working groups, various aspects of activities pursued by the OSJD members, observers, affiliated enterprises, as well as other railways and companies. The issues of cooperation and participation in international exhibitions, seminars, workshops, conferences and other events were dwelt on.

It is worth mentioning that the concern and interestingness of the OSJD participants and partners on cooperation in developing information interaction and exchanging experience through the publication of articles and materials in the OSJD Bulletin journal, as well as information about the OSJD in other publications.

In 2025, the OSJD Bulletin was dispatched to all the ministries, responsible for railway transport, and railways of the OSJD member countries, OSJD observers and affiliated enterprises, international organisations and individuals by subscription. Cooperation and free exchange of printed and electronic publications was continued with the publishing agencies specialised in railway transport of the OSJD member states and the countries of the Eurasian space and beyond, to include: Zheleznodorozhnik Belorussii (Railway Worker of Byelorussia) publishing house (Republic of Belarus); International Railway Journal and Railway Gazette International (United Kingdom of Great Britain and Northern Ireland); Eisenbahningenieur, LOK Report, Signal & DRAHT, Zeitschrift für Eisenbahnwesen und Verkehrstechnik, Bahnfachverlag and Deine Bahn (Federal Republic of Germany); Trans-Express-Kazakhstan (Republic of Kazakhstan); World Railway Magazine (People's Republic of China); editorial boards of RZD-Partner, Gudok, Eurasia-Vesti, Railways of the World, World of Transport, Transport Innovations (Russian Federation); Educational and Methodological Centre for Railway Transport (UMC ZDT) (Russian Federation); Routes and Roads Journal (French Republic); Organising Committee of the Golden Chariot international award (Russian Federation); publishing houses Kurier Kolejowy, Raport Kolejowy, Organising Committee of the TRAKO International Railway Exhibition (AmberExpo, Republic of Poland); Organising Committees of the International Transport Exhibitions IT-Trans and InnoTrans (Federal Republic of Germany), Zeleznicar weekly (Czech Republic), Zhelezno Vmeste Journal (Estonia) and others.

The OSJD Bulletin journal and other printed materials were distributed, in addition to the meetings held within the framework of the OSJD, also during various international events in the field of transport, held in person (intramurally) and in hybrid formats: the annual meeting of the UIC Steering Committee on NHM/DIUM issues (20.02.2025, Paris), the International Transport Exhibition TransRussia (18-20.03.2025, Moscow), the 3rd International Freight Conference "2025. Railway logistics: current development objectives" (10.04.2025, Minsk), Conference on the development of transport and logistics potential of the CICA Member States (14.05.2025, Kazan), International Conference "Professional personnel for logistics and international transport projects" (14.05.2025, Moscow, in a hybrid format), meeting to establish the Coordinating Committee for the Euro-Asian Transport Links Route No. 1 (02-03.07.2025, Moscow), International Railway Salon "PRO//Motion.Expo" and the IV International Passenger Forum (28-31.08.2025, St. Petersburg), exhibition on the occasion of the Day of Czech Railways (20.09.2025, Nymburk), International Railway Exhibition TRAKO (23-26.09.2025, Gdansk), V International Silk Road Forum (22-23.10.2025, Tbilisi), VII International Transport and Logistics Business Forum "New Silk Way" within the framework of the International Exhibition "Transport and Logistics. Kazakhstan" (30.09-02.10.2025, Almaty), XII International Transport and Logistics Exhibition TransLogistica Poland (04-06.11.2025, Warsaw), 83rd meeting of the Central Railway Transport Council (25-26.11.2025, Baku), Passenger Forum "PRO//Motion" (24.12.2025, Moscow) and others.



The OSJD Bulletin journal at the press stand of the 30th anniversary exhibition "TransRussia" (17-19.03.2026, Moscow)

In addition to publishing the journal, the following works have been carried out:

- mobile stands (roll-ups) about the OSJD were prepared and released (“OSJD Railway Transport Corridors”, “XXXIX Meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways”, “LII Session of the OSJD Ministerial Conference”);
- “Report on OSJD Activities for 2024” was prepared for posting on the OSJD Website and printed in Russian, Chinese, and English languages;
- OSJD Information Guide was published (twice a year) in Russian, Chinese, English, and German languages, and its electronic version was kept up to date on the OSJD Website;
- within the framework of the OSJD Commission on Transport Policy and Development Strategy, the “Bulletin of OSJD Statistical Data on Railway Transport for 2024” was published in four languages – Russian, Chinese, English, and German;
- Work Schedule of OSJD Events for the next year have been posted on the OSJD Website and printed in three languages – Russian, Chinese, and English;
- works were continued on updating the OSJD Website in Russian, Chinese, and English.

During the meeting of the Editorial Board of the OSJD Bulletin journal on 6 November 2025, the possibility of creating and distributing an electronic Newsletter was discussed, among other things. Following the discussion, a list of the issues necessary for the creation and operation of this new information source was prepared.

On 21 November 2025, as part of Transport Week in Moscow, the awards ceremony for the winners of the VIII International Publication Competition “Transport-2025” was held. The OSJD Committee was awarded a Diploma in the “Best Periodical Publication” category for publishing the technical and economic information journal “OSJD Bulletin”.

Due to the structural and personnel changes at the UIC in 2025, no works were carried out within the framework of cooperation with the UIC Terminology Group.



Open display area for the demonstration of rolling stock at the TRAKO International Railway Fair (23-26.09.2025, Gdansk)



Deputy Chairman of the OSJD Committee Sui Ruizheng at the Presidium of the IV International Passenger Forum (28.08.2025, St. Petersburg)

4.2. Financial Activities

The financial activities of the OSJD Committee in 2025 were carried out based on the Budget adopted by the OSJD Ministerial Conference, as well as in accordance with the "Procedure for planning, accounting, and reporting revenues and expenses of the OSJD Committee Budget".



Consideration of the Report on the OSJD Committee Financial Activities and the OSJD Committee Budget during the 52nd session of the OSJD Ministerial Conference (12.06.2025, Qingdao, China)

5.

Participation of Observers and Affiliated Enterprises in OSJD Activities



5.1. Cooperation with Observers

The OSJD observers maintain close contacts within the Organisation. One of the most important areas of the OSJD activities is aimed at strengthening and further developing its cooperation with current observers and attracting new members to the Organisation through popularisation and expansion of the scope of application of OSJD fundamental documents. As of 31 December 2025, 4 companies had the OSJD observer status, namely: Organisation of Greek Railways (OSE), National Society of French Railways (SNCF), Serbian Railways JSC, and Federal Passenger Company JSC (FPC). Due to the fact that on 31 March 2025, the German Railway JSC (DB AG) sent a letter to the OSJD Committee Chairman terminating the Agreement on Observer Status within the OSJD on the grounds of cost reduction, the observer status of the German Railway JSC (DB AG) ceased to be valid on 31 December 2025.



Presidium of the Passenger Forum "PRO//Motion" organised with the assistance of the FPC JSC, an OSJD observer (24.12.2025, Moscow)

5.2. Cooperation with Affiliated Enterprises

The form of participation of companies in the OSJD activities as affiliated enterprises demonstrates a business nature of the Organisation, which is open to cooperation with enterprises from any country, with various profiles of activity, regardless of the form of ownership or type of enterprise. One of the main criteria determining the possibility of cooperation as an OSJD affiliated enterprise is a statement of interest in this by the enterprise. The OSJD Ministerial Conference at session XL decided to grant access to OSJD affiliated enterprises to participate in the activities of the OSJD working bodies established not only by the CGD, but also by the Ministerial Conference.

In the previous periods, OSJD affiliated enterprises were mainly the companies supplying railways in the field of transport construction and services, as well as in the field of technical equipment and rolling stock manufacturing. In recent years, the accession of a number of enterprises that are licensed carriers, rolling stock operators or freight forwarders has become noticeable. In this regard, affiliated enterprises are increasingly involved in the works related to the freight and passenger transportation and seek to participate in the consideration of transport law issues.

Some national railway companies participate in cooperation with OSJD as affiliated enterprises due to the lack of unanimous support for their country's accession to OSJD. Affiliated enterprises not only participated in the works and meetings of the OSJD working bodies, but in some cases they themselves were the organisers of such events. Representatives of affiliated enterprises regularly participate in the meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways.

The cooperation with OSJD affiliated enterprises in 2025 resulted, in particular, in the following advantages.

The work of the Ad Hoc Working Group on the issues of vocational education/training in the field of railway transport (AWG), which was created in 2015, is attended by two members of the OSJD Ministerial Conference, eight OSJD railways, and five OSJD affiliated enterprises. AWG Deputy Chairman is a representative of the Russian University of Transport (RUT (MIIT)), which is an OSJD affiliated enterprise. During 2025, three meetings of the AWG were held.

The number of affiliated enterprises that operate under a valid Cooperation Agreement with the OSJD changes from year to year. By the end of 2025, the number of affiliated enterprises was 38.



Representatives of the OSJD affiliated enterprises and international organisations at the 40th anniversary meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways (23.04.2026, Astana, Republic of Kazakhstan)



6.

Cooperation with International Organisations



6.1. Cooperation with the United Nations Economic Commission for Europe (UNECE)

At the invitation of the UNECE, the OSJD Committee delegation participated in the 87th session of the UNECE ITC, which took place on 11-14 February 2025 in Geneva.. During the event, the OSJD Committee delegation held two official meetings with Tatiana Molcean, Executive Secretary of the UNECE, and with Aleksandr Kuzmenko, Secretary General of OTIF. A Memorandum of Cooperation between the OSJD and the UNECE was signed during the meeting with UNECE Executive Secretary. The parties discussed current and future areas of cooperation between the two organisations.

On 2-3 July 2025 in Moscow, a representative of the OSJD Committee took part in the inaugural meeting of the Coordinating Committee for the Management of EATL Railway Route No. 1, established under the Working Party on Transport Trends and Economics of the Inland Transport Committee of the United Nations Economic Commission for Europe. The main aim of the meeting was to establish the structure of the Coordinating Committee and to consider issues concerning the development, management and coordination of EATL Railway Route No. 1. The meeting provided a platform for defining strategic priorities, exchanging best practices, and laying the foundations for deeper cooperation.



Official meeting of the delegations of the OSJD Committee and the UNECE (12.02.2025, Geneva)

6.2. Cooperation with the UN Economic and Social Commission for Asia and the Pacific (UNESCAP)

On 10-11 June 2025, representatives of the OSJD Committee participated in a sub-regional workshop for North and Central Asia and Mongolia on the development of online tools for dry ports and the integration of dry ports into multimodal transport chains, organised by the Transport Division of the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) as part of the project “Strengthening performance, interconnections and multimodal network integration of dry ports in the Asia-Pacific region”, which was held online in Almaty from 10 till 11 June 2025. The aims and objectives of the project “Strengthening performance, interconnections and multimodal network integration of dry ports in the Asia-Pacific region” are as follows:

- development of a database on dry ports as part of the project;
- formulation of recommendations on the integration of dry ports into multimodal transport corridors and on strengthening interconnections between dry ports;
- promoting the use of standardised terminology for multimodal transport;
- promoting the development and implementation of measures, including legislative ones, to improve the efficiency of multimodal transport chains involving dry ports.

On 11-12 September 2025, representatives of the OSJD Committee took part in the ninth meeting of the Working Group on the Trans-Asian Railway Network at the UNESCAP headquarters in Bangkok (Thailand).



Participants in the OSJD-UN ESCAP International Interagency Meeting on Facilitating Railway Border Crossing Procedures (08-10.09.2026, Tbilisi, Georgia)

6.3. Cooperation with the Intergovernmental Organisation for International Carriage by Rail (OTIF)

In 2025, cooperation between OSJD and OTIF involved both the exchange of information and participation in events organised by the organisations.

The basis for cooperation between OSJD and OTIF is the agreement on cooperation signed by the heads of both organisations on 5 June 1991 and the document “Cooperation between OSJD and OTIF. Common Point of View”, signed on 12 February 2003 (approved at session XXXI of the OSJD Ministerial Conference, 17-20 June 2003, Georgia, Tbilisi).

In 2025, OSJD and OTIF continued cooperation and exchange of information on the improvement and application of the provisions of international legal acts in the field of international passenger and freight traffic.

Cooperation between OSJD and OTIF continued in the field of the Rules for the Transportation of Dangerous Goods. OTIF representatives took part in the work of the AWG, meetings of experts and of the OSJD Commission in the field of the Rules for the Transportation of Dangerous Goods. Experts from the OSJD member countries took part in the joint meetings of the RID Committee of Experts and the WP.15 Working Group, as well as in a meeting of the RID Committee of Experts where, among other things, issues of harmonisation of RID and SMGS legal documents related to the transportation of dangerous goods were discussed.

As part of the implementation of cooperation on legal issues between OSJD and OTIF, OSJD was granted the status of a permanent observer in the Ad hoc Committee on Legal Affairs and International Cooperation of OTIF. A representative of the OSJD Committee took part in the 8th session of the Ad hoc Committee, which was held in December 2025. During the meeting, the participants exchanged relevant information on the works being carried out.

The cooperation between the OTIF Working Group of Technical Experts (WG TECH OTIF) and the OSJD Commission on Infrastructure and Rolling Stock continued in 2025, specifically in the form of cooperation and information exchange between OSJD and OTIF in the field of technical compatibility and requirements for infrastructure and rolling stock. In 2025, 3 meetings of the OTIF Working Group of Technical Experts (WG TECH OTIF) and the final meeting of the OTIF Committee of Technical Experts were held. During the meetings, the experts reviewed and updated the documents, the so-called unified technical regulations (UTR), and their annexes concerning telematic applications for freight traffic, for passenger traffic, for noise issues, and others. The documents were updated and proposals from the participating experts from the OTIF member countries were included thereto. A representative of the OSJD Committee, Chairman of the OSJD Commission on Infrastructure and Rolling Stock, took part in one meeting of the OTIF Working Group of Technical Experts (WG TECH OTIF) and in the final meeting of the OTIF Committee of Technical Experts (as the final meeting).

An OTIF representative took part in the final meeting of the OSJD Commission on Infrastructure and Rolling Stock, the OSJD participants informing about the achievements, news, and outcomes of the OTIF meetings for the reporting period.



OTIF representative at the expert meeting on the Rules for the Transportation of Dangerous Goods (14-15.10.2025, OSJD Committee)

6.4. Cooperation with the International Union of Railways (UIC)

The main principles of cooperation between OSJD and UIC were laid down in the Memorandum of Cooperation between the two organisations, which was signed in 1995. Joint activities between OSJD and UIC are carried out on the basis of the Memorandum and Programme of Cooperation between OSJD and UIC, which are signed every five years.

Given that the Memorandum and the Programme for the previous period had already expired, a new Memorandum and Programme of Cooperation between OSJD and UIC for the coming years were drawn up and agreed with UIC. The objectives of cooperation between the Parties to the Memorandum are to enhance the competitiveness of railway transport in the global transport services market, and to promote the interoperability of railway systems with different track gauges, as well as the multimodality of transport.

In accordance with the aforementioned documents, cooperation between OSJD and UIC is carried out in the following areas:

- promoting the creation of a unified, interoperable railway transport system across the Eurasian space, taking into account the interests of the railways;
- development of a list and scope of services in the railway transport sector with a view to increasing its competitiveness;
- harmonisation of operational and technical regulations and other documents within the railway sector to improve coordination and the efficiency of the railway transport system;
- presentation of the results of joint developments and proposals for consideration by the governing bodies of both organisations.

Based on 20 years of cooperation since the signing of the Memorandum of Cooperation, the following forms of collaboration are in place:

- the exchange of information and documents, including work programmes and annual work plans;
- mutual participation in meetings and the organisation of joint events;
- the development of joint regulations (leaflets).

Following a decision by UIC, cooperation between UIC and OSJD has been suspended with effect from 2 May 2022.

On 10 April 2025, a meeting was held at the OSJD Committee with François Davenne, Director General of the International Union of Railways. The OSJD Committee's management noted its readiness to consider the resumption of cooperation and the UIC's participation in the activities of the OSJD working bodies. On 10 April 2025, a meeting was held at the OSJD Committee with François Davenne, Director General of the International Union of Railways. The OSJD Committee's management noted its readiness to consider the resumption of cooperation and participation of UIC in the activities of the OSJD working bodies. The parties expressed their mutual desire to continue the dialogue and to carry out potential works in the field of railway transport development. At the end of June 2025, Chairman of the OSJD Committee sent a letter inviting UIC representatives to a meeting at the OSJD Committee or online to discuss further cooperation between OSJD and UIC. The OSJD Committee is awaiting a response from UIC.



INTERNATIONAL UNION
OF RAILWAYS

6.5. Cooperation with the International Coordinating Council for Trans-Eurasian Transportation (CCTT)

In accordance with the Cooperation Agreement between OSJD and CCTT, collaboration was carried out within the framework of the Commissions on Transport Policy and Development Strategy, Transport Law, Freight Traffic and the PWG on Coding and Information Technology.

The plans of the Commissions provide for participation in the works of the CCTT Plenary Session and CCTT working groups on the following issues:

- the development and enhancement of the competitiveness of transportation along the West-East and North-South corridors;
- facilitating border crossing procedures by rail in international freight traffic;
- the development of information technologies.

Furthermore, bilateral cooperation involves:

- carrying out joint work in the field of organising regular container train services on the Europe-Asia-Europe route;
- participating in the works related to the transportation of postal items by rail on international routes;
- participating in CCTT international conferences.



Working meeting between OSJD Committee Deputy Chairman Sui Ruizheng and CCTT Secretary General Mikhail Goncharov on the sidelines of the International Railway Fair of the 1520 Space "PRO//Motion.Expo" (28.08.2025, St. Petersburg)



CCTT Secretary General Mikhail Goncharov attending the 40th anniversary meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways (23.04.2026, Astana, Republic of Kazakhstan)

6.6. Cooperation with the Eurasian Economic Commission (EEC)

Cooperation between OSJD and the EEC is based on the Memorandum of Understanding signed by the Parties on 21 January 2016 and covers the following areas:

- exchange of experience and existing practices by concerned OSJD and EEC member countries on organising and improving the efficiency of preliminary notification of freight transportation, as set out in consignment notes and accompanying documents, and preparing recommendations based on them;
- exchange of experience in the implementation of pilot projects related to the transition to the use of an electronic railway consignment note when carrying out transport operations;
- exchange of experience in eliminating shortcomings related to the organisation of train traffic, including in terms of coordinating transportation, and the introduction of paperless technologies for organising and processing freight traffic, as well as the application of the mechanism and practice of interaction between the participants in the transportation activities and government agencies;
- preparation of proposals to facilitate border crossing procedures, eliminate barriers, simplify procedures affecting the unimpeded movement of passengers and goods, in order to eliminate the causes affecting delays in passenger and freight trains based on existing international experience;
- preparation of proposals for elaborating coordinated approaches to improve the quality of passenger transportation in international traffic by, among other things, optimising the train timetables, reducing the time for conducting checks en route, renewal of the rolling stock fleet as part of scientific research and implementation of best international practices;
- preparation by concerned OSJD and EEC members of proposals for the creation and development of fast-speed and high-speed passenger service between the member states of the EAEU, taking into account the specific features in the development of railway traffic and the geographical location of each of the member states;
- holding consultations on the development and improvement of international railway traffic;
- participation of EEC representatives in the events held under the auspices of the OSJD and OSJD representatives in the meetings of the EEC Advisory Committee on Transport and Infrastructure.



6.7. Cooperation with the Council for Railway Transport of the Commonwealth Member States (CSZT)



OSJD Committee Chairman Miroslaw Antonowicz addressing the 83rd meeting of the Council for Railway Transport of the Commonwealth Member States (25-26.11.2025, Baku)

At the invitation of the CSZT Directorate Chairman, the OSJD Committee Chairman participated in the 83rd meeting of the Council for Railway Transport of the Commonwealth Member States, which was held from 25 till 26 November 2025 in Baku, Republic of Azerbaijan.



The OSJD Committee Chairman delivered a welcoming address in which he highlighted the role of OSJD in providing the legal framework for international railway transport, and also informed the heads of railway administrations who participated in the meeting about the 70th anniversary of the OSJD foundation to be marked in 2026.

6.8. Cooperation with other International Organisations

On 27 May 2025, representatives of the OSJD Committee were invited to take part in the conference “Shaping the future: the impact of negotiable cargo documents on trade finance, regional connectivity, and digital evolution”, organised by the Secretariat of the United Nations Commission on International Trade Law (UNCITRAL) in partnership with the International Trade Centre (ITC), the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT), and the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP), to raise awareness and discuss the key features of the draft Convention on Negotiable Cargo Documents during thematic panels on transport and logistics, finance, and digitalisation.



Zhasurbek Choriyev, Secretary General of the TRACECA Intergovernmental Commission, attending the 53rd session of the OSJD Ministerial Conference (11.06.2026, Dushanbe)

7.

Key Performance Indicators of Railways of the OSJD Member Countries for 2025





Azərbaycan
Dəmir Yolları

Azerbaijani Railways CJSC (AZD CJSC)



Volume of freight and passenger traffic:

<i>Key performance indicators</i>				
<i>Indicators</i>	<i>Measuring units</i>	<i>2024</i>	<i>2025</i>	<i>% of the 2024 level</i>
Freight traffic	Thousand tonnes	18 565.3	16 813.3	90.6
<i>including cross-border</i>	Thousand tonnes	15 458.0	14 269.8	92.3
Passenger traffic	Thousand passengers	8 530.7	10 267.0	120.4
<i>including cross-border</i>	Thousand passengers	-	-	-

Due to the suspension of passenger train services in international traffic since March 2020, there are no figures available for international passenger traffic volumes for 2025. At present, only domestic passenger and suburban services are in operation.

Azerbaijan carries out comprehensive repairs and reconstruction of railway tracks within the territories liberated from occupation, specifically on the Horadiz – Agbend section; works on the Yevlakh – Agdam section have been completed.

Passenger train services on the Baku – Agdam – Baku route were resumed.





Afghanistan Railway Authority (ARA)



1. Volume of freight and passenger traffic

Currently, the passenger train service in Afghanistan is suspended. Below is information on freight traffic volume compared to 2024 and information on international traffic:

Uzbekistan – Afghanistan

In 2025, 3680.82 tonnes of goods were transported from Uzbekistan to Afghanistan, which is 10 % or 343.97 tonnes more than in 2024.

The main categories of shipped goods were as follows: crude oil and petroleum products – 629.5077 tonnes; gas – 484.289 tonnes; fertilisers – 203.697 tonnes; construction materials – 186.23 tonnes; fluorine – 1441.890 tonnes; cement – 320.450 tonnes; wheat – 197.415 tonnes.

A total of 99.42 tonnes were transported from Afghanistan to Uzbekistan, which is 35 % or 25.82 tonnes more than in 2024. The main categories of shipped goods were as follows: fuel oil – 5.19194 tonnes; raisins – 4.423 tonnes; potatoes – 84.62 tonnes.

Turkmenistan – Afghanistan

In 2025, 949.64 tonnes of goods were transported from Turkmenistan to Afghanistan, which is 2 %, or 22.35 tonnes, more than in 2024.

The main categories of shipped goods were as follows: crude oil and petroleum products – 326.34 tonnes; flour – 202.86 tonnes; construction materials – 33.99 tonnes; wheat – 180.74 tonnes; cement – 63.22 tonnes; gas – 69.49 tonnes; fertilisers – 12.81 tonnes.

A total of 25.83 tonnes of goods were transported from Afghanistan to Turkmenistan, which is 2 % or 0.4 tonnes more than in 2024.

The main categories of shipped goods were as follows: juices – 15.75 tonnes; potatoes – 4.54 tonnes.

Iran – Afghanistan

In 2025, 464.28 tonnes of goods were transported from Iran to Afghanistan, which is 2056 % or 425.58 tonnes more than in 2024.

The main categories of shipped goods were as follows: construction materials – 61.85 tonnes; cement – 320.1 tonnes; foods – 27.24 tonnes; crude oil and petroleum products – 26.87 tonnes. A total of 0.15 tonnes was transported from Afghanistan to Iran, which is 80 % or 1.1 tonnes less than in 2024.

The main category of shipped goods was watermelon seeds – 0.096 tonnes.

2. New routes for container freight traffic

No new container routes were opened in 2025. There is still no indication as to whether any new container routes will be opened in 2026.

3. Use of CIM/SMGS common consignment note

At present, Afghanistan hasn't officially adopted the CIM/SMGS uniform consignment note system; however, this system will be used in the future if needed.

4. Commissioning of new railway lines

The 2025 agenda includes commissioning and evaluation of new railway lines. Necessary technical studies have been completed for further development of the railway network:

- Detailed survey and detailed design of the Torghundi-Herat railway line (113 km) in Herat Province. Progress to date: 52 %.
- Detailed survey and detailed design of the Herat-Shindand railway line (120 km) in Herat Province. Progress to date: 55 %.
- Detailed survey and detailed design of the Shindand-Farah railway line (120 km) in Herat and Farah provinces. Progress to date: 54 %.
- Detailed survey and preliminary design of the Farah-Amiran-Zaranj-Ghorghori railway line (188.8 km) in Farah and Nimroz provinces. Progress to date: 55 %.
- Detailed survey and design of the Ghorghori-Lashkargah railway line (171 km) in the Nimroz and Helmand provinces. Progress to date: 58 %.
- Detailed survey and design of the Lashkargah-Kandahar railway line (137.7 km) in Helmand and Kandahar provinces. Progress to date: 59 %.
- Detailed survey and design of the 96-km-long Kandahar-Spin Boldak railway line in Kandahar Province. Progress to date: 41 %.

- Detailed survey and design of the 55-km-long Andkhoy-Shebergan railway line in Faryab and Jowzjan provinces. Progress to date: Procurement process underway.
- Detailed survey and design of the 510-km-long Kandahar-Kabul railway project in Kandahar, Helmand, Zabul, Ghazni, Logar and Kabul provinces. Progress to date: Procurement process underway.

5. Infrastructure modernisation

There has been no concrete action towards modernising the railway infrastructure.

6. Procurement of new rolling stock and modernisation of existing rolling stock

The Ministry of Public Works of Afghanistan has taken steps to procure new rolling stock. This includes the purchase of five locomotives: two mainline locomotives and three shunting locomotives through a contract signed with the Transmashholding company of Russia (Bryansk) following an agreement and G2B dialogue.

7. Development of high-speed and fast-speed passenger service

Railways have not taken any practical steps towards developing high-speed and fast-speed passenger transport networks. In 2026, Afghanistan and Iran planned to launch passenger train services on the Khaf-Herat railway line, with the view to expand cooperation on railway transport and facilitate the mobility of residents of both countries.

8. Facilitation of border crossing procedures for railway transport

Regulation and organisation of rail traffic in Afghanistan, including reception, handling and delivery of wagons and freight at border stations, shall be carried out in line with current national legislation and applicable bilateral agreements, based on present technical and operational conditions.

Dry ports in Afghanistan have taken appropriate measures, within their existing capabilities, to ensure uninterrupted railway transport and to facilitate border crossing procedures. Operational coordination of railcar and freight movements is carried out under the supervision of the Ministry of Public Works of Afghanistan.

To ensure the smooth rail traffic through border stations and operational sections, ARA works in partnership with other companies as needed:

- At Khayraton port and railway station, railway maintenance operations are carried out in collaboration with a contractor from Uzbekistan;
- At Aqina and Turghundi stations, railway maintenance operations are carried out in collaboration with Turkmenistan;
- At Khaf (Iran) and Herat stations, railway maintenance operations are carried out in collaboration with a railway consortium.

Such collaboration facilitates and expedites technical and operational matters associated with railway transport, improves coordination between the parties in the exchange of wagons and the transshipment of goods, and reduces the amount of downtime at border crossings and in ports. Furthermore, contractor participation helps to ensure better coordination of border crossing procedures, consistent compliance with technical standards, and improved safety and order in railway operations. As a result, wagons cross borders more quickly, accurately, and smoothly.

9. Reforms and improvements within the railway transport management structure:

The year 2025 witnessed administrative and technical reforms designed to improve the management structure of the railway transport sector, with a view to enhancing its efficiency and transparency.



Byelorussian Railway (BC)



The Byelorussian Railway is one of the most important elements of the transportation system of the Republic of Belarus.

The Byelorussian Railway has extensive experience with 1520/1435-mm gauge railways. Its technical and operational capacity allows it to increase freight volumes several times over within a very short timeframe and to ensure speed, safety, reliability, and quality of service.

A unified and well-coordinated railway transport system enables the sector to operate innovatively, to develop and implement the latest cutting-edge technologies and to ensure the safety, continuity and reliability of the country's highly complex transport network.

In 2025, the Byelorussian Railway worked hand in hand with cargo owners to boost export, import, transit and domestic freight transport.

The Byelorussian Railway believes it's important to strengthen its partnerships with railway administrations and transport and logistics companies. This should help them to develop modern logistics solutions together, focusing on improving the quality, reliability, and competitiveness of international transport services.

To increase the volume of containerised freight transport, the railway makes extra efforts towards systemic promotion of Byelorussian goods in target markets and looks for new logistics routes.

The infrastructure of seaports in the Russian Federation is being actively utilised for the export of Byelorussian goods.

In 2025, the Byelorussian Railway sent several long container trains, made up of more than 100 standard wagons, from Belarus to China using land routes through the Russian Railways' Eastern Cluster (Grodyekovo, Zabaykalsk, Naushki).

There is a potential for increase in freight traffic along the North-South International Transport Corridor (ITC). Together with railways in Russia, Kazakhstan, Turkmenistan, and Iran, BC is looking at the options of moving freight along the eastern route.

In 2025, we launched freight services through Turkmenistan (Akiaala) via the North-South International Transport Corridor.

There are ongoing efforts to organise the delivery of containerised international postal items from the People's Republic of China to the Republic of Belarus. The UTLC ERA JSC provides the service of moving containerised postal items in transit across the Byelorussian railway network.

The Byelorussian Railway consistently works to develop organised container train services and create new routes for the transport of exported goods. In 2025, 25 stations of the Byelorussian Railway were added to the List of International Container Trains, along with one new route for container trains between Belarus and Russia.

In 2023-2025, the Byelorussian Railway did not carry any freight using CIM/SMGS consignment notes.

The Byelorussian sections of transport corridors feature the necessary infrastructure, technical and technological capabilities and have the capacity to handle current and future volumes of export, import, and transit cargo along the East-West route, including the traffic associated with the Chinese Belt-and-Road Initiative.

The Byelorussian Railway continues to develop its railway infrastructure in order to improve the quality of its transport and logistics services.

BC has a well-developed network of freight terminals with the technical and operational capacity to handle and consolidate various types of cargo. These terminals, located in every region of the country, have sufficient warehouse space to store both their current cargo volumes and any additional volumes.

BC builds up its network of terminals and warehouses with a view to expanding the scale of freight transport.

It focuses on developing railway terminals in the areas with the highest demand for goods handling, taking into account the launch of new production facilities and the modernisation of existing sites.

In 2025, the Byelorussian Railway conducted all types of track repair and maintenance work, which resulted in increasing the train speed limits by 123.3 km.

The modernisation of the rolling stock involved fitting electric trains and diesel locomotives with additional equipment to improve operational performance.

2025 saw a slight decline in



the volume of passenger traffic by rail. At the same time, international trains moved 10.6 % more passengers than in 2024.

Many passenger coaches were upgraded, and the infrastructure at railway stations was modernised to create a barrier-free environment.

The Byelorussian Railway has created favourable conditions for the cross-border transit of goods as well as for the development and more efficient utilisation of the Republic of Belarus's transit potential.

To make railway transport more attractive, the Byelorussian Railway is launching innovative initiatives built around the use of electronic documents, digital signatures, and cryptographic protection.

Today, the Republic of Belarus has achieved a high level of development in customs and information technologies used in railway freight transport. Electronic declarations and advance notifications have been introduced and are evolving rapidly along with transit technologies. Deployment of digital paperless technologies is undoubtedly a key approach to creating administrative mechanisms based on a balance between the effectiveness of customs control and the removal of unnecessary administrative barriers, which will simplify and speed up the clearance of goods at customs borders.

In collaboration with the Russian Federation, the BC has the capability to handle electronic shipping documents (invoices and packing lists in a standardised format). Such documents can be received electronically from consignors by the BC's information systems and subsequently forwarded to the customs authorities. This is an example of information exchange and the transfer of data to the RZD OJSC.

There is a procedure for automation of customs clearance of goods transported by rail by Byelorussian authorities, built around the use of electronic documents. This is a procedure for information exchange between the customs authorities of the Republic of Belarus and Byelorussian Railway. It covers customs clearance of goods transported by rail across the EAEU customs border in the Republic of Belarus using electronic SMGS consignment notes and submission of information to customs authorities in electronic form to notify them of the arrival (or departure) of goods into (or from) the customs territory(ies) of the EAEU.

The BC has created technical capabilities for use of electronic shipping, customs, and other documents required for the transportation of goods by rail across the customs border using paperless technology.





**Holding Bulgarian State Railways
(Holding BDZ)**



1. Passenger and freight traffic volumes in 2024, together with the volumes in international traffic

The table below shows all passenger and freight train services implemented in 2025, as well as their changes as compared to 2024:

Indicators	Measuring units	2024	2025*	Compared changes 2025/2024 in %
BDZ-Passengers domestic traffic volume	Thousand pass.	19 267	19 352	–0,4 %
International Passenger traffic volume	Thousand pass.	1905	1798	5,9 %
The total number of transported passengers	Thousand pass.	21 172	21 150	0,01 %
Volumes of goods transported by BDZ-Cargo in domestic traffic	Thousand tonnes	4066,6	4709,9	–13,66 %
Volumes of transported goods in international traffic	Thousand tonnes	1090	1252	–12,94 %
Total volume of transported goods	Thousand tonnes	5157	5962	–13,5 %

* Note: The “BDZ Passengers” data for 2025 includes forecast figures for December

2. New routes for container freight

There were no new routes for container freight in 2025.

3. Transportation of goods under common CIM/SMGS consignment note

In 2025, the following volume of goods was transported under common CIM/SMGS consignment note:

2024	2025	Compared changes 2025/2024 (%)
Thousand tonnes	Thousand tonnes	Thousand tonnes
3.765	0.132	–96.50 %

4. Commissioning of new railway lines

In 2025, modernisation work funded by the European Union continues on a number of sections of the national railway network; however, none of these sections have yet been fully completed and brought into service.

5. Modernisation of railway infrastructure facilities

In 2025, the National Railway Infrastructure Company (NRIC) carried out the following projects to modernise and upgrade the railway infrastructure:

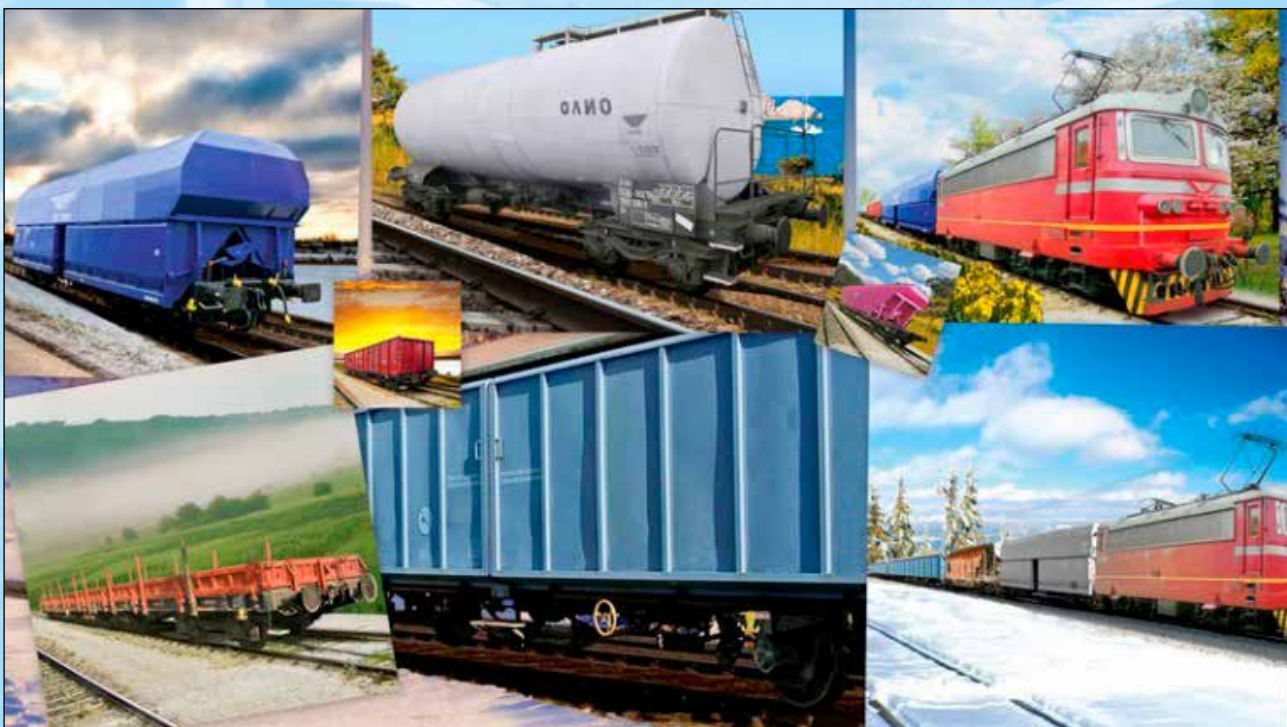
- Rehabilitation of the Plovdiv-Burgas railway line, phase 2, stage I;
- Reconstruction of the Stara Zagora and Nova Zagora railway station complexes, phase 2;
- Modernisation of the Sofia-Plovdiv railway line: the Elin Pelin-Kostenets section, phase 2;
- Modernisation of the Boychinovtsi traction substation;
- Modernisation of the railway line Sofia-Dragoman-Serbian border: the Voluyak-Dragoman section, phase 2;
- Restoration, repair and modernisation of the Varna and Razgrad traction substations; construction of the Ruse traction substation; and implementation of a remote control and telesignalling system – SCADA, phase 2
- Modernisation of the Vidin-Sofia railway line: the Medkovets-Sratsimir section;
- Modernisation of the Chervena Voda and Hitrino traction substations;
- Development of the Sofia railway hub: the Sofia-Voluyak railway section;
- Modernisation of the Sofia-Elin Pelin railway section;
- Modernisation of the Kostenets-Septemvri railway section;
- Development of the Plovdiv railway hub;
- Modernisation of the Vratsa and Pernik traction substations, which belong to the primary corridor of the Orient/East Mediterranean network;
- Doubling and electrification of the Lozarevo-Prilep railway section.

6. Procurement of new rolling stock and modernisation of existing rolling stock

- In 2025, BDZ Passengers purchased ten new Siemens Smarttron electric locomotives.
- In 2025, BDZ Cargo purchased seven tank wagons and refurbished five flat wagons, which were equipped with metal racks for transporting coils of sheet steel. Forty-eight open freight wagons were outfitted with rooftop mechanisms.

7. Facilitation of border crossing procedures for railway transport

- NRIC took part in conferences on development and coordination of timetables for direct international freight trains and harmonisation of border crossings for 2024/2025 and 2025/2026 time periods, organised by the Forum Train Europe (FTE);
- NRIC took part in organising and conducting a bilateral meeting to approve the train timetable for cross-border traffic between Romania and the Republic of Bulgaria for 2024/2025 and 2025/2026. The meeting gave the green light to the deployment of the IMComm bilingual information system to coordinate the exchange of information at railway border crossings between Bulgaria and Romania.
The IMComm IT system is designed to coordinate the traffic of trains travelling across railway border crossings. All four parties involved – two railway infrastructure managers and two railway undertakings responsible for the passage of each train – confirm or decline their readiness to receive and hand over trains at the shared border distribution station in Ruse. IMComm removes the language barrier between the Bulgarian and Romanian operators responsible for traffic management. This improves traffic management, reduces train waiting times and prevents congestion at the shared border station caused by trains awaiting acceptance and dispatch.
- The company took part in a bilateral meeting to approve the train timetable for the Kalotina West-Dimitrovgrad border crossing between Serbia and the Republic of Bulgaria for 2024/2025 and 2025/2026.
- NRIC took part in bilateral meetings with the Turkish railway infrastructure operator TCDD to analyse and identify measures to improve passage of trains across the section of railway near the border. With this in mind, in 2025 parties continued to test and enhance the new Border Crossing Management System (BCMS), developed by the Turkish side. This system was designed to improve the management of railway transport between Bulgaria and Türkiye by removing the language barrier and engaging all stakeholders in the process of coordinating rail traffic at the border crossing.





Hungarian State Railways Co. (MÁV)



Passenger traffic volume for 2025 as compared to the level of 2024, with international traffic volumes shown individually

	2025			2025/2024 +/-	2025/2024 +/-
<i>Passenger traffic</i>	Dom. (pass.)	Intern. (pass.)	Total (pass.)	Dom. (%)	Intern. (%)
MÁV-START Co.	322 447 575	3 365 082	325 812 657	+ 12.37 %	+4.74 %
GySEV Co.	15 620 618	215 690	15 836 308	+12 %	-9 %
Total:	338 068 193	3 580 772	341 648 965	+12.37 %	+3.81 %

In 2025, MÁV-START continued to obtain growth in passenger traffic as compared to the previous year. MÁV-START carried 322.4 million passengers within Hungary, while cross-border passenger traffic exceeded 3.36 million passengers. Compared to 2024, domestic passenger traffic has grown by more than 12 %, and international traffic by almost 5 %. Another Hungarian passenger carrier, GySEV Co. Also recorded growth in domestic services, whilst international services saw a decline in passenger numbers in 2025.

Freight traffic volume trends

In terms of freight transport, Hungary has strengthened its role in transit and international transport, with a particular focus on increasing the capacity and reliability of international corridors.

Information from the Rail Cargo Hungaria Co.

The Rail Cargo Hungaria CJSC (OSJD affiliated enterprise) is the market leader in railway freight transport in Hungary and one of the main businesses of the Austrian Rail Cargo Group (RCG). In 2025, freight volumes fell by 4.2 % as compared to 2024, while freight turnover fell by 6.3 %. The volume of goods transported in 2025 amounted to 18.542 million tonnes (of which exports accounted for 5.942 million tonnes, imports for 6.319 million tonnes, transit for 1.882 million tonnes, and domestic traffic for 4.40 million tonnes).

Breakdown of 2025 freight volumes (in thousands of tonnes):

Type of service	Thousand tonnes	Thousand t-km
Domestic traffic	4400	641 739
Exports	5942	1 370 428
Imports	6319	1 072 380
Transit	1882	699 251
Total	18 542	3 783 798

The share of intermodal transport (including the movement of empty wagons) stood at 12 %, whilst the share of dangerous goods transport amounted to 24.0 % (4.446 million tonnes). With respect to rail freight services in 2025 between Ukraine and Hungary on the 1520-mm gauge lines, RCH in close cooperation with UZ received a total of 18916 wagons, accounting for 1,241,000 tonnes of goods (a decrease of 19.0 % against 2024). The share of container traffic across the Hungarian – Ukrainian border fell by another 50 % compared with previous years, totalling just 3548 TEUs or 37,000 tonnes.

Intermodal transport

In 2025, the RCH Co. reported intermodal freight transport volume of 2223 thousand tonnes (including the movement of empty wagons), which represents an increase of 9.9 % over 2024. Please refer to the table below for further details:

<i>RCH Co. intermodal freight transport volume in 2025</i>		
Type of service	Tonnes	Number of wagons (units)
Domestic traffic	3657	249
Exports	590,106	29,012
Imports	976,740	29,196
Transit	652,720	18,603
Total for 2025	2,223,223	77,059
2024 r.	2,022,787	66,914
2025 / 2024	+9,9 %	+15 %

Opening of new railway lines in 2025

Although no new railway lines were opened in 2025, the MAV Group implemented significant infrastructure projects and organisational reforms which, in the long term, will create new transport opportunities and contribute to a more efficient use of the existing network.

One of the most significant structural changes of the year was the organisational restructuring of railway operations in western Hungary. MAV Group transferred another 752 km of track to GySEV Co., in addition to the 443 km of track previously operated by them. This transfer involved the handover of the entire range of railway infrastructure services, as well as the associated rights and obligations, to the new operator, thereby ensuring the continuous and uninterrupted operation of the relevant lines.

The change in the operational structure did not require any adjustments on the part of passengers, but helped to improve the efficiency of freight and passenger operations, define regional roles more clearly, and ensure a more targeted use of network capacity. Going forward, the MAV Group will continue to prioritise the modernisation of existing railway lines and the development of operational models to lay the foundations for new transport links and services.



Modernisation of railway infrastructure in 2025

In 2025, the MAV Group carried out a nationwide railway infrastructure modernisation programme, covering



both main and secondary lines, as well as key stations with heavy traffic. One of the most significant projects was the comprehensive technical refurbishment of Keleti Station (Eastern Station) in Budapest, with a total cost of approximately 4.4-4.5 billion forints ($\approx$ €11.8 million). This work included checking and replacing 52 sets of points, realigning 15 km of track, replacing 4 km of rails, and refurbishing 15 km of the overhead catenary, which significantly improved the station's reliability and capacity.

A comprehensive refurbishment of a 30-kilometre stretch of railway line between the towns of Békéscsaba and Lökösháza has been completed, marking an important step in the development of Hungary's railway transport. This section, which is part of the TEN-T inter-

national corridor, was officially commissioned in September 2025. The modernisation work included the construction of a second track, renewal of the track and catenary, installation of modern signalling systems, and improvement of station infrastructure. This investment increases passenger and freight transport capacity, improves safety and paves the way for speeds of 160 km/h and the introduction of the ETCS L2 system. In the long term, the project strengthens Hungary's international railway connectivity and supports sustainable transport objectives, whilst delivering significant economic benefits.

Alongside the station renovations, some maintenance and refurbishment work was done in 2025 on a number of main and secondary lines, including the Pécs-Budapest line and the Hatvan-Somoskőőrfalu and Vác-Balassagyarmat sections. As a result of these efforts, speed limits that had previously caused delays of several minutes were either eliminated or significantly reduced on a number of sections. Service punctuality improved remarkably, from approximately 50 % to 85-97 % on certain sections.

Furthermore, in 2025, the MÁV Group launched a nationwide station refurbishment programme covering more than 30 sites in 14 counties, with a total cost of around 15 billion forints ($\approx$ €39.4 million), funded from its own sources and supported by the 'Hunga-



rian Village' programme. This programme aims to create a modern, passenger-friendly and accessible station environment, to build new or refurbish existing waiting rooms, and to preserve and functionally upgrade buildings of historical value. In the long term, the programme contributes to improving the quality of rail services and boosting the network's competitiveness.

MAV Railway Infrastructure Manager holds customer engagement in high priority. The company has initiated a series of consultations and maintains regular dialogue with railway operators throughout the year to address urgent railway industry issues.

The company has replaced the outdated paper-based process for registration and reconciliation of traction rolling stock data with an electronic platform designed to manage and update this data. This project is a part of the company's IT development programme aimed at supporting railway operations. Taking advantage of the benefits of mobile applications, the RailGuide application now contains electronic versions of the key documents required by carriers to organise train operations (service timetables, written instructions, and lists of speed limits). Following the established practice of previous years, Microsoft BI was used as the basis for the data visualisation project in 2025; new datamarts were created using the existing railway infrastructure dataset, whilst reporting capabilities and support functions were also expanded.

The strategic goal is to provide more flexible and higher-quality services related to the access tracks managed by the company. To this end, existing processes have been reviewed and the necessary organisational changes have been implemented.

Procurement of new rolling stock and modernisation of existing one

In 2025, the MAV Group completed one of the largest rolling stock modernisation programmes of the past few decades.

The programme includes the following:

- modernisation of the locomotive fleet, with several dozen new or leased modern electric locomotives (Vectron, Taurus) being put into service,
- in December, a contract was signed for the purchase of 93 used Stadler GTW electric multiple units. After some necessary repairs, they will be able to enter service as early as 2029 and are expected to play a key role in the domestic and commuter passenger services over the following decade. This procurement represents an important step towards building a modern and energy-efficient fleet of electric multiple units.

In 2025, the MAV Group implemented a comprehensive rolling stock improvement programme aimed at enhancing service quality and increasing operational reliability. One of the key elements of the programme was the continued modernisation of the locomotive fleet: several dozen new or leased modern electric locomotives, including Vectron and Taurus models, were put into service during the year. As a result of these efforts, nearly 50 new locomotives were already in service by the end of 2025, which made a significant contribution to improving punctuality and increasing the share of highly efficient rolling stock.





**ҚАЗАҚСТАН
ТЕМІР
ЖОЛЫ**

“Kazakhstan Temir Zholy National Company” JSC (KZH)



Freight and passenger traffic volumes for 2025, with the international traffic volumes indicated separately

In 2025, the “Kazakhstan Temir Zholy National Company” JSC continued to operate the railway network safely and maintained consistent growth in freight volumes on both international and domestic routes.

Net tariff freight turnover amounted to 288,841.0 million t-km (up from 261,728.7 million t-km in 2024), of which 195,203.1 million t-km was on international routes (against 170,882.8 million t-km in 2024), with a total of 313,728.9 thousand tonnes of goods transported (against 296,960.8 thousand tonnes in 2024).

Passenger turnover amounted to 16,098.1 million passenger-kilometres, with a total of 19,760.9 thousand passengers carried (compared to 16,702.2 million passenger-kilometres and 20,701.4 thousand passengers in 2024, respectively).

New routes for container freight traffic

In the reporting period, Kazakhstan Temir Zholy continued to expand its network of international container services in collaboration with the railways of the OSJD member countries.

KZH has launched and scaled up regular container train services on the routes China – Kazakhstan – Caucasus and Europe, using the ports infrastructure of the Caspian region, as well as on the route Central Asia – China.

The focus was on ensuring a stable timetable, reducing delivery times and developing competitive end-to-end logistics solutions.

Container traffic totalled 1380 thousand TEUs, which has demonstrated a continued growing interest of consignors in routes passing through Kazakhstan.

To increase the capacity of Kazakhstan’s seaports to handle containers, a new container hub with a capacity of 140,000 TEUs was built in the port of Aktau in 2025. The facility has been put into testing and trial operation.

Furthermore, in 2025, they opened the modern Zhetysay container terminal in Almaty, with a design capacity of 115,000 TEUs per year. This facility has become Kazakhstan’s largest import hub, designed to consolidate freight flows.

These efforts have helped to make railway transport more attractive within international supply chains.

Commissioning of new railway lines

In 2025, the “Kazakhstan Temir Zholy National Company” JSC continued its transport infrastructure development programme and completed the construction and commissioning of the second main line on the Dostyk-Moyunt section, approximately 836 km in length.

This project has enabled to:

- increase the handling and transit capacity of the international transit route;
- reduce delivery times;
- improve the consistency of the train timetable.

The section is a strategic part of several international transport corridors passing through the Republic of Kazakhstan.

Procurement of new rolling stock and modernisation of existing one

In 2025, the “Kazakhstan Temir Zholy National Company” JSC continued its consistent efforts to modernise and upgrade its rolling stock in order to improve the efficiency of transport operations, ensure the sustainability of international transport corridors and enhance the quality of service for shippers and passengers.

In 2025, KZH purchased:

- 149 locomotives;
- 1254 flat wagons with fittings;
- 1069 open top wagons;
- 161 passenger coaches.

By procuring new rolling stock main focus has been placed on key priorities in develo-



ping Kazakhstan's transit capacity, increasing container traffic, modernising the locomotive fleet and improving the comfort, and safety of passenger services.

10,110 freight wagons and 560 passenger coaches were repaired in 2025.

All these works contribute to greater reliability of the transport services, lower operating costs and higher competitiveness of railway transport across Eurasia.



Development of fast-speed and high-speed passenger service

In 2025, KZH opened the passenger routes Almaty – Moscow and Balkhash – Almaty, as well as launched fast-speed services between Astana and Kyzylorda, and between Astana and Borovoye Resort.

Furthermore, in 2025, the first international tourist train service was launched between Xi'an and Almaty. Jibek Joly and Keruen Express tourist trains travel extensively along the historic routes of the Great Silk Road (Almaty – Turkistan – Samarkand – Tashkent/Dushanbe). These projects represent an important step in strengthening cultural ties and developing tourism cooperation between Kazakhstan and the countries of Central Asia.

Facilitation of border crossing procedures for railway transport

In 2025, Kazakhstan railways continued consistent efforts to facilitate the border crossing procedure for railway transport, reduce the time spend on border control formalities, develop international transport corridors and enhance the competitiveness of transit services.

KZH views the creation of conditions conducive to the movement of goods across national borders, the development and more efficient use of transit potential and preferential treatment for transit goods flows as priority objectives, in line with the Declaration of the 8th International interagency meeting of the OSJD member states on "Practices in border crossings by rail" which took place on 22-23 September 2015 in Gdańsk, Poland. The Declaration sets out the need to create conditions conducive to the movement of goods across borders and the development of foreign trade links in the Eurasian region.

KZH continues to work hand in hand with the railway authorities of neighboring countries to align infrastructure capacity and improve the efficiency of cross-border border crossing points.

Much has been done to increase the capacity of key border hubs, which helps to reduce waiting times and improve the efficiency of transit operations.

In 2025, the Kazakhstan Temir Zholy JSC and Russian Railways OJSC signed an agreement on the development of cross-border interconnection points.

Several other agreements have been signed with foreign railway authorities with the purpose of developing the Trans-Caspian international transport route and simplifying border crossing procedures.

The company is actively implementing cutting-edge technologies, including the digitalisation and automation of customs and shipping administration, as well as automatic registration and issuance of transit declarations.



In 2025, the 'Single Digital Window' platform of the Kazakhstan Railway, which is used by companies from more than 20 countries, including the CIS states, China, Azerbaijan, Georgia, the European Union countries, Central and South-East Asia, as well as the Middle East, accounted for the processing of 5789 contracts, which greatly accelerated the processing and increased the transparency of procedures for customers. The platform features artificial intelligence tools, with Speech-to-Text technology enabling the automated processing of voice enquiries and speeding up the creation of applications, ensuring the service operates round the clock.



Modernisation of infrastructure

The railway network of Kazakhstan is going through a systematic programme of repairs. By 2029, they plan to repair 11,000 km of track. As of the end of 2025, a total of 4448 km of track had been repaired, which is 40 % of the scope set out in the programme. Repairs are running ahead of schedule by 234 km (106 %).

In 2025, a major reconstruction and modernisation programme was launched for railway stations across Kazakhstan. Currently, construction and installation work has been completed at 19 stations, whilst 46 sites are nearing completion. The programme aims to create modern and safe stations tailored to passengers' needs.

Improving the management structure of the railway transport sector

On 23 December 2025, S&P Global awarded the "KTZ NC" JSC a score of 75 in its corporate sustainability assessment (ESG rating), which is 15 points higher than in 2024. Thanks to this progress, the Company has been included in the S&P Global Sustainability Yearbook 2026 for the second consecutive year.

The new edition of the yearbook lists the top 848 companies out of 9200 reviewed. The "KTZ NC" JSC was among the 27 leaders in the 'Transport and Transport Infrastructure' sector, which includes 251 entities.

This rise in the ranking is due to systematic work on the ESG strategy and adoption of international standards.





China State Railway Group Co., Ltd. (KZD)



1. Volumes of passenger and freight railway traffic

In 2025, KZD carried 1687.31 million passengers, which was up 4.2 % against the previous year. Passenger-kilometres totalled 509.675 billion, up 2.2 % against the previous year. The railway moved the total of 2787.90 million tonnes of goods, which was up 1.5 % against the previous year. Freight turnover amounted to 2594.226 billion tonne-kilometres, which was up 2.6 % against the previous year.

In 2025, a total of 93.68 million tonnes of exported and imported goods were transported through border crossings, which was 7.6 % more than the previous year. This included 75.59 million tonnes of imports, which was up 6.4 % on the previous year, and 18.09 million tonnes of exports, which was up 13.3 % against the previous year.

The number of container trains running between China and Europe and between China and Central Asia reached 34,000, with 3.17 million TEUs of container traffic, representing an increase of 9.8 % and 7.6 % year-on-year, respectively. The year of 2025 witnessed the launch of more than 20,000 container trains on the China-Europe route, representing a 3 % increase against the same period the previous year.

By the end of 2025, a total of 122,313 container trains were launched on the China-Europe route, 12.076 million TEUs of containers were delivered, reaching 234 cities in 26 European countries.

2. Procurement and decommissioning of locomotives

In 2025, 455 new locomotives were purchased, including 240 electric freight locomotives, 170 diesel freight locomotives and 45 shunting locomotives. KZD procured 403 new Fuxing series electric multiple units, including 278 Fuxing intelligent electric multiple units and 125 Fuxing electric multiple units with a centralised power unit (CR200J-type multiple units). The company also purchased 30,718 new freight wagons.

The company has worked on developing a system of standards for “green” and low-carbon railway development; it has put together emission standards for diesel locomotives. It has also taken more than 450 obsolete diesel locomotives out of service and encouraged the rollout of locomotives using new power sources.

3. Commissioning of new railway lines

In 2025, 3109 km of new railway lines were commissioned, of which 2,862 km were high-speed rail lines. The newly opened lines included: the Chongqing East-Qianjiang section of the Chongqing-Xiamen high-speed railway; the Guangzhou-Zhanjiang high-speed railway; the Baotou-Huiyun section of the Baotou-Yinchuan section of the Guangzhou-Zhanjiang high-speed railway; the Baotou-Huinong section of the Baotou-Yinchuan high-speed railway; the Xiangyang-Jingmen high-speed railway; the Shenyang-Bahe section of the Shenyang-Jiamusi high-speed railway; the Panzhou-Xingyi high-speed railway; the Chongzuo-Pingxiang section of the Nanning- Pingxiang high-speed railway; the Hefei-Xinyi high-speed railway, Hefei-Xixian section; the Songchenglu-Kaifeng section of the Zhengzhou-Kaifeng commuter railway, the Zhongquan Airport Ring Railway, the Nanchang East-Hejia Station section of the Nanchang-Jiujiang high-speed railway; the Shantou-Shantou South section of the Shantou-Shanwei high-speed railway; and the Tongzhou (Beijing)-Yanqiao section of the Beijing-Tangshan intercity railway.

4. Improving the reliability of railway transport

KZD has taken steps towards reducing the cost and improving the efficiency of freight transport by rail; co-ordinated the construction of railway access lines; optimised and adjusted the transport structure; and provided incentives to shift the transport of bulk cargo from road to rail. The company encouraged the development of mixed rail-water container transport, provided incentives for the transport of electric vehicles, consumer lithium-ion batteries and traction lithium-ion batteries by rail, and reduced the costs associated with rail logistics.

In terms of optimising passenger services, KZD has focused



on meeting passengers' increasingly diverse needs for high-quality travel experiences. This included full electronic billing of rail tickets, early booking services for passengers with special needs, and the launch of 'Travel Light' service and pet transport services. There were lots of other improvements too, like better lost and found services at stations, bigger areas for easy access from the underground without security checks, more charging points at stations, better ways to book group tickets, and new types of bedding. All of this led to greater satisfaction of passengers' multifaceted travel needs.



5. Streamlining transport procedures

2025 saw continued efforts to create a document of title for international railway transport. KZD acted as the lead contributor in the OSJD Commission on Transport Law on the subject of document of title. It led discussions and harmonisation of the draft 'Guidelines on the SMGS Document of Title'. The aim was to explore the possibility of building a regulatory framework for the provision of international trade finance services in railway transport. KZD joined forces with the General Administration of Customs of China (Port Management Department) and the Chinese Immigration Service to participate in efforts to streamline cross-border procedures. Measures have been taken to continuously improve connectivity, and information support has been provided to ensure the safety and smooth operation of the China-Europe international railway transport routes. An information-sharing mechanism has been established with the General Administration of Customs of China, and a new model for export rail-road transport has been introduced through joint efforts. This has enabled customers to arrange freight transport along the entire route and complete customs formalities using a single consignment note at the domestic station of departure. This has significantly simplified customs procedures during transshipment from rail to road, reducing transit times and logistics costs.

The railway took an active part in discussions with neighbouring countries on ways and means of introducing paperless transport. In 2025, KZD and Russian Railways organised a pilot project to use electronic signatures for the transmission of data contained in shipping documents in international freight transport. Following the results of the pilot project, the procedure was refined and the scope of the pilot expanded. At the same time, the parties have reached a preliminary agreement on interim measures for interaction and have established the relevant procedures for conducting pilot paperless shipments between China and Russia; cooperation in this area has continued as planned.

6. Reform of the railway system

In 2025, the KZH offered strong support to the reform of the railway system and the integrated transport system. The railway carried out research and worked on drafting regulations governing the connections of railway tracks. It continued to work towards a clear demarcation of management responsibilities between inter-city railways and urban (suburban) railway lines. Several steps have been taken to stimulate the development of private enterprise in the railway sector, to encourage private investment in the construction and operation of railways, and to establish a common and open railway market.



Korea Railroad Corporation (KORAIL)



Volume of passenger and freight traffic

According to the Korea Railroad Corporation (KORAIL), in 2025, it carried about 1 billion 269 million 679 thousand passengers and 18 million 251 thousand tonnes of freight. Passenger traffic remained at the previous year's level. Compared to 2024, freight traffic fell by 1,485,000 tonnes (8 %).

Passenger traffic volumes (thousand passengers)

Indicator	2024	2025	Changes in %
Passenger traffic volume on mainlines	150 225	151 481	+1 %
Passenger traffic volume on the underground	1 119 447	1 118 198	-
Total	1 269 672	1 269 679	-

Digitalisation in the passenger transport sector

KORAIL's KorailTalk Self-Service Seat Change feature has been selected as the top rail service of 2025. This feature allows passengers to change their seats while travelling on KTX high-speed trains using the KorailTalk mobile app, without the assistance of on-board staff. It was also recognised as one of the public services of 2025 designed to improve convenience for people and enhance overall quality of life.

In 2024, the KorailTalk app's Train Location feature was named the best railway service. It allows users to track the current location of all trains and get estimated arrival times in real time on the app's interactive map.

Digitalisation in the field of railway safety

KORAIL implements artificial intelligence solutions to enhance its preventive safety system for production facilities. On 15 January, the company announced the launch of an integrated industrial safety and occupational health management system, which will convert previously fragmented paper-based processes into a digital environment using a web platform and a mobile app. It brings together industrial safety processes, including risk assessment and the development of work plans, as well as occupational health and safety processes – staff training, monitoring of labour conditions and medical examinations.

The railway has been the first government corporation in the Republic of Korea to deploy a multi-modal artificial intelligence security system. This technology delivers comprehensive analysis of images and text data, thereby enhancing the preventive security system.

Multimodal AI is an artificial intelligence technology capable of simultaneous analysis of data in various formats, including text, images, and voice.

Expansion of international projects

With 130 years of experience in railway operations and maintenance, KORAIL is extending its presence in international markets. The company offers comprehensive, end-to-end solutions: from feasibility studies and construction supervision to operations, maintenance and the procurement of rolling stock.

In 2025, for the first time in the history of its overseas operations, the company was awarded a contract to operate and maintain the MRT-7 urban Metro Rail Transit Line in the Philippines.

In the same year, KORAIL, in collaboration with the Ministry of Land, Infrastructure and Transport of the Republic of Korea (MOLIT) and a rolling stock manufacturer, formed a consortium known as K-Rail One Team and achieved significant results in a tender organised by the National Railway Company of Morocco. The consortium will offer a comprehensive service package covering the procurement of rolling stock and maintenance services.

Since the start of its international operations, KORAIL has been awarded contracts for the following projects:

- oversight of railway construction in Tanzania (2017);
- feasibility study for the construction of high-speed railways in Uzbekistan (2024);
- consulting services for the management of the Ulaanbaatar Metro in Mongolia (2024);
- operation and maintenance of the MRT-7 urban metro line in the Philippines (2025);
- procurement of electric trains and their maintenance for the metro system in Morocco (2025).

These achievements have led to an increase in revenue from overseas projects, which has shown steady average annual growth of around 35 %. The company continues to strengthen the competitive position of the railway sector by forging global partnerships with international railway organisations and companies.



“Kyrgyz Temir Zholu National Company” State Enterprise (Kyrgyz Railway) (KRG)



Following the Resolution No. 100, dated 28 February 2022, of the Cabinet of Ministers of the Kyrgyz Republic, continuous efforts are made to build the Balykchy-Kochkor railway line, with a view to developing the railway network, improving transport infrastructure and promoting the economic development of the republic and its regions. The project is scheduled to be completed by the end of 2026.

Pursuant to Decree No. 71 of the President of the Kyrgyz Republic, dated 10 March 2025, a decision was made to refurbish the railway tracks between Rybachye and Predportovaya stations, with a view to developing tourism in the Issyk-Kul region and improving passenger comfort.

This project resulted in the overhaul of the main line from km 3939 to km 3954 (5400 metres), the completion of works on the 459 meter long side track No. 23 at Predportovaya station, and the repair of civil works.

No new rolling stock was procured, and the existing rolling stock was not modernised.

The issue of developing a network of fast and high-speed passenger services is currently under review. Kyrgyz Temir Zholu holds this matter to be a priority and regards it as a promising area for future development.

The railway works hand in hand with government agencies to facilitate border crossing for rail freight transport on an ongoing basis.

A number of measures are taken to improve the quality of passenger services and ensure smooth border crossing by rail. These efforts are carried out in accordance with established procedures, in cooperation with the relevant state authorities, within the Eurasian Economic Union (EAEU). This includes streamlining passport control procedures. The measures are aimed at optimising and expediting the document inspection process in strict accordance with applicable regulations. This improves the efficiency of procedures and increases safety and comfort for international travellers.

Freight traffic 2024 – 2025

Indicator	Measuring unit	2024	2025	%
Total freight transported	thousand tonnes	9200.3	10,510.3	114.2 %
On international routes	thousand tonnes	7790.6	8704.2	111.7 %
Total freight turnover	million tonne-km	1075.5	1223.4	113.8 %
On international routes	million tonne-km	893.3	973.6	109.0 %

Passenger traffic 2024 – 2025

Indicator	Measuring unit	2024	2025	%
Total number of passengers transported	thousand people	271.6	432.5	159.2 %
On international routes	thousand people	13.6	14.8	108.8 %
Total passenger turnover	million passenger-km	25.4	43.8	172.4 %
On international routes	million passenger-km	2	2.1	105.0 %





Latvijas dzelzceļš SJSC (Latvian Railway) (LDZ)



Indicator	Output
Volume of freight traffic against the level of 2024	9454 thousand tonnes (82.4 % against 2024)
To include: Volume of international freight traffic	7565 thousand tonnes (78.3 % against 2024)
Passenger traffic volumes (Pasažieru vilciens JSC) against the level of 2024	21 334 thousand passengers (109.7 % against 2024)
Passenger traffic volumes (Pasažieru vilciens JSC) in international traffic	31.3 thousand passengers (226.8 % against 2024)
Modernisation of infrastructure facilities	On 11 November 2025, the Cabinet of Ministers approved the Indicative Plan for the Development of Railway Infrastructure for 2025-2029. This plan sets out a consolidated, strategically coordinated framework for the development of railway infrastructure across the entire national network of public railways. The indicative plan defines the directions for the development and modernisation of railway infrastructure, giving priority to the development of passenger transport in order to improve regional connectivity and meet future mobility needs of the population. The plan envisages a systematic transition to a more modern, efficient and sustainable railway infrastructure. It includes technical modernisation and electrification, development of passenger infrastructure, higher train speeds, and integration of Rail Baltica with the Latvian railway network. At the same time, much attention has been given to increasing freight transport capacity and developing multimodal transport solutions. The total investment required to implement the measures set out in the 2024-2029 railway infrastructure development plan, including funding from the European Union, the state budget and investments by LDZ, amounts to approximately 784 million euros. This funding provides an opportunity to rebuild and modernise the existing infrastructure and deliver new development projects, thereby strengthening the role of railways in Latvia's transport system and in the national economy as a whole.
Procurement of new rolling stock and modernisation of existing rolling stock	In 2025, Latvijas dzelzceļš companies did not procure any new rolling stock.
Works to facilitate border crossing procedures by rail	In line with signed agreements, LDZ has been exchanging information messages with details on train compositions, train handover between operators, information about wagons, containers, consignments and transport equipment carried on these trains, details of and reasons for the refusal to accept goods, wagons and containers, as well as the subsequent acceptance and return of previously refused wagons and containers.
Works in the field of reforming and improving the structure of railway transport management	Pursuant to Decision No. 373 of the Cabinet of Ministers of Latvia, the corporate structure of the public joint-stock company Latvijas dzelzceļš was changed in 2025. As a result of these changes, Ritošā sastāva serviss, a company specialising in the repair and maintenance of rolling stock, and LDZ Loģistika merged with LDZ Cargo. This organisational change has enabled the group to reduce costs and improve efficiency.



“Railway of Moldova” State Enterprise (CFM)



Freight and passenger transportation volumes in comparison to 2024, with international transportation volumes shown separately

Indicators	Performance		
	2025	2024	% of 2024
Total freight transported, in thousand tons	2328.2	2448.4	95
Including:			
- transit	127.5	458.7	27.8
- export	674.0	573.7	117.5
- import	1172.2	889.7	131.7
- local	354.5	526.3	67.4
Total passengers transported, in thousand passengers	275.079	589.522	46.6
Including:			
- international	118.815	120.491	98.6
- suburban	4.146	14.3626	2.9
- local	152.118	325.405	46.7

Establishing new container routes

In 2025, CFM did not participate in the establishment of new container routes and did not transport containers on previously established container routes:

Train No. and name	Route	Train description	Frequency of service	Number of containers		2025-to- 2024 ratio, in %
				2025	2024	
Railway of Moldova (CFM)						
1201/1202 ZUBR	Jülemiste/Muuga-Valga (Estonia) – Lugaji – Indra (Latvia) – Bigosovo – Slovechno (Belarus) – Berezhesht – Ilyichevsk/ Ilyichevsk – Paromnaya/Odessa Port/ Mogilev-Podolsky/Izov (Ukraine) – Vălcineț (Moldova) – Ungheni (exp.)/Etulia (exp.)/ Giurgiulești (exp.)	container	on request	0	0	0
1362/1361 Viking	Draugiste-Port – Kena (Lithuania) – Gudogai – Slovechno (Belarus) – Berezhest – Ilyichevsk-Ferry/Ilyichevsk/Odessa-Port/ Odessa-Liski/Chernomorskaya/ Mogilev-Podolsky (Ukraine) – Vălcineț – Ungheni/Giurgiulești-Port (Moldova)	container / piggyback	on request	0	0	0

In 2025, the “Railway of Moldova” State Enterprise (CFM) transported large-capacity containers loaded with grain to water ports along the routes Ungheni (export) (CFM) – Cristești Jijia (CFR) on the 1520-mm gauge, totaling 630 units.

Organising freight transportation with the use of the unified CIM/SMGS consignment note

In 2025, 4125 CIM/SMGS consignment notes were issued within the territory of the Republic of Moldova; 1538 containers and 8431 wagons were transported using the CIM/SMGS consignment notes; to include: 4168 wagons and 256 containers were in transit; 2320 wagons and 649 containers were export goods, and 1943 wagons and 633 containers were import goods.

The main types of the goods transported under the CIM/SMGS consignment notes were: from the Republic of Moldova – wheat, barley, rapeseed, molasses, gypsum, Portland cement, and rolled steel; to the Republic of Moldova: sugar, salt, gasoline, oil, kerosene, diesel fuel, and fertilizers; in transit: oilseed meal, slag, resins, propane, fertilizers, rolled steel, and pipes.

Infrastructure modernization

1. The “Restructuring of the Moldovan Railway” project, funded by the EBRD and the EIB, includes the rehabilitation of railway infrastructure along the 233-km Bendery-Basarabeasca-Etulia-Giurgiulești section, as well as the imple-

mentation of measures to restructure the company. As a result of the tender, the winning company – Temirzholt Zhondeu LLP – is carrying out work on the major and intermediate repairs of the track superstructure, the replacement of turnouts, and the modernization of signaling and communications equipment and power supply systems. During the reporting period, approximately 35 % of the total scope of work was completed, and the project is expected to be completed by the end of 2027.

2. Consulting services for the preparation of a preliminary feasibility study for the construction of an electrified railway line with a 1435-mm (EU gauge) track on the Ungheni-Chișinău section.

The project aims to ensure the continuous operation of Moldova's railway system, increase the capacity of the national network, and create optimal conditions for logistics routes connecting the EU's transport system with Ukraine. The project is funded by a grant from the European Investment Bank.

3. Modernization of the CFM Monitoring and Surveillance System. The project is funded by the U.S. Government under the "Export Control and Related Border Security" (EXBS) programme.

The goal of the project is to improve the safety of railway transportation by modernizing monitoring and communications equipment. These improvements will enable active monitoring of freight transport and ensure effective communication between strategic locations, which will help strengthen the national rail network and facilitate cooperation at the borders with Ukraine and Romania. The installation of video surveillance systems, communications equipment, and monitoring infrastructure will help ensure transportation safety and enable CFM to monitor railway operations in real time.

At the same time, preparations are underway to set up facilities for the installation of technical equipment and central monitoring cameras. The modernization of the monitoring and communications system as part of this project is an important step toward strengthening the security of the railway infrastructure in the Republic of Moldova. The new system is designed to operate autonomously using the existing equipment, facilitating a gradual transition to a state-of-the-art technological infrastructure.

4. Modernization and electrification of the Iași-Border (RO) – Ungheni (MD) railway line. The project is funded by CINEA (the European Climate, Infrastructure and Environment Agency). Under this agreement, CFM has the status of a co-beneficiary (Beneficiary 2) and is fully subject to the financial and administrative requirements established by the European Union.

Purpose: To develop the TEN-T Core network with the aim of optimizing cross-border rail service between Romania and the Republic of Moldova by modernizing the infrastructure and electrifying the Iași-Ungheni section.

Main objectives:

- minor upgrades to 25.03 km of railway infrastructure (Iași-Ungheni), removal of speed restrictions, and optimization of cross-border operations;
- electrification of the line in Romania and the Republic of Moldova (including the bridge over the Prut River), reduction of carbon emissions, and creation of a more sustainable alternative to road transport;
- increasing operating speeds to 80 km/h for freight trains and to 140 km/h for passenger trains;
- improving border capacity and supporting trade and logistics flows between Romania, the Republic of Moldova, and Ukraine.

Works are currently underway to restore the Prut-2 (CFM) – Fălciu (CFR) railway line – a section of approximately 4 km on the border between the Republic of Moldova and the EU. The project is based on the Memorandum of Understanding on the resumption of rail service between Prut-2 and Fălciu, which was signed on 14 April 2025 between the Railways of Moldova SE and the National Railway Company of Romania. According to the Memorandum, the route will initially be open only to freight trains. This will allow economic operators to ship goods to EU countries more quickly and cost-effectively.

The technical inspection of the infrastructure was completed, and the section was prepared for the resumption of rail traffic once all formalities have been finalized. The Government of the Republic of Moldova and the Government of Romania have approved an agreement on coordinated controls at the Prut-2 – Fălciu railway border crossing point, which will reduce the time required to complete the customs procedures.

In the future, the possibility of resuming passenger service cannot be ruled out once the infrastructure has been fully modernized and border control procedures have been established.

Procurement of new rolling stock, modernization of existing rolling stock

In 2025, no rolling stock was purchased for CFM, and no rolling stock was modernized. As of 31 December 2025, the inventory of rolling stock belonging to CFM consisted of:

Rolling stock type	Inventory
Freight wagons, units	4478
Passenger coaches, units	225
D1 series diesel trains	12
D1 series motorized railcar	7
D1M series diesel trains	5
3TE10M series diesel locomotives	88
2TE10L series diesel locomotives	13
2TE10V series diesel locomotives	2
2TE10M series diesel locomotives	3
M62 series diesel locomotives	4
TE33AS series diesel locomotives	12
CME-3 series shunting diesel locomotives	54

To maintain the freight cars in the active fleet in good working order, CFM carried out a repair program that included major overhauls, depot repairs, and routine maintenance. During the reporting period, 59 wagons underwent major repairs, 517 wagons underwent depot repairs, and 492 wagons underwent routine maintenance.

Development of a network of express and high-speed passenger services

The adoption of a long-term Transportation and Logistics Strategy calls for securing external funding for priority investments in rail infrastructure and rolling stock.

Modernizing the rail infrastructure and acquiring new rolling stock will make it possible to increase travel speeds to 100 km/h and improve the company's efficiency.

Efforts to facilitate border crossing procedures by rail

The procedure for crossing the borders between the Republic of Moldova and neighboring countries is based on the following intergovernmental and interagency sectoral agreements:

- Regulation (EU) No. 259/2014 of the European Parliament and Council dated 3 April 2014, amending Regulation (EU) No. 539/2001, which establishes the list of third countries whose nationals are required to hold a visa when crossing external borders and the list of countries whose nationals are exempt from this requirement. The main provision allows visa-free travel for citizens of the Republic of Moldova with biometric passports to European countries.
- Agreement between the Government of the Republic of Moldova and the Government of Ukraine on border crossing points along the Moldavia-Ukraine state border and on the simplified border crossing by citizens residing in border areas (signed on 11 March 1997 in Chişinău);
- Protocol signed on 12 November 2013 in Kyiv amending the Agreement between the Government of the Republic of Moldova and the Government of Ukraine "On Railway Transport Operations" dated 20 March 1993, and approved by Resolution No. 179 of the Government of the Republic of Moldova dated 14 March 2014.

The main provision of the Protocol is that the crossing of the Moldavia-Ukraine state border by railway rolling stock of one state, traveling in transit through a section of the territory of the other state without stopping, shall take place without inspections by the other state's authorities at border crossing points.

Reforms to improve the management structure of railway transport

The Government of the Republic of Moldova has initiated a reorganization of the *Railway of Moldova State Enterprise* into the *Railway of Moldova – Passengers and Freight Joint Stock Company* to be fully owned by the state. The reorganization is part of the broader reform of the railway sector that involves separating infrastructure management from transportation operations.

The reorganization is carried out under the Code of Railway Transport and commitments made by the Republic of Moldova to its development partners.



The Public Property Agency will serve as the sole shareholder of the new company and coordinate the reorganization process. It will approve the distribution balance sheet and the property transfer deeds to ensure the protection of the public interest and state assets.

The transfer of rights and obligations to the CFM Passengers and Freight Joint Stock Company will be carried out exclusively on the basis of the distribution balance sheet approved in accordance with the law. The new company will assume only those assets and liabilities that are directly related to passenger and freight transportation, within the scope of the transferred property. The railway infrastructure will remain under the management of the Railway of Moldova State Enterprise as a public asset.

Separating these business activities ensures transparent accounting of costs and revenues from railway transportation. The government will be able to objectively assess economic efficiencies, reduce the strain on the public budget, and create the conditions for investment in the services.

It is important to note that the reorganization does not imply privatization. The state remains the owner of the railway infrastructure – i.e. tracks, stations, land, and facilities that are managed by the Railway of Moldova State Enterprise. The joint stock company will manage the rolling stock and provide passenger and freight transportation services. This clear division of roles allows for separate accounting of infrastructure costs and transportation costs.

With this decision, the Government is creating the conditions for railway transport to operate as a clearly regulated public service with specific obligations to serve the best interests of the economy and citizens of the Republic of Moldova.



Ulan-Bator Railway JSC (UBZD)



Indicator	Performance
Freight transportation volume as compared to 2024	33,727.7 thousand tons (100.9 % of the 2024 volumes)
including: International freight transportation volume	21,503.1 thousand tons (103.9 % of the 2024 volumes)
Passenger transportation volume compared to 2024	1753.2 thousand passengers (88.8 % of the 2024 volumes)
including: International passenger transportation volume	42.6 thousand passengers (103.5 % of the 2024 volumes)
Establishing new container routes	In 2018, UBZD carried a total of just 855 container block trains. The rapid growth and development of container transportation allowed the UBZD network to run a total of 3850 container block trains on the China – Europe/Russia – China routes (i.e. 463,204 TEUs, or 22.4 % more than in 2024), demonstrating a significant expansion of the country's transit capacity along international transport corridors. Compared to 2024, the number of trains carried increased by a factor of 1.2. More specifically: - on the Russia/Belarus/Europe – China routes, the number of trains totaled 1993, an increase by 372 trains on the 2024 number. - on the PRC – Russia/Belarus/Europe routes, train runs totaled 1857, up 334 trains from the 2024 level. In 2025, the UBZD network carried no postal items in containers. In terms of developing and organizing multimodal, combined, and intermodal transport operations, the following work was done in 2025: - UBZD developed its capacity to receive transit and import freights coming to Mongolia by road transport from China, followed by their transloading into railway wagons to be carried to the station of destination or to be transferred to the next carrier. According to analytical data, the volume of freight arriving by road through the Zamyn-Uud – Erlan border crossing and transloaded onto railway transport amounted to approximately 8000 railway wagons (368,000 tons). - at the Sukhbaatar – Naushki border crossing, a facility was organized to receive freight delivered from the Russian Federation by road transport (forestry products). A total of one wagon, or 65 tons of freight were received and transloaded into railway transport for further transportation.
Freight transport operations under the uniform CIM/SMGS consignment note	In 2025, no freight was carried under the uniform CIM/SMGS consignment note.
Infrastructure upgrades	• on the main UBZD line, rebuilding of tracks was completed on the Olon-Ovoo – Tsomog 9.19-km segment, on the Tsomog – Airag segment, and on the main line of the Bagakhangai station, for a total of 25.46 km of rebuilt track. The aggregate length of rebuilt main lines was 34.6 km. • at the Sainshand station, three R50 point switches were replaced with stronger R65 point switches. • at the Airag station, six R50 point switches were replaced with stronger R65 point switches. • at various segments of the UBZD JSC network, medium-scale renovation was performed on a total of 20 km of track, which involved the replacement of R50 rails with R65 rails. • to protect the infrastructure from floods, 17 reinforced concrete culverts were built. • at the Tolgoit station, three new wagon stabling sidings were built and three existing sidings were extended. • to improve the safety of train movement at the Mandal and Tolgoit stations, two railway crossings were fitted with automated blocking devices to be operated by on-duty personnel. At the Bagakhangai station, the following infrastructure improvements were completed: • 852.28 m³ of earthwork on sidings. • one of the station's arrival and departure tracks was extended by 468 meters. • six new point switches with reinforced concrete beams were installed on station tracks. • a 7.5-m-wide motor vehicle crossing was built on the station's arrival and departure track. At the Bor-Undur station, the following upgrades and renovations were completed: • the Bor-Undur station was equipped with a new electric block centralization system, which improved the processing capacity of the station. • on the Airag – Bor-Undur segment (60 km), a 64D inter-station traffic control system was installed. • a 54-km-long fiberoptic telecommunication line was installed to connect the Airag and Bor-Undur stations.
Procurement of new rolling stock units and upgrading the existing rolling stock	In 2025, the company purchased two TEM18DM-series shunting locomotives using its own funds and repaired 2880 freight wagons and 252 passenger coaches.



Russian Railways OJSC (RZD OJSC)



Freight transportation volumes

Indicator	2024	2025	2025 as a percentage of 2024
Total freight transported (in million tons)	1311.5	1252.1	–4.6 %
domestic traffic	781.5	722.9	–7.5 %
international traffic	529.9	529.2	–0.1 %
including:			
export operations	415.4	416.4	+0.3 %
import operations	71.1	66.4	–6.7 %
transit operations	43.4	46.5	+7.0 %

Container transportation (in thousand TEUs)

Indicator	2024	2025	2025 as a percentage of 2024
Total (in thousand TEUs)	7880.1	7560.4	–4.1 %
domestic operations	3078.9	2963.1	–3.8 %
international operations	4801.2	4597.4	–4.2 %
including:			
export operations	1642.2	1782.3	+8.5 %
import operations	1872.1	1677.5	–10.4 %
transit operations	1286.9	1137.6	–11.6 %

Passenger transportation volumes

In 2025, RZD OJSC infrastructure carried 1311.1 million passengers (102.0 % of the 2024 number and 109.5 % of the 2019 number), including 126.7 million long-distance passengers (99.4 % of the 2024 and 108.7 % of the 2019 numbers), and 1184.4 million suburban passengers (102.2 % of the 2024 and 109.5 % of the 2019 numbers).

Passenger traffic totaled 142.3 billion passenger-kilometers (99.0 % of the 2024 number and 106.7 % of the 2019 number), including 106.2 billion passenger-kilometers in long-distance traffic (97.9 % of the 2024 and 107.1 % of the 2019 numbers), and 36.1 billion passenger-kilometers in suburban traffic (102.5 % of the 2024 and 105.3 % of the 2019 numbers). High-speed trains carried over 19.4 million passengers on RZD OJSC infrastructure (104.6 % of the 2023 number and 113.0 % of the 2019 number).

Passenger transportation volumes in direct traffic between OSJD member countries in 2024 and 2025, in numbers of passengers

Country	2024	2025	2025/2024, in %
Belarus	2,826,348	3,088,461	109
Kazakhstan	379,739	348,655	92
Kyrgyzstan	7392	7551	102
Mongolia	14,235	14,973	105
Tajikistan	37,975	49,191	130
Uzbekistan	94,398	108,926	115
China*	1617	36,131	-
PDRK*	39	11,402	-
Total	3,361,743	3,665,290	109

* trains to/from China and PDRK had been running since December 2024, direct coaches Pyongyang – Khabarovsk and Pyongyang – Moscow had been running since June 2025.

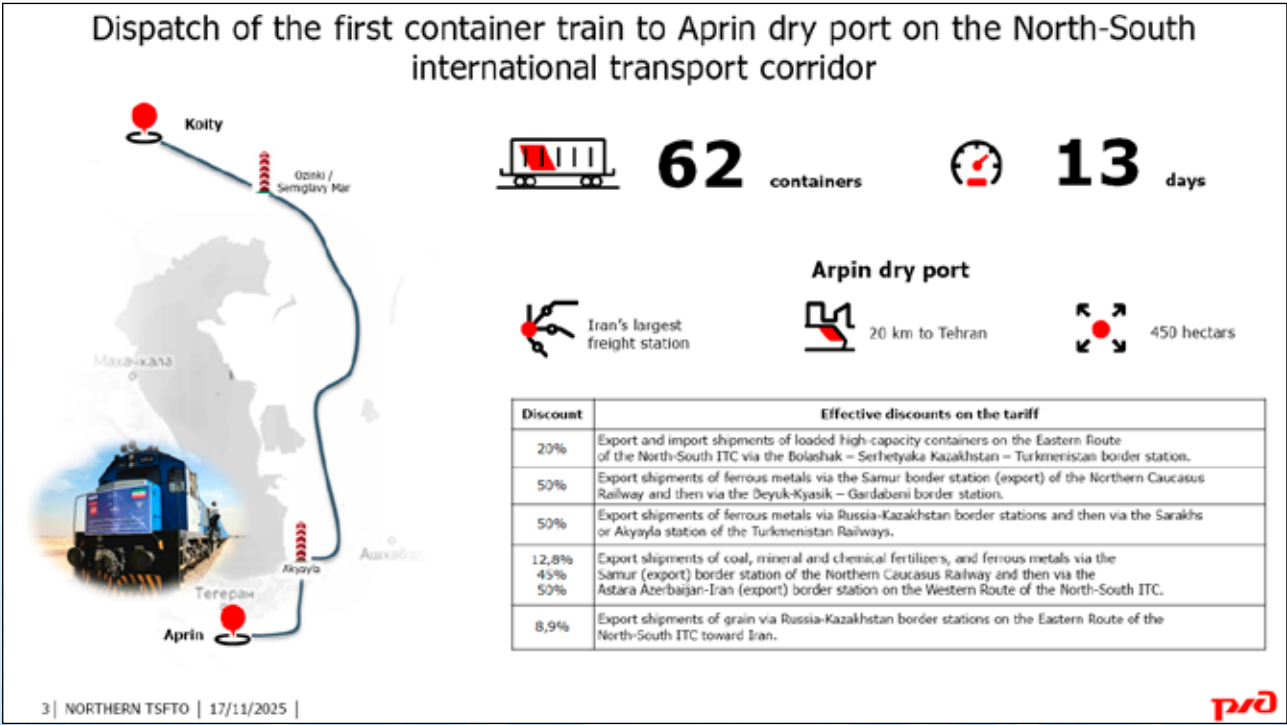
In 2025, passenger traffic on routes between Russia and OSJD member countries had increased by 9 % compared to 2024.

Establishing new container routes

In 2025, a test export shipment of containers in open-top wagons was carried out along the route from Apparatnaya station to Zauralye station (the Russia-Kazakhstan state border) and then to Astana-1 station. Based on the results of the test shipment and the recorded timing of operational procedures along the route, the logistics operator

is developing a list of measures necessary to begin regular operations on the route.

There was an increase in the number of stations shipping containers via the eastern branch of the North-South international transport corridor (through the Ozinki railway border station).



Efforts continued to promote transportation along the North-South international transport corridor.

In November 2025, the first container train from Russia arrived at the Aprin dry port in Iran. The consolidated train that carried forty-foot containers travelled along the eastern route and then across the territories of Kazakhstan and Turkmenistan, reaching Aprin in 13 days. This train was one of the first large trains to be received at the new facility.

In 2025, the aggregate capacity of container trains dispatched from the stations of the Northern Railway via the North-South international transport corridor more than quadrupled as compared to the previous year.

Commissioning of new railway lines

As part of the implementation of the RZD OJSC's investment programme, 166.1 km of new railway tracks were commissioned, including 1.6 km of new railway lines and 164.5 km of additional main tracks.

The new lines were commissioned to further develop the Central Transport Hub, with most of the additional new tracks, or 161.2 km, put into operation in the Eastern Cluster.

Upgrading the existing railway lines, segments, stations, and railway infrastructure

The Government of the Russian Federation, federal executive agencies, and other relevant organisations worked together to elaborate and update Action Plans for the development of international transport corridors.

To achieve the target volumes of transportation on the Russian segment of the North-South ITC, a number of large-scale investment projects were planned.

Such projects identify measures to improve railway infrastructure, including the development of large transport hubs, comprehensive development and upgrades of individual railway infrastructure facilities, rebuilding of multiple stations, construction of additional main lines, and upgrading energy facilities on various railway segments.

In December 2024, the first terminal logistics center with a customs control area was completed and commissioned in the city of Moscow. It was the first railway freight terminal in 15 years that had been built within the boundaries of the city. The logistics center specializes in supporting the needs of industries located in Moscow.

In 2025, efforts were made to expand the services offered. The first container route (service) that has its own transport and logistics center was launched collaboratively by the Moscow and Far-Eastern Railways (50 container trains per month thanks to the well-tuned multimodal transport system).

A transport and logistics center is planned for further development. Scheduled for 2026 is the launch of a second container site, new terminals are under construction, and better technical and commercial capabilities (including the addition of customs clearance services) open new horizons for logistics businesses.

In August 2025, the Syktyvkar Transport and Logistics Center was upgraded, allowing the volumes of railway export goods to China to surge, including the goods carried through the north-western ports.

The Russia's Ministry of Transport engaged the RZD OJSC, major logistics companies, and operators of terminals and warehouses to update the description of the Agency-Level Project "Establishment of a Network of Transportation and Logistics Centers" that is a sub-project of the State Programme "Development of the Transport System" and an element of the National Project "Effective Transport System". 61 new projects were added to the updated description, of which 15 were projects to upgrade the existing freight terminals operated by the RZD OJSC or build new ones.



The railway maintenance works completed in 2025 included:

- renovation of 4233.4 km of railway tracks;
- replacement of 1624 sets of turnout switches;
- upgrading of 896 turnout switches in the electrical centralization system and 951 km of automatic interlocking system.

Procurement of new rolling stock and upgrading of the existing fleet

In 2025, 386 new long-distance passenger coaches were procured, and 83 coaches were put back on track after rebuilding or retrofitting. To support suburban traffic, 255 coaches of various series and modifications were procured.

Thirty-nine train sets (243 coaches) of Russian-made electric multiple units were procured, and more than 2630 units of motor-coach rolling stock were upgraded through various types of repair.

A major delivery of locomotives was taken in 2025, including electrical locomotives (primarily freight), and diesel locomotives (mostly shunters and freight tractors). Some traction and energy laboratory units were also procured. Upgrades were performed on 3439 units of the existing fleet in 2025.

Rolling stock was procured to cover the needs of the Central Infrastructure Directorate, which included technical support and maintenance modules, dispensing hopper wagons, and three-tier large-capacity trains to transport 800-meter rails. 877 units from the Directorate's existing fleet were upgraded and their service lives were extended.

At the PRO//Motion.Expo international railway forum in 2025, new rolling stock units were presented: T-gauge compartment and staff coaches, a new sleeper coach, the first domestically produced suburban diesel train built using the push-pull principle, and a model of the interior of a double-decker high-speed "Burevestnik" train.

In December 2025, the "Burevestnik" train was put into operation on the Moscow-Nizhny Novgorod route, T-class coaches started running on the Moscow-St. Petersburg route as part of the "Krasnaya Strela" service, and the upgraded sleeper coaches were introduced to long-distance trains running between Moscow and Rostov-on-Don, Grozny, Anapa, and other cities.

In 2025, supervised trial operation of the first domestic dual-system electric train, the "Finist", began – it is the first train in Russia capable of operating on both direct and alternating current.

Development of a network of express and high-speed passenger services

Works were continued towards the implementation of the high-speed railway project between Moscow and St. Petersburg. The construction of the high-speed railway line is scheduled for completion by 2028. The introduction of high-speed service on this dedicated line, with the trains traveling at speeds of up to 300 – 400 km/h between Moscow and St. Petersburg, will make it possible for the passengers to travel between the two cities in 2 hours and 15 minutes.

The high-speed railway construction project is being carried out using in-house technologies and components. Works are also underway to develop a Russian high-speed railway train; efforts to develop the design documentation have continued, and production of the first extruded aluminum passenger coach body has begun.

Construction and installation works along the entire length of the high-speed railway line were scheduled to begin in the first quarter of 2026.

The construction of the first high-speed railway line between Moscow and St. Petersburg is part of the national project "Efficient Transportation System".

In addition to the Moscow-St. Petersburg high-speed railway project, which is already underway, works have begun on developing a model for the expansion of the Russian Federation's high-speed railway network, which includes, among other things, specific timelines and parameters for the implementation of each high-speed railway project.

Efforts to facilitate border crossing procedures by rail

This process of work was initiated by the RZD OJSC with the aim of reducing the number of wagons uncoupled at border crossing points for customs inspections and shortening the time required to process wagons. To this end, an agreement has been reached, in collaboration with the customs authorities as part of a pilot project, to transfer customs inspections from railway border crossing points onto the destination stations for imported goods carried by container trains, and to the departure stations for export timber shipments.

The introduction of a Single Window mechanism is yet another measure to simplify trade procedures, as well as the cornerstone of paperless trade. The practical implementation of this mechanism will simplify the movement of goods across borders and reduce the time required for administrative procedures as well as the costs incurred by participants in international trade.

As part of the implementation of the Single Window mechanism in the Russian Federation, Russian Railways (RZD OJSC) has created an automated information system for electronic interaction (AS EV FTS) to interchange electronic data and documents with the automated information system of the Federal Customs Service of Russia (EAIS) when goods are exported from or imported into the customs territory of the Customs Union.

The use of information technologies in interactions with customs authorities will bring about the following benefits:

- reduction in the overall time required to process documents through the use of electronic data and documents at border stations;
- reduction in the time required to deliver documents to the customs authority when goods are temporarily stored in customs control zones to 3-5 minutes (as compared to several hours with paper-based procedures);
- reduction in the time required to submit documents to the customs authority of destination upon completion of the customs transit procedure to 3-5 minutes (as compared to several hours to a day using paper-based procedures, depending on the distance to the customs post);
- reduction in the time it takes for foreign trade participants to obtain customs endorsements on shipping documents when export cargo is accepted for transport at departure stations to confirm the 0 % VAT rate to 3-10 minutes (as compared to up to 8 days under the paper-based system).

Work on the reform and strategic development of railway transport

In accordance with the Decree of the President of the Russian Federation "On the National Development Goals of the Russian Federation for the Period through 2030 and the Outlook through 2036", the following were developed and approved:

- a unified plan for achieving the national development goals of the Russian Federation for the period through 2030 and the outlook through 2036;
- a spatial development strategy for the Russian Federation for the period through 2030, with a forecast through 2036;
- a set of national projects.

The Unified Plan for Achieving the National Development Goals of the Russian Federation through 2030 and the Outlook through 2036, approved in early 2025, calls for growing the transport capacity of the main railway lines along international transport corridors, raising the throughput capacity of railway border crossings at the Russian Federation's state border, and increasing the number of high-speed railway vehicles produced, including through the development and manufacture of a domestically produced high-speed electric train for high-speed railway lines.



The Spatial Development Strategy for the Russian Federation for the Period through 2030, with a Forecast through 2036 identifies the development of suburban commuter railway infrastructure as one of its key objectives, with the aim of supporting the development of urban agglomerations.

The set of national projects comprises a number of federal projects, including those driving the development of railway transport:

The national project “Efficient Transportation System” includes the federal projects “Development of High-Speed Railway Lines” and “Development of the Core Railway Network”, under which plans are in place to develop the backbone infrastructure of a unified core transportation network.

The national project “Industrial Support for Transportation Mobility” includes the federal project “Production of Innovative Transportation”, which outlines measures for the production of high-speed railway rolling stock.

The national project “Infrastructure for Life” includes the federal projects “Development of the Railway Infrastructure of the Central Transportation Hub” and “Development of Public Transportation”, under which the construction and reconstruction of the Central Transportation Hub’s railway infrastructure, stops, and existing railway infrastructure in certain metropolitan areas will be carried out.

The investment project “Modernization of the Railway Infrastructure of the Baikal-Amur and Trans-Siberian Railway Lines with the Development of Throughput and Carrying Capacities (Phase 3)” provides for the development of the freight and throughput capacities of the Baikal-Amur and Trans-Siberian railway lines through 2035.

To promote the scientific and technological development of the transportation sector and create a highly competitive on a global scale, high-tech, and efficient transportation and logistics system, the Russian Federation Government has approved, by its directive, the Concept for the Scientific and Technical Development of the Russian Federation’s Transportation Sector through 2035.

Key areas of scientific and technological development in the transportation sector include, among others:

- the development of new types of transportation equipment and technologies for highly automated, unmanned, and autonomous vehicles;
- the development of technologies, infrastructure, and rolling stock to support high-speed traffic;
- the use of new energy sources for transportation;
- the development of modern communications technologies and intelligent transportation systems;
- developing new materials and technologies for transportation construction, transportation infrastructure maintenance, and vehicle operation;
- improving measures to ensure comprehensive safety;
- digitalization and the implementation of platform economy principles to reduce transportation costs and enhance the logistical efficiency of the transportation system.





National Railway Company of Romania "CFR"–S.A. (CFR)



1. Freight and passenger transportation volumes in comparison with 2024

In 2025, the Romanian Railways carried out 56.605 million train-kilometers for passenger service, representing 95.12 % of the 2024 level, and 17.383 million train-kilometers were carried out for freight service, which is 90.10 % of the 2024 level.

Regarding passenger-kilometers: in 2025, 4,471,097,103 passenger-kilometers were recorded, while in 2024 this figure was 5,033,128,898 passenger-kilometers, representing a decrease of 11.17 %.

In 2025, CFR Călători S.A. transported 48,067,087 passengers; compared to 2024, when the number of passengers carried was 53,619,963, a 10.35 % decrease in passenger traffic was recorded.

Regarding passenger-kilometers: in 2025, 4,471,097,103 passenger-kilometers were recorded, while in 2024, this figure stood at 5,033,128,898 passenger-kilometers, which meant there was a decrease of 11.17 % year-on-year.

2. Procurement of new rolling stock units and modernization of existing rolling stock

The rolling stock modernization indicators for CFR Călători S.A. in 2025 are as follows:

- locomotives: 34 units (of which 32 are part of the PNRR programme with EU support);
- passenger coaches: 60 vehicles (with EU support through the PNRR).

3. Railway infrastructure upgrades

Throughout 2025, the National Railway Company CFR S.A. continued to carry out projects aimed at rehabilitating railway lines, modernizing railway stations and electronic signaling, safety, and ERTMS systems, and rehabilitating bridges, small bridges, and tunnels. These projects were funded by European funds through the Transport Programme (PT) and the Connecting Europe Facility (CEF); through the financial instruments of Romania's National Recovery and Resilience Plan (PNRR); and from the state budget, via the budget of the Ministry of Transport and Infrastructure.

3.1 The status of railway infrastructure rehabilitation/modernization projects for sections of the TEN-T core network that have land or sea cross-border connections with neighboring countries, and which are in the preparation or implementation phase, is as follows:

- ➔ Cluj-Napoca – Oradea – Episcopia Bihor – Hungary/Romania border (HU/RO): work is underway on all groups (1, 2, 3, and 4);
- ➔ Caransebeș – Timișoara – Arad: works are underway on all sections (1, 2, 3, and 4);
- ➔ Bucharest Nord – Jilava – Giurgiu Nord – Giurgiu Nord State Border – Group 2: design works are underway;
- ➔ Roman – Iași – State Border – Phase I: Electrification of the Iași-State Border (RO)-Ungheni (MD) railway line: Public procurement documentation is currently being prepared for the design and construction work for Phase 1 – Electrification of the Iași – Ungheni section;
- ➔ Dermenesti – Viksha – State Border – Phase I, Electrification, Group 1 – Electrification work: design work is underway;
- ➔ Modernization of the railway infrastructure in the Port of Constanța: work is underway on Phase I, "Valu lui Traian", and Phase II of the "Modernization of the Railway Infrastructure in the Port of Constanța" project is in the design phase; Phase III is currently undergoing a public procurement process for design and construction work;
- ➔ Rehabilitation of the Craiova – Calafat/Golenți – Romania/Bulgaria border (RO/BG) railway line: the investment objective has been approved; funding sources are currently being identified; the project is listed as a reserve project in the 2021-2027 Transport Programme.

3.2 The status of the remaining investment projects of the National Railway Company CFR S.A. is as follows:

- ➔ Repair works – "QUICKWINS – works to remove speed restrictions in order to restore the technical parameters of the track superstructure": the following contracts are in the deployment phase: Contracts for the Brașov Regional Railway Branch (Group 21) and the Bucharest Regional Railway Branch (15 groups, of which 32.6 km of work has been accepted – groups 4-7 and 14-16, as well as the sections between Chiajna and Grădinari and between Vadu Lat and Zevestreni, located on the Bucharest – Craiova line); for the Cluj Regional Railway Branch (49 groups), the Craiova Regional Railway Branch (26 groups, of which work was accepted on 12.06 km (groups 3, 17, 24, and 25, the Pitești Pyrvu – Pielești section on Line 101 (Pitești – Craiova), and the Drăgănești-Olt – Fercășele and Rădoești – Atyrnats sections on Line 100 (Bucharest – Craiova), for the Galați Regional Railway Branch (acceptance of work was completed for 12.065 km across all 6 groups), the Timișoara Regional Railway Branch (acceptance of work was completed for 12.648 km across all 5 groups) and the Iași Regional Railway Branch (one group; acceptance of work was completed for 41.837 km on the Tutova-Crasna section, located on the 600 Tecuci – Iași line).
- ➔ Rehabilitation of the Craiova – Drobeta-Turnu Severin – Caransebeș railway line: of the six groups, groups 4, 5, and 6 – from Drobeta-Turnu Severin to Caransebeș – are in the design phase, while groups 1, 2, and 3 – from Drobeta-Turnu Severin to Craiova – are in the public procurement process.
- ➔ Implementation of the measures necessary for the operation of the ERTMS system on the Predeal-Bucharest-Constanța railway section and expansion of the GSM-R system on the primary railway network – group 1 – Construction work for

the Operations Control Center – CNMT București is in the design phase, while the other two groups are in the public procurement process for design and construction work.

→ *Rehabilitation of the State Border – Curtici – Simeria railway line, which is part of Pan-European Corridor IV, for passenger trains traveling at a maximum speed of 160 km/h and freight trains traveling at a maximum speed of 120 km/h, Section 2: Ilteu – Gurasada and Section 3: Gurasada – Simeria*

Phase:

- subsection 2a: 614 km – point Y Bârzava: 97.55 %;
- subsection 2b: point Y Bârzava – point Y Ilteu: 96.10 %;
- subsection 2c: point Y Ilteu – Gurasada: 81.65 %;
- section 3: Gurasada – Simeria: 87.96 %.

→ *Rehabilitation of the Brașov – Simeria railway line, which is part of Pan-European Corridor IV, to enable passenger trains to travel at a maximum speed of 160 km/h and freight trains at a maximum speed of 120 km/h, the Coșlariu – Simeria section*

Phase:

- Work on signaling systems and ERTMS was 99 % complete; preparations are currently underway for the acceptance of the facilities upon completion of the work.

→ *Rehabilitation of the Brașov – Simeria railway line, which is part of the Rhine-Danube Corridor, to accommodate passenger trains traveling at a maximum speed of 160 km/h and freight trains traveling at a maximum speed of 120 km/h, section: Brașov – Sighișoara, with the following subsections: No. 1 Brașov – Apața, No. 2 Apața – Cața, and No. 3 Cața – Sighișoara*

Phase:

- No. 1 Brașov – Apața and No. 3 Cața – Sighișoara: work is in the deployment phase, with 54.07 % completed,
- No. 2 Apața – Cața: the work is currently in the implementation phase, with 58.75 % completed.

→ *Work at the Fetești and Ciulnița stations on the Bucharest – Constanța railway line*

Phase:

- work is in the deployment phase, with 87 % completed.

→ *Modernization of the Karansebes – Timișoara – Arad railway line*

Phase:

- group 1 Caransebeș – Lugoj: 7.26 %;
- group 2 Lugoj – Timișoara Est: 60.11 %;
- group 3 Timișoara Est – Ronaț Triage (marshalling yard) Gr. D: 18.42 %;
- group 4 Ronaț Triage (marshalling yard) Gr. D – Arad: 27.87 %.

→ *Electrification and Rehabilitation of the Cluj-Napoca – Oradea – Episcopia Bihor railway line*

Phase:

- group 1 Cluj-Napoca – Aghireșu: 55 %;
- group 2 Aghireșu – Poeni: 59 %,
- group 3 Poeni – Aleșd: 16.14 %,





- group 4 Aleșd – State border with Hungary: 32.07 %.
- *Work on the modernization/rehabilitation of the following railway stations is at various stages of planning:* Gara de Nord (North station, Bucharest) – Phase I, Ploiești West, Bușteni, Sinaia, Videle, Pașcani, Orșova, Băile Herculane, Beclean pe Someș, Dej Passenger station, Costinești Tabăra, Ciulnița, Neptun, Mangalia, Teiuș, Războieni, Aiud, Ajud, Râmnicu Sărat, Făurei, Măreșești, Caracal, Filiași, Roșiori Nord.
- At the level of the regional railway branches, programmes to modernize and rehabilitate stations, bridges, small bridges, and tunnels will continue, subject to available funding.

4. Facilitation of border crossing procedures

As the railway infrastructure manager, the National Railway Company CFR S.A. has taken the following measures to facilitate border crossing:

- Between the border stations of Curtici – Lökösháza, Episcopia Bihor – Biharkeresztes, Valea-lui-Mihai – Nyirabrány, Giurgiu Nord – Ruse, and Vidin – Golești, an information system was implemented for requesting and providing available train paths between station dispatchers in Romania and neighboring countries (Hungary and the Republic of Bulgaria), thereby resolving the language barrier;
- between the CFR and MAV railway networks (border stations: Curtici – Lökösháza, Episcopia Bihor – Biharkeresztes, Valea-lui-Mihai – Nyirabrány), as well as between CFR and NK ZI (border stations: Giurgiu Nord – Ruse), the IMCOM information application is used, and, thanks to good cooperation between railway infrastructure managers and rail carriers, the average dwell time of freight trains at border stations has been optimized.



Railways of the Slovak Republic (ŽSR)



Freight and passenger traffic volumes by 2025, with international traffic volumes shown in particular

Passenger transportation in 2024–2025

Year	Number of passengers transported, in thousand passengers	Passenger traffic, in million passenger-km
2024	70,758.07	3558.65
2025	71,120.265	3543.27
international operations in 2024	4879.36	268.13
international operations in 2025	4845.72	268.33

Freight transportation volumes in 2024–2025

year / tons	domestic operations	international operations	total
2025*	3,123,823	19,179,038	22,302,861
2024	3,136,667	20,882,185	24,018,852

* the data for 2025 was obtained following the first preliminary year-end review; official data was to be available in early March 2026

Freight transportation under the unified CIM/SMGS consignment note

In 2025, ZSSK Cargo transported 8304 wagons and 416 containers using the CIM/SMGS consignment notes. The total number of consignment notes was 1114. As part of imports, 486 wagons and 416 containers were transported (650 CIM/SMGS consignment notes). The goods were represented mainly by chemicals in tank containers from Ukraine. As part of transit operations, 7818 wagons and no containers were transported (464 CIM/SMGS consignment notes). The goods were delivered mainly from the Czech Republic to the destinations in Ukraine.

Infrastructure upgrades

- 1) "ŽSR, Modernization of the Devínska Nová Ves – Slovak Republic/Czech Republic State Border Railway Line" – works were carried out primarily on the section between Kúty (outer) and Kúty (Slovak Republic/Czech Republic State Border). The section between Kúty (outside) and Kúty (Slovak – Czech border) was put into service ahead of schedule on 9 December 2025, without the ERTMS system (temporary train operation using Block V signals, maximum speed 120 km/h). Completion and commissioning of the ERTMS system on the Kúty (outer) – Kúty (Slovak Republic/Czech Republic border) section are expected by 31 December 2027. Works on the Devínska Nová Ves – Malacky section was completed as of 31 December 2027 (work is underway on the reconstruction of the odd-numbered track section and the traction network at the Zohor railway station, as well as the construction of an island platform and an underground pedestrian passage). On the Devínska Nová Ves – Zochor section, construction of the first track and the traction network is nearing completion; two new highway overpasses are under construction; one of the two one-sided platforms at Devínske Jazero station was completed; and a new pedestrian bridge with elevators was built at Devínske Jazero station. Construction work at the Malacky railway station was expected to begin in June 2026;
- 2) "ŽSR, completion of construction of the Žilina – Teplica Marshalling Yard and related railway infrastructure at the Žilina junction" – including the Váh – Varín – Strečno section – construction began on 12 December 2025;
- 3) "ŽSR, corridor modernization, Czech-Slovak State Border – Čadca – Krasno nad Kysucou (outer section), railway line, phase 3" – Čadca (outer section) – Čadca state border – construction began on 12 December 2025;
- 4) "Košice Railway station, reconstruction of platforms 1, 2, and 3 and complete reconstruction of the superstructure on tracks 11, 9, 8, 7, 6, 5, 3a, and 1" – completion of construction works in December 2025 and expected completion of engineering works in December 2026;
- 5) "ŽSR, electrification and related reconstruction works on the Bánovce nad Ondavou – Humenné line section" – implementation began on 13 December 2025;
- 6) "ŽSR, modernization of the Poprad – Spišská Nová Ves Line, Poprad – Vydriňák Section" – construction is expected to be completed on 27 November 2027;
- 7) "Comprehensive reconstruction and electrification of the Devínska Nová Ves – State Border (Marchegg) Line" – construction began on 6 October 2025, and was completed on 22 October 2025;
- 8) "Bratislava Nové Mesto – Bratislava ÚNS, complete reconstruction of the superstructure of tracks 1 and 2" – construction completed on 12 December 2025;
- 9) "Levice Railway station, renovation of switch points + station signaling and safety equipment, and the remote-controlled signaling and blocking system at Velké Kozmálovce Railway station" – construction completed on 29 December 2025;

- 10) "Margecany – Červená Skala, overall reconstruction of the track superstructure from km 87.437 to 92.272, length 4835 km" – expected completion date: 9 February 2026.
- 11) "Nižná Myšľa – Ruskov, comprehensive reconstruction of Line No. 2, 6.596 km in length, including reconstruction of the railway subgrade, bridges, water conduits, and the Bohdanovce and Vyšná Myšľa platforms" – construction expected to be completed on 31 May 2026;
- 12) "ŽSR, Hronský Beňadik Railway station – Tekovská Breznica station – Nová Baňa railway station, reconstruction of the service road" – construction completed on 12 September 2025;
- 13) "ŽSR, increasing the capacity of the Bratislava – Ráča – Leopoldov line" – construction is expected to be completed on 25 June 2026.

A government tender has been announced for the following construction projects:

- 1) "Modernization of the Žilina – Košice railway line, section: Poprad-Tatry (outside) – Krompachy. Section: A.2 Vydrník (outside) – Markušovce (outside)" – a public tender was announced in 2025, with the works expected to be completed in December 2026;
- 2) "Modernization of the Žilina – Košice railway line, Liptovský Mikuláš – Poprad-Tatry section (outer route), Phase 5, Liptovský Hrádok – Paludza" – a public tender was announced in 2025, and works are expected to be completed in December 2026.

Procurement of new rolling stock and modernization of existing rolling stock

Freight wagons

Freight wagon fleet upgrade plan

Retrofitting freight wagons for LL brake shoes – silent cars. The total number of freight wagons retrofitted for LL and K brake shoes and operated by ZSSK Cargo will be 8784 as of the end of 2025.

Installation of GPS devices on wagons

To increase flexibility, improve the planning of wagon allocation to trains, and streamline the scheduling of periodic maintenance, ZSSK Cargo has equipped 5974 freight wagons with GPS sensors – 5340 of which were in service as of the end of 2025.

Fleet restoration plan

The installation of onboard video recording systems on traction rolling stock – specifically, 131, 363, and 742.71 series locomotives – is being carried out as part of a modernization programme. The total number of traction rolling stock units is 118.

The retrofit of 20 Series 742 locomotives to the Series 742.71 between 2023 and 2025 was supplemented by an option for 10 additional units by the end of 2026. As of 31 December 2025, ZSSK Cargo's traction rolling stock fleet consists of 23 units.



Passenger coaches

New rolling stock – locomotives and electric multiple units

The following vehicles were put into service during the year:
20 EJ660 electric trains (ŠKODA Panter)

Development of a Network of Express and High-Speed Passenger Services

Work on the National Feasibility Study for a high-speed rail line connecting the Visegrád Group countries was completed in 2025. The Ministry of Transport of the Slovak Republic will decide on the next steps in implementing this project.

Facilitating border crossing procedures by rail

Freight traffic

In 2025, ZSSK Cargo implemented the following measures to streamline border crossing by railway transport:

Modernization of the “Dobra” Intermodal Terminal

The terminal modernization project aims to increase the terminal’s throughput capacity, efficiency, and environmental sustainability as a key transshipment and logistics hub on the border between the EU and Ukraine. The modernization will accelerate and expand the transshipment of cargo between 1520-mm and 1435-mm gauge rail lines, thereby strengthening rail connections between the EU and Eastern European countries, particularly Ukraine. The project is part of the Trans-European Transport Network (TEN-T) development programme and aims to promote the shift from road onto railway transport.

- As part of the first phase, zero-emission reach-stackers equipment was purchased, along with a charger to increase loading capacity.
- Implementation of a modern Terminal Operating Center (TOC) software solution to optimize terminal operations.
- Implementation of an integrated interaction system (KIS) within the network of the railway infrastructure manager “Railways of the Slovak Republic” for carriers. Improved efficiency of train management with direct implications for cross-border transport (new mandatory data verification procedures).
- Changes in the processing of advance customs declarations for imports (new communication scenarios, new message formats, and new rules), which have affected operations at the Matovce and Čierna nad Tisou border crossing points.

As part of the “EU-Ukraine: Corridors of Solidarity” project, the following scopes of works are considered:

- Modernization of border railway infrastructure: improvements to the track layout and terminals on specific sections of border crossing points (Chop – Záhony – Čierna nad Tisou – Batovo – Eperjeske).
- the purchase and installation of an inspection scanning system at the railway border crossing point in Čierna nad Tisou, which will help speed up inspections and improve security.
- Improved interoperability: harmonizing systems and processes so that trains from Ukraine can travel seamlessly to the EU without unnecessary delays.

The following changes took effect on 14 December 2025:

Transportation on 1435-mm gauge tracks

- Tariff code 138719 – Dobra combined transport terminal – was canceled;
- A new tariff code, 138701 – Dobra – was introduced;
- Packages to be delivered to the Dobra pickup location.

Transportation on 1520 mm gauge tracks

- Destination station: Čierna nad Tisou, station code 138602; column 3 of the SMGS consignment note





indicates “Transshipment at the Dobra intermodal terminal”;

- Packages are delivered to the pickup location at Čierna nad Tisou; pickup location code 03102;
 - The SMGS consignment note will be delivered to the Dobra intermodal terminal.
- These changes were recorded in the DIUM system and in the OSJD’s “List of Railway Stations”.
The changes will be gradually rolled out in the information systems.

Passenger transportation

In 2025, conditions for passengers undergoing customs and passport control upon entering Ukraine improved – passenger screening was moved from the regular passageway to a designated area at the Čierna nad Tisou station.

Infrastructure

Throughout 2025, several videoconferences were held between working groups from the Slovak Republic Railways and the Ukrainian Railways regarding the draft “Agreement on the interconnection of railway infrastructure”, prepared by the Slovak Republic Railways. Specific provisions of this draft were discussed. The draft has not yet been approved.

The Slovak Republic’s railways have concluded – between the ZSSK company and the Lvov Railway Administration (Ukrainian Railways) – Amendment No. 5 to the Regulations on Train Operations at the Chop – Čierna nad Tisou border crossing point, which took effect on 1 November 2025. This amendment updates the technical specifications of the border crossing point, local conditions, and operating rules for passenger trains on the Košice-Chop-Uzhhorod route.

Efforts to reform and improve the management structure of the railway system

To streamline route planning and traffic management, ŽSR implemented the TAF/TAP TSI standards in 2025 (Commission Regulation (EU) No. 1305/2014 of 11 December 2014 on the technical specifications for interoperability of the “telematics applications for freight” subsystem of the European Union rail system (TAF TSI) and Commission Regulation (EU) No. 454/2011 of 5 May 2011 on the technical specifications for interoperability of the “telematics applications for passenger services” subsystem of the trans-European rail system (TSI TAP)).



Tajik Railway State Unitary Enterprise (TDZ)



	Unit of measurement	2024	2025	% against 2024
Freight transportation, total	thousand tons	6709.7	7508.6	112.0
including: exports	thousand tons	358.5	401.8	112.1
imports	thousand tons	5829.9	6653.4	114.1
Passenger transportation, total	thousand passengers	456.0	456.8	100.2
including: international transportation	thousand passengers	63.6	72.1	113.4
Establishing new container routes	No new container routes developed			
Works to organise freight transportation under the uniform CIM/SMGS consignment note	The Railway does not use the CIM/SMGS consignment notes			
Commissioning of new railway lines	Work on developing this program is not currently underway			
Infrastructure upgrades	-			
Procurement of new rolling stock units	wagons / coaches	-	-	-
Modernization of existing rolling stock units	wagons / coaches	-	-	-
Implementation of a programme for the development of an express and high-speed passenger services network	Works on developing this programme is not currently underway			
Facilitation of border crossing procedures by railway transport	Through cooperation with border and customs authorities, processing times were reduced, favorable conditions were created to facilitate border crossing and maintaining the schedules of international passenger trains.			
Efforts to reform and improve the management structure of the railway system	Works on developing this programme is not currently underway			





“Uzbekiston temir yullari” JSC (Uzbek Railways, UTI)



Freight and passenger traffic volumes as compared to 2024, with the international traffic volumes shown in particular

Total freight transported in 2024 was 102,678.8 thousand tons, in 2025 – 105,771.9 thousand tons; the total number of passengers in 2024 was 10,010.2 thousand, and 10,459.8 thousand in 2025.

In 2025, the volume of international freight transported by Uzbek Railways JSC totaled 46.2 million tons, or 107.6 % of the 2024 volume.

Establishing new container routes

To develop international transport corridors and expand the geographic coverage of container traffic, new international container train routes were organised and put into operation in 2025 – 2026.

1. Route: India – Iran – Turkmenistan – Uzbekistan – Kazakhstan

The first container train was organised on the following route:

Mundra, India – Sorokovaya, Kazakhstan, with a number of containers unloaded at the intermediate station of Sergheli, Uzbekistan.

Key parameters of the route:

- maritime section: 1585 km;
- rail section: 4300 km;
- total route length: 5885 km;
- cargo type: general container cargo;
- mode of transport: multimodal (waterway + railway).

The route forms a new, sustainable transport corridor between India and the countries of Central Asia, transiting through the territory of the OSJD member states.

2. Route: Russia – Uzbekistan (import of sawn timber)

As part of the expansion of import shipments, a new container route was established:

Sykt'yvkar (Russia) – Nazarbek (Uzbekistan)

Key characteristics:

- cargo type: sawn timber (in containers);
- transport type: regular container shipments;
- status: included in the International Container Train Schedule;
- total route length: 3800 km.

The implementation of this route made it possible to switch to containerized transport for sawn timber, thereby improving cargo safety, delivery speed, and logistics predictability.

3. Route: China – Kyrgyzstan – Uzbekistan – Tajikistan

The first pilot container train run was organised along the multimodal corridor:

Lanzhou (China) – Dushanbe-2 (Tajikistan)

Transportation details:

- nomenclature of goods: consumer goods and construction equipment;
- route length: over 3500 km;
- mode of transport: international multimodal container train.

The implementation of the pilot project confirms the potential for establishing regular container services between China and Central Asian countries.

In addition:

- container train service from Uzbekistan to the port of Turkmenbashi was established on a scheduled basis;
- new multimodal transport services were launched on the India-Iran-Uzbekistan-Kazakhstan route;
- the first container train departed on the Tashkent-Fuzhou route;
- the first container train departed from Tashkent to Lanzhou via the Uzbekistan-Kyrgyzstan-China multimodal route.

Infrastructure upgrades

In 2025, as part of the development of the transportation system, new railway lines with a total length of 173 km were put into operation:

- Samarkand – Urgut: 55 km;
- Baytkurgan – Parkent: 24 km;
- Navoi – Bukhara: 94 km.

Moreover, the following upgrades were made in 2025 as part of the two projects in accordance with the plan:

- the Bukhara-Urgench-Khiva railway section was put into operation as part of the project “Electrification of the Bukhara-Urgench-Khiva-Miskin-Nukus railway line”;
- 6 locomotives were commissioned as part of the project “Modernization of the locomotive fleet of the Uzbek Railways JSC”.

Procurement of new rolling stock and modernization of existing rolling stock

- 1302 freight wagons of various types were refurbished;
- 33 locomotives were refurbished;
- 695 freight wagons and 51 passenger coaches were built and put into service;
- 1 electric train was procured as part of the project “Procurement of six high-speed electric trains from Hyundai Rotem” (manufactured in the Republic of Korea).

Development of a network of express and high-speed passenger services

Electrification of the Miskin-Nukus line is currently underway as part of the project “Electrification of the Bukhara-Urgench-Khiva-Miskin-Nukus railway line”.

Regulatory framework for the transformation

The transformation of the railway industry in the Republic of Uzbekistan is implemented in accordance with:

- Decree of the President of the Republic of Uzbekistan No. PP-329 dated 10 October 2023;
- Order No. R-70 dated 31 December 2024.

The reforms are aimed at the structural, operational, and financial transformation of the Company.

Organisational progressing

In January 2025, the Target Operating Model was approved, defining the architecture for operational and financial transformation.

In collaboration with a consulting firm that is part of the Big Four, the following initiatives were implemented:

- establishment of a Project Management Office (PMO);
- transformation of the internal audit system;
- launch of key management initiatives as part of the corporate restructuring.

Infrastructure and operations

As part of the structural reform:

- rolling stock and infrastructure assets were transferred to the balance sheets of specialized subsidiaries;
- logistics centers were integrated into the national freight transportation system;
- a clear separation of functions was established between infrastructure, transportation operations, and service activities.

International cooperation

The transformation is carried out in collaboration with international partners and covers the following areas:

- implementation of ESG principles;
- digital transformation;
- financial transformation;
- operational optimization;
- improvement of corporate





- governance;
- development of internal and external auditing systems;
- simulation modeling;
- implementation of the Programme-for-Results (PforR) in collaboration with the World Bank.

Information on medium-term priorities

In 2026 and beyond, the Company will focus on:

- implementing ESG approaches;
- carrying out the PforR programme;
- transitioning to International Financial Reporting Standards (IFRS);
- conducting tariff reform;
- preparing to obtain an international credit rating;
- developing the HR function;
- digitizing corporate processes in collaboration with the European Bank for Reconstruction and Development;
- improving the public procurement system.

Development of passenger operations

In accordance with Decree No. PP-391 of the President of the Republic of Uzbekistan dated 27 December 2025, the following priorities have been established:

- increasing the volume of domestic passenger traffic by 2030;
- expanding electric train routes;
- increasing the speed of freight trains;
- implementing a fully online ticket sales system;
- increasing revenue and optimizing costs;
- implementation of a treasury payment system;
- conducting a forensic audit of procurement;
- developing a new tariff methodology;
- obtaining an international credit rating.

By the end of 2025, the institutional and operational framework for the further transformation of O'zbekistan temir yo'llari had been established.

The following was achieved:

- organisational restructuring;
- separation of functions and assets;
- identification of strategic priorities;
- establishment of mechanisms to improve efficiency, financial transparency, and sustainable development of freight and passenger transportation.



Czech Railways JSC (CD)



The main strategic document of the Ministry of Transport of the Czech Republic is the "Transport Policy." The new transport policy for 2021-2027, with a vision through 2050, was approved by the Government of the Czech Republic on 8 March 2021.

The primary law governing railway transport is Act No. 367/2019 "Railway Systems". This Act amends Law No. 266/1994 Coll. "Railway Systems", as amended and supplemented, as well as other relevant laws. The law entered into force on 15 January 2020. The main purpose of this Law is to implement European Union's legislation, i.e., the transposition of Directive (EU) 2016/2370 of the European Parliament and Council as of 14 December 2016, on the opening of the market for domestic railway passenger traffic and the management and maintenance of railway infrastructure.

The strategic development of railway transport addresses the following issues:

- high-quality railway infrastructure;
- completion of transit railway corridors;
- modernization of the Trans-European Transport Network (TEN-T) railways;
- optimization of railway infrastructure capacity;
- support for shifting freight and passenger traffic to railway transport;
- integration of long-distance and regional transport;
- ensuring sufficient capacity for freight transport;
- supporting the construction of logistics centers and ensuring the capacity of major railway hubs (namely, Prague and Brno) by separating freight and passenger traffic;
- coordinating the development of railway transport services with air transport;
- improving traffic safety at railway border crossing points;
- continuing the electrification of the railway network.

Infrastructure Development in 2025

Since 2020, efforts have been ongoing in the area of railway infrastructure modernization and long-term development, focused primarily on the preparation and implementation of investment projects with an emphasis on the following priorities:

- modernization of transit railway corridors;
- modernization of railway hubs;
- modernizing other lines that are part of the European railway system/network;
- ensuring the interoperability of selected lines;
- investments in railway infrastructure to develop commuter rail and integrated transportation systems;
- investments in railway station real estate;
- investments in the preparation of high-speed lines.

The year 2025 was extremely important for the Czech Republic's railway infrastructure. It was marked by record-breaking investments, the launch of major construction projects, the modernization of railway junctions, preparations for high-speed lines, and the expansion of safety technologies.

The Czech Railway Administration had 62.7 billion Czech korunas available for 2025, of which 39.3 billion Czech korunas were allocated to construction investments – the highest amount in history. Key areas of funding included:

- modernization of railway lines and junctions;
- renovation of dozens of station buildings;
- preparatory works and initial construction of high-speed railway lines.

Start of construction on the first high-speed railway sections

In 2025, construction began on the first sections of the future high-speed railway network:

- ◆ Brno – Přerov
 - the first section of a high-speed railway line currently under construction (speeds up to 200 km/h);
 - part of a future rapid transit system.
- ◆ Moravská brána
 - Preparation works continued on one of the key sections of the VRT where the design speed is up to 350 km/h.

Large-scale modernization of railway hubs and lines

- ◆ Česká Třebová
 - a 7-year modernization project was completed at one of Europe's largest railway hubs;
 - it included the reconstruction of infrastructure and switches, as well as new barrier-free access.

◆ Hradec Králové

- the start of a comprehensive renovation of the station and the modernization of technologies that had been in use since the 1950s;
- building a connection to the future double-track route to Pardubice.

◆ Other major projects

- electrification and capacity expansion of the Tyniště nad Orlicí-Solnice line;
- modernization of the Prague-Ruzyně-Kladno section (part of the rail link to Václav Havel Airport);
- reconstruction of the cross-border Plzeň-Nýřany-Chotěšov line.

Upgrading stations in dozens of locations

The company Správa železnic carried out or began works at more than 50 stations:

- renovation of the Fanta building at Prague's main train station;
- a new train station in Mladá Boleslav;
- modernization projects in Pardubice, Ostrava, Vítkovice, Jaroměř, and Lovosice;
- new stations in Praha-Bubny and Brno-Královo Pole.

Launch of Exclusive ETCS Operation

As of January 2025, 622 km of corridor lines were put into operation under the control of the European Train Control System (ETCS), which has improved safety and ensured smooth operations.

Further development of transportation links to Václav Havel Airport:

- extensive modernization works were performed on the sections between Prague, Ružín, and Kladno;
- the necessary permits were obtained, and geological surveys were conducted;
- preparations for the construction of a subway station at the airport were completed.

Other important projects:

- modernization of the Braník Bridge in Prague and the associated sections;
- commissioning of new sections of modernized lines near Stršelice and Zastávka in Brno;
- expansion of freight lines and modernization of overhead contact lines in the Ústí nad Labem region.

Development of regional and long-distance traffic

- preparations continued for new long-term contracts with airlines;
- tenders were launched for new electric trains;
- a gradual improvement in comfort, particularly thanks to plans for new high-speed trains.

Passenger operations

Following a decline during the pandemic, the number of rail passengers has once again increased significantly. Domestic carriers have reported annual growth in recent years and expect these positive trends to continue. This rapid growth is driven primarily by regional commuter rail services, particularly in major cities.

Freight operations

The year 2025 brought significant progress in the modernization of railway lines critical to international logistics: acceleration of modernization works on the Prague – Munich line (Plzeň – Nýřany – Chotěšov), development of the Hradec Králové – Týniště nad Orlicí route, and preparations for a further increase in the capacity of the connection with Slovakia via Horní Lideč.

The year 2025 indeed saw significant changes in railway freight traffic, specifically due to a decline in the shipment of traditional commodities, particularly coal, iron, steel, and certain chemicals. This trend is well documented and has a significant impact on the entire sector.

The EU's decarbonization policy, the reduction in fossil fuel use in the energy and heating sectors, and the closure of some industrial have led to the sharpest decline in coal transportation in the past decade. Apart from coal, 2025 saw a sharp decline in the shipment of other key commodities: steel and metallurgical products (for example, the termination of crude steel production at the Liberty Ostrava facility caused a shortfall of several million metric tons per year, for which there is no substitute; chemical materials – energy-intensive chemical production in Europe is scaling back output, which directly reduces demand for railway freight transport).

The COVID-19 pandemic from 2019 to 2022 had had a significant negative impact on the railway freight traffic, but by 2025, freight volumes were already returning to their pre-pandemic levels. This also applies to lumber, which accounted for a significant portion of the freight segment.

While traditional freight volumes were declining, container traffic (consumer goods, imports/exports) increased slightly. Metrans Rail confirms that, as a pure container carrier, it did not experience a decline in the volume of traditional freight.

Key indicators of railway transport in the Czech Republic (based on data from all companies in the country)								
Year	Number of passengers transported, in thousand passengers		Passenger traffic, in million passenger-km		Freight transported, in thousand tons		Freight traffic, in million tons - km	
		including international transportation		including international transportation		including international transportation		including international transportation
2024	191,893	9466	10,517	2063	80,408	54,278	14,853	10,877
2023	184,497	8525	10,144	1864	83,120	54,115	15,038	10,524
2022	173,915	7901	9499	1675	90,797	56,837	16,368	10,971
2021	135,318	3274	6820	671	99,550	67,520	16,326	11,532
2020 ^{*)}	129,143	6665	6485	580	90,863	60,439	15,136	10,632
2019	193,842	7691	10,931	1959	98,804	61,505	16,810	10,622
2018	189,536	7023	10,286	1771	99,307	60,655	16,564	10,656
2017	183,024	6092	9498	1531	96,516	58,077	15,843	10,344
2016	179,172	5471	8843	1334	98,034	58,342	15,619	10,293
2015	176,624	4648	8298	1086	97,280	55,211	15,261	9727
2014	176,051	3795	7797	852	91,564	50,908	14,574	8957
2013	174,486	3697	7601	797	83,957	46,687	13,965	8421
2012	172,801	3030	7265	471	82,968	45,914	14,266	8427
2011	167,932	2548	6714	306	87,096	46,893	14,316	8077
2010	164,802	2388	6591	328	82,900	45,822	13,770	8056

Czech Railways Cargo JSC (ČD Cargo)

A total of 52.7 million tons of goods were transported three previous year year. This represents an increase of 430 thousand tons as compared to the previous year. International shipments accounted for 63 %, totaling 33.2 million tons.

As for the transportation under the CIM/SMGS uniform consignment note, their volumes for 2025 were as follows:

ČD Cargo: number of consignments and wagons dispatched under the CIM/SMGS consignment note										
	2014		2015		2016		2017		2018	
	consignments	wagons	consignments	wagons	consignments	wagons	consignments	wagons	consignments	wagons
export	12,637	12,644	1252	5350	156	4844	343	7870	713	10,607
import	12,464	12,513	5706	6261	5563	6023	7782	7986	9936	10,386
	2019		2020		2021		2022		2023	
	consignments	wagons	consignments	wagons	consignments	wagons	consignments	wagons	consignments	wagons
export	721	13,343	1027	12,860	283	10,461	68	2269	32	358
import	13,004	13,457	12,168	12,564	10,785	11,244	2619	2750	175	182
	2024		2025							
	consignments	wagons	consignments	wagons						
export	130	520	441	7293						
import	0	0	3	74						

As for new trains in intermodal traffic in 2025, these include RCO's trains operating on the Mladá Boleslav-Constanța route and back, as well as Maersk trains operating on the Bremerhaven-Vratimov route and back.

Regarding railway rolling stock and related subjects, for 2025: in September 2025, the 20th Traxx Universal locomotive from Alstom was delivered as part of a long-term contract, continuing the expansion of the fleet of modern multi-system electric locomotives. In 2025, CZ LOKO carried out a large-scale modernization of its 742 series diesel locomotives, replacing them with newer and more efficient versions. The locomotives are being retrofitted in accordance with the modern EffiShunter 1000M standards, which is considered a significant upgrade to the rolling stock.



Estonian Railway JSC (EVR)



In 2025, the volume of freight transported totaled 2.873 million tons, which was 0.22 % more than in 2024.

International freight traffic totaled 2.154 million tons, representing a 43.9-% increase as compared to 2024.

In 2025, 7.661 million passengers were transported, a 1.34-% decrease against 2024, amounting to 342.52 million passenger-kilometers, a 10.49-% drop against 2024.

In international traffic (direct service, i.e. passengers were counted based on the date of ticket purchase), 0 passengers were transported in 2024/2025.



Infrastructure upgrades

Works were continued on the modernization of traffic control systems on various sections of the line, as well as on major repairs and the straightening of curves to increase train speeds and facilitate electrification.

Efforts to develop a network of fast-speed and high-speed passenger services

Works are continuing on the major overhaul of the tracks, which is expected to result in higher train speeds and the implementation of electrification.

Photo coverages from the meetings of the OSJD governing bodies

Photo coverage from the 53rd session of the OSJD Ministerial Conference

(10-12.06.2026, Dushanbe, Republic of Tajikistan)



Photo coverage from the 53rd session of the OSJD Ministerial Conference
(10-12.06.2026, Dushanbe, Republic of Tajikistan) (continued)



Photo coverage from the 53rd session of the OSJD Ministerial Conference
(10-12.06.2026, Dushanbe, Republic of Tajikistan) (continued)



**Photo coverage from the 40th anniversary meeting of the Conference of General Directors
(Authorized Representatives) of OSJD railways
(20-24.04.2026, Astana, Republic of Kazakhstan)**



**Photo coverage from the 40th anniversary meeting of the Conference of General Directors
(Authorized Representatives) of OSJD railways
(20-24.04.2026, Astana, Republic of Kazakhstan) (continued)**



**Photo coverage from the 40th anniversary meeting of the Conference of General Directors
(Authorized Representatives) of OSJD railways
(20-24.04.2026, Astana, Republic of Kazakhstan) (continued)**



**Photo coverage from the 40th anniversary meeting of the Conference of General Directors
(Authorized Representatives) of OSJD railways
(20-24.04.2026, Astana, Republic of Kazakhstan) (continued)**

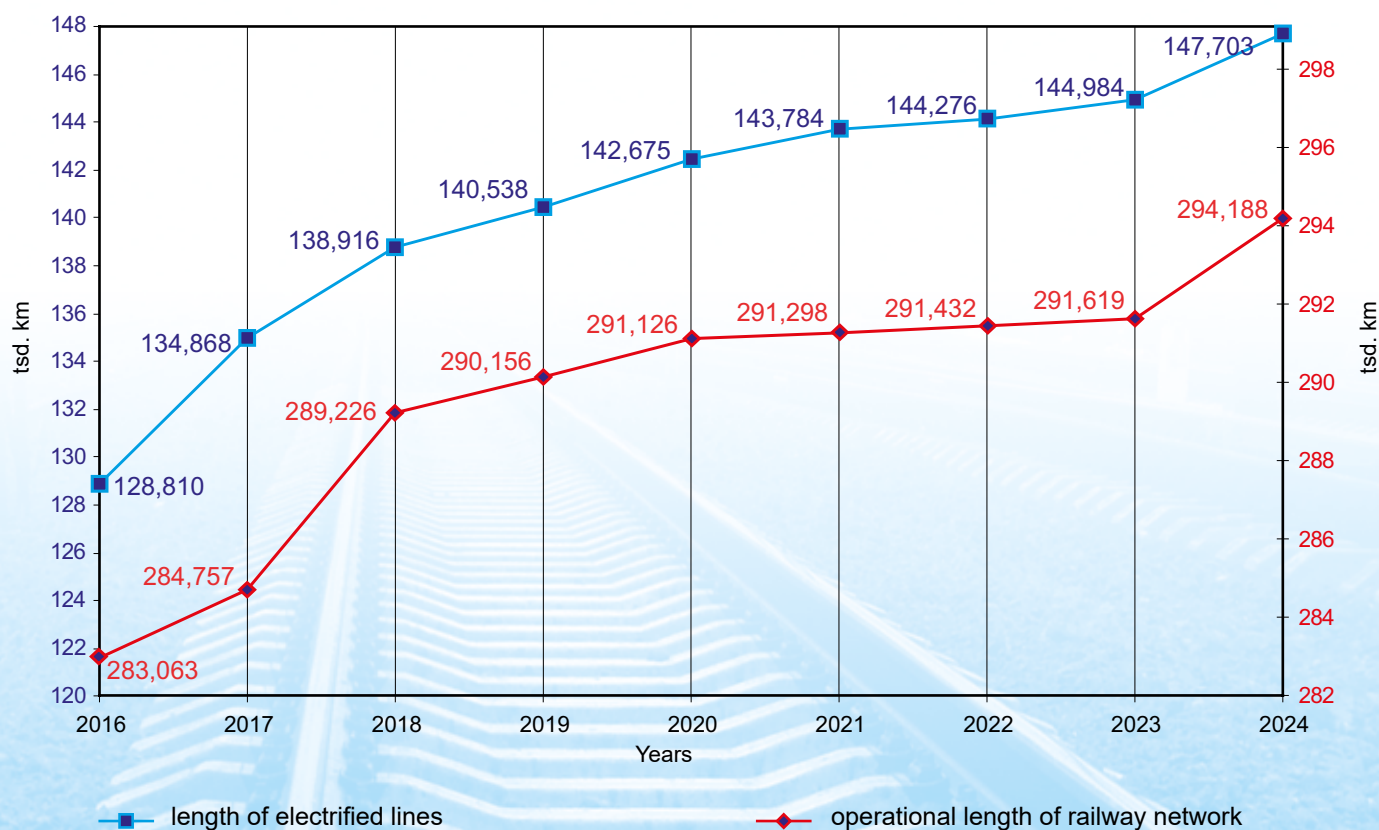


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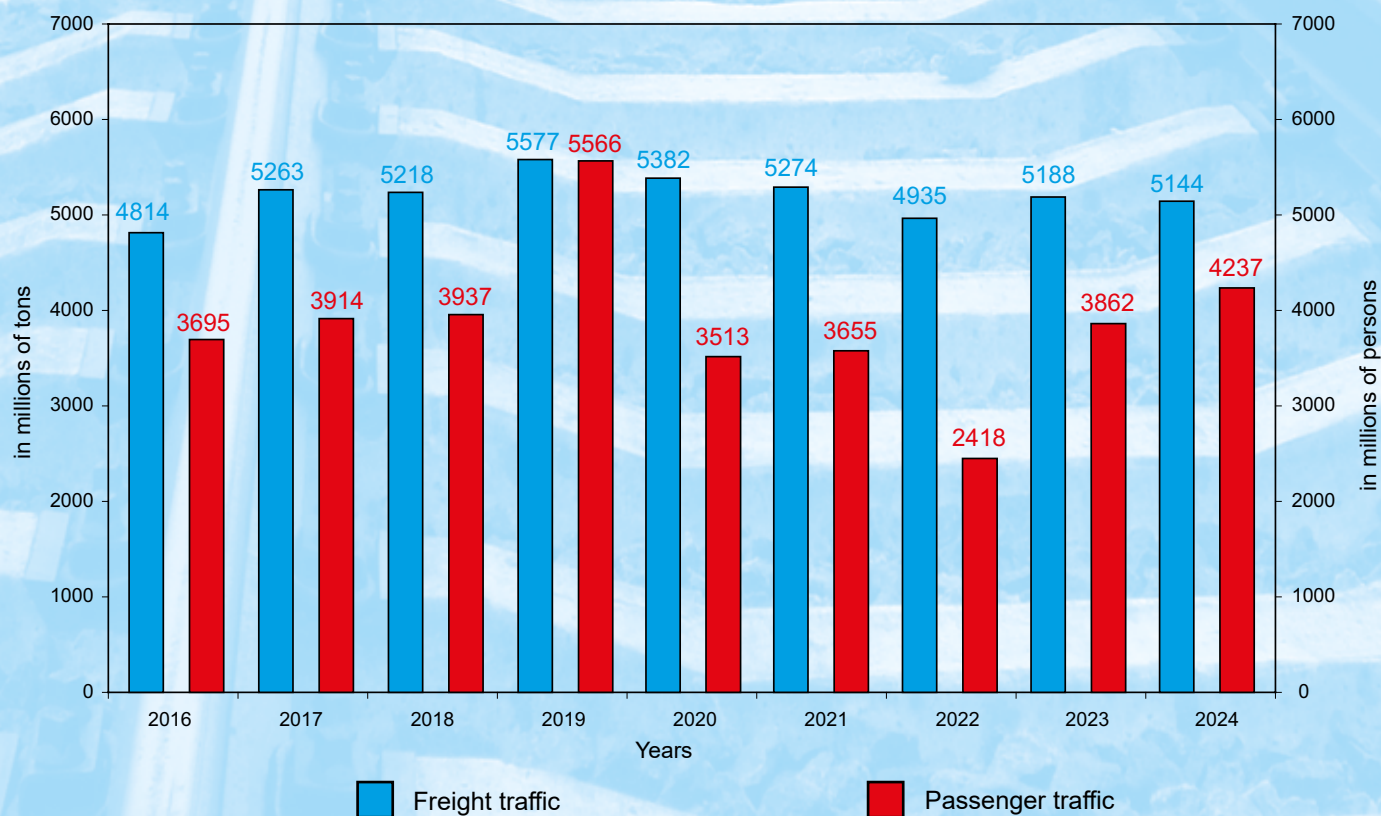
on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework (as of 16.03.2026)

No.	Name of the Country	Abbreviation	Participation									
			SMPS	SMGS	MPT Agreement	MTT Agreement	ETT Agreement	PPW Agreement	PGW Agreement	Agreement on Rules for Accounting	Agreement on Combined Transport	Agreement on the carriage of containers in container trains
1.	Republic of Azerbaijan	AZD	yes	yes	no	yes	yes	no	no	yes	no	yes
2.	Islamic Republic of Afghanistan	ARA	yes	yes	no	no	no	no	no	no	no	no
3.	Republic of Albania		yes	yes	no	no	no	no	no	no	no	no
4.	Republic of Belarus	BC	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
5.	Republic of Bulgaria	Holding BDZ	yes	yes	no	no	no	no	yes	yes	yes	no
6.	Hungary	MAV	no	yes	no	no	no	no	yes	yes	yes	no
7.	Socialist Republic of Vietnam	VZD	yes	yes	yes	no	yes	no	no	yes	no	no
8.	Georgia	GR	yes	yes	no	yes	yes	no	no	yes	no	no
9.	Islamic Republic of Iran	RAI	no	yes	no	no	no	yes	yes	no	no	no
10.	Republic of Kazakhstan	KZH	yes	yes	yes	yes	yes	yes	yes	yes	yes	no
11.	People's Republic of China	KZD	yes	yes	yes	no	yes	yes	yes	yes	yes	no
12.	People's Democratic Republic of Korea	ZC	yes	yes	yes	no	yes	yes	yes	yes	no	no
13.	Republic of Korea	KORAIL	yes	no	no	yes	yes	no	no	no	yes	yes
14.	Kyrgyz Republic	KRG	yes	yes	yes	yes	yes	yes	yes	yes	yes	no
15.	Lao People's Democratic Republic	LNRE	yes	yes	no	no	no	no	no	no	no	no
16.	Republic of Latvia	LDz	yes	yes	no	yes	yes	yes	yes	yes	yes	no
17.	Republic of Lithuania	LG	yes	yes	no	yes	no	yes	yes	yes	no	no
18.	Republic of Moldova	CFM	yes	yes	no	yes	yes	yes	yes	yes	yes	yes
19.	Mongolia	UBZD	yes	yes	yes	yes	yes	yes	yes	yes	yes	no
20.	Republic of Poland	PKP	yes	yes	no	no	no	yes	yes	yes	yes	no
21.	Russian Federation	RZD	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
22.	Romania	CFR	no	no	no	no	no	no	yes	yes	no	no
23.	Slovak Republic	ZSSK	yes	yes	no	no	no	no	yes	yes	yes	no
24.	Republic of Tajikistan	TDZ	yes	yes	yes	yes	yes	yes	yes	yes	no	no
25.	Turkmenistan	TRK	yes	yes	yes	yes	yes	no	no	no	no	no
26.	Republic of Uzbekistan	UTI	yes	yes	yes	yes	yes	yes	yes	yes	yes	no
27.	Ukraine	UZ	yes	yes	yes	yes	yes	no	yes	yes	yes	no
28.	Czech Republic	CD	yes	no	no	yes	no	no	no	yes	no	no
29.	Republic of Estonia	EVR	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
Total number of participants			26	26	13	17	18	15	20	23	16	6

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



The dynamics of changes in the traffic volume







oltis group



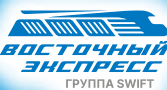
BALTIJAS TRANŽITA SERVIS



Rail Cargo Hungaria
Rail Cargo Group



ООО "Euro Rail Cargo"



راه آهن جمهوری اسلامی ایران

