

**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 2017**



**Warsaw
2018**

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List of Abbreviations Used in the Text

ADB	Automated Database
AWG	Ad Hoc Working Group
CCTT	Coordinating Council for Trans-Siberian Transportation
CGD	Conference of General Directors (Authorized Representatives)
CIT	International Rail Transport Committee
DMU	diesel multiple units
EATL	Euro-Asian Transport Links
EMU	electrical multiple units
ERA	European Union Agency for Railways
ETT	Uniform Transit Tariff
GNG	Harmonized 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
UIC	International Union of Railways
UNECE	United Nations Economic Commission for Europe
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
USS	Uniform Search System



Heads of delegations at session XLVI of the OSJD Ministerial Conference
(5-8.06.2018, Bishkek, Kyrgyz Republic)



Heads of delegations at meeting XXXIII of the Conference of General Directors
(Authorised Representatives) of OSJD Railways
(16-20.04.2018, Da Nang, Socialist Republic of Vietnam)

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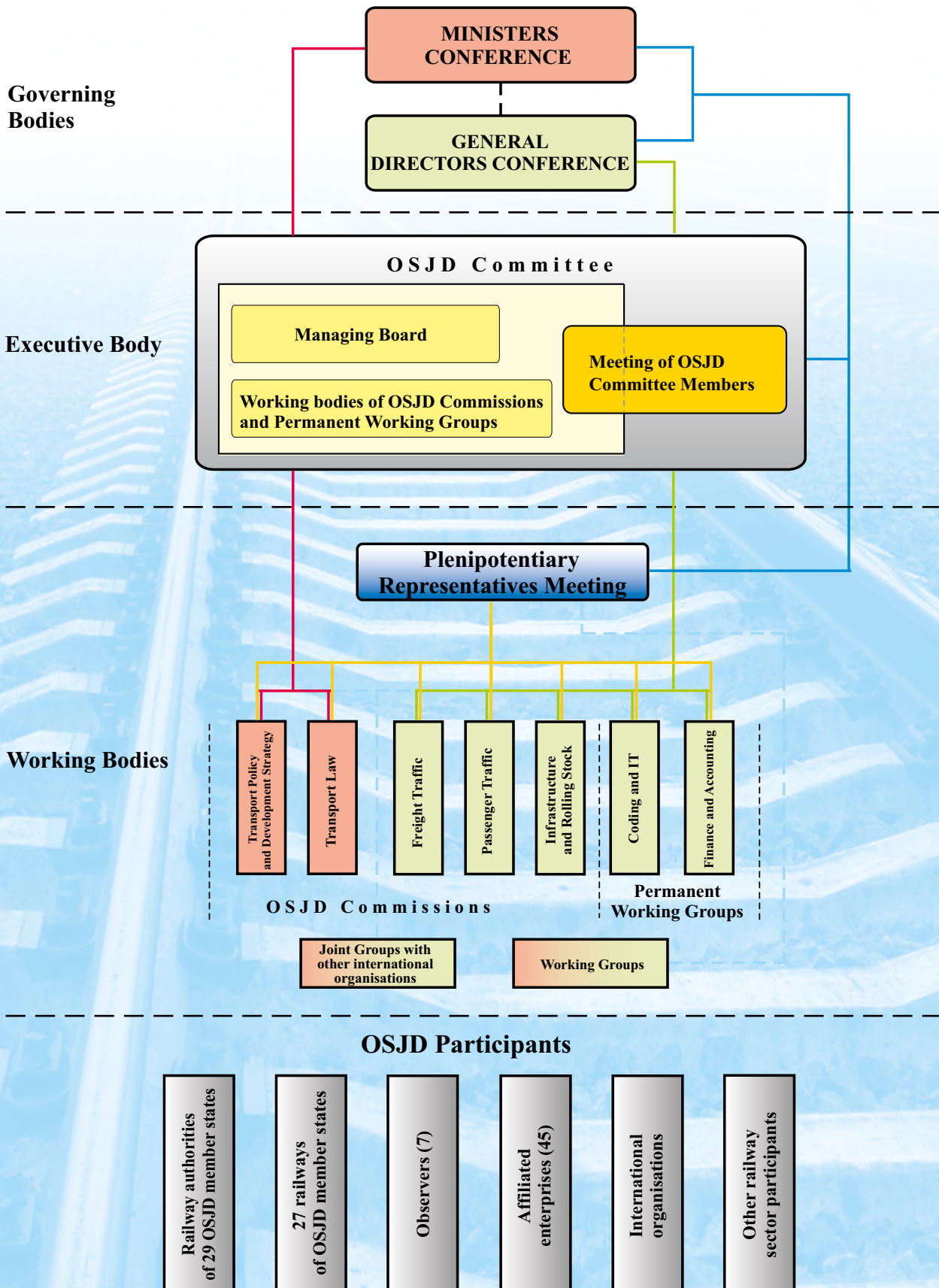
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of OSJD Committee
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Structure of the Organisation for Co-Operation between Railways

(As of 1 August 2018)



Introduction



On 8 February 2018, the first test freight train started on the railway line between Astara (Azerbaijan) and Astara (Iran)

In 2017 the activities of the Organisation for Cooperation between Railways (OSJD) were aimed at fulfilling the most important tasks, improving and developing the international railway carriage of passengers and goods, increasing their competitiveness in the vast Eurasian space, strengthening the regulatory framework in order to achieve the highest efficiency in the railway transport complex operation and meet the needs of the OSJD member countries in the transportation of passengers and goods.

A number of railways worked in difficult conditions caused by a complicated situation in the economic sphere, which required additional efforts to be made by them in order to tackle the problems arising in connection with this.

At the same time, railway transport demonstrated its leading role in the overall transport system and the ability to transform its capabilities for an unconditional implementation of a full range of transport services.

It's worth mentioning that for the past period the majority of railways of the OSJD member countries have made a substantial reOrganisation and improvement of their management structure to adapt it to the real conditions and requirements of the 21st century, characterised by the desire for a significant technical progress in the development of railway transport.

In accordance with the measures and recommendations developed by OSJD jointly with the ministries and railways, a great deal of work has been done in the field of railways reconstruction and infrastructure modernization within all 13 OSJD transport corridors.

This result was facilitated by a well-coordinated and purposeful work of all railways of the OSJD member countries.

In 2017, in doing so, the **Azerbaijani Railways** carried 14558.2 thousand tons of goods. The volume of passenger transportation for 2017 reached 2490.3 thousand people reaching a level of 125.8%, including 163.8 thousand people in international traffic, which is 112.3% as a total.

A new railway line Baku – Tbilisi – Kars has been put into operation. By using this line running through Azerbaijan, Georgia and Turkey and further through the railway tunnel under the Bosphorus (subsequently connected with the Trans-European and Trans-Asian railway networks), a free movement of goods and passengers will be enabled from Asia to Europe and vice versa. The first freight train has already set off and passed along this line.

As the North-South international corridor is concerned, a railway line was commissioned from the Astara station to the Iranian state border, which length is 8.3 km, a railway bridge over the Astara River was built, a single-track 1520-mm railway line of 2.2 km long from the Azerbaijani border to a terminal in the Iranian territory was constructed, as well as a single-track connecting railway of 1.65 km long was laid along the Baku-Sumgait-Baku ring railway.

5 four-unit double-decker electric trains manufactured by the Swiss company “Stadler Rail Group” have been procured.

In 2017, the **Byelorussian Railway** transported 146.3 million tons of goods, including 112.783 million tons in international traffic (an increase of 15.4%).

Consistent work is carried out in collaboration with UTLC JSC and TransContainer PJSC to organise container traffic, which had resulted in an increase of 1.8 times of the volume of transit container service in the traffic China – European Union – China by 2016, amounting to 257 thousand TEUs. The traffic schedule provides for a run of 54 container specialised block trains through the territory of the Republic of Belarus. The average route speed is 1162 km/day.



In the picture (from left to right): Prime Minister of the Republic of Kazakhstan Bakytzhan Sagintayev, President of the Republic of Turkey Recep Tayyip Erdogan, President of the Republic of Azerbaijan İlham Aliyev, Prime Minister of Georgia Georgy Kvirikashvili and Prime Minister of the Republic of Uzbekistan Abdulla Aripov during the solemn ceremony of commissioning the new railway line Baku – Tbilisi – Kars (30.10.2017, Baku, Azerbaijan)

Within the framework of the infrastructure development of the OSJD transport corridor No. 9, in 2017 the electrification works within the railway section of Molodechno – Gudogai – State Border with Lithuania were completed, that provided for an operation of electric rolling stock on international routes.

On 10 December 2017, the Byelorussian Railway jointly with the PKP Intercity JSC introduced an interchange passenger service on the route Warsaw – Brest – Minsk.

In 2017, 16 freight



The first train through the new Beskid Tunnel (24.05.2018, Ukraine)

electric locomotives of BKG2 series from China and 264 freight wagons were purchased.

The **Bulgarian State Railways** transported 16.089 million tons of goods (11.3% against the level of 2016) in 2017, 21.2 million passengers (-1.1% against the level of 2016).

The railway sections of Septemvri – Plovdiv, Septemvri – Svilengrad (Bulgaria) – Kapykule (Turkey) and Mikhailovo – Stara Zagora – Karnobat were modernised during the reporting year.

In 2017 the **Hungarian State Railways** (MAV Start and GySEV) carried 146875635 passengers. 20 passenger coaches of CAF series were modernised and 10 new EMUs manufactured by the

Stadler corporation were procured.

In freight traffic the goods turnover increased by 13.76% as compared to 2016.

On 27 November 2017 2 container block trains were launched from Hungary in the direction of the Chinese city of Changsha for the first time (from the logistics terminal of “Rail Cargo Hungaria” CJSC). This event has been an important step in providing an effective connection between the countries of the Silk Way and in the development of economic relations.

The MAV CJSC completed the reconstruction and modernization of the railway line and a number of railway stations, including those in the vicinity of the Lake Balaton and along the OSJD railway transport corridor No. 5. Thanks to the modernization, the capacity of the railway line has increased, whereas the buildings’ facades, waiting rooms, offices and other objects of railway infrastructure were renovated.

In 2017, the **Iranian Railway** transported 45248 thousand tons of goods, including 16476 thousand tons of goods in international traffic. 23909 thousand people were carried in passenger traffic.

In 2017, the construction of new railway lines continued on the following sections:

- Gazvin – Resht – Astara with a length of 164 km, which complements the international transport corridor “North – South”;
- Miane – Bostanabad with a length of 132 km;
- Chabahar – Zahedan railway with a length of 640 km, which will connect the port of Chabahar in the Gulf of Oman with the main railway network;
- Sangan – Haf – Herat railway, which will connect the Iranian railways with the railway of Afghanistan. The construction of the Haf – Samtig section with a length of 120 km in the territory of Iran began in October 2017.

In 2017, the electrification of the Tehran-Mashhad section began, as a result of which an increase in the capacity of this section is expected.

The railway tracks on the route Baf – Zarrin-Shahr were modernized.

In 2017, 1126 new freight wagons of all types, 64 new passenger coaches, 2 new locomotives and 24 commuter trains were procured. 13 locomotives and 26 passenger trains were modernized.

As part of the programme for the development of fast and high-speed passenger railway network, the RAI project is being implemented on the route Tehran – Isfahan with a length of 410 km and the planned speed of 250 km/h on this route.

The **Railway of Kazakhstan** transported 272.118 million tons of goods (111.4% against the level of 2016) in 2017, of which 111.4 million tons were carried in international traffic (114.8% against the level of 2016).

23789.4 thousand (101.5%) passengers were carried, including 2153.1 thousand passengers in international traffic (103.9% against the level of 2016).

In 2017, 334 container trains passed along the new routes.

At the end of October 2017, the traffic on the second tracks on the Almaty-Shu railway section with a length of 113.7 km was opened, which made it possible to increase the capacity of this section by 4 times, providing a possibility of passing up to 124 pairs of trains.

In 2017 the company modernized 779 km of railway tracks. 62 passenger coaches and 13 locomotives of domestic production were purchased.

As part of the high-speed passenger traffic development in the Republic of Kazakhstan, running of 16 high-speed trains consisting of Tulpar-Talgo coaches has been successfully organised.

The Chinese Railways transported 3083.79 million passengers in 2017, which is 9.6% more than last year and 3687.5 million tons of cargoes, which is 10.7% more against the level of 2016.

In 2017, 3673 container freight trains were organised in the direction of China – Europe.

Since 1 May 2017, the unified CIM/SMGS consignment note can be used for the container trains running through the railway border crossing points of Alashankou, Khorgos, Manchuria, Erlian and Suifynhe.

In 2017, the Chinese Railways continued to take effective measures aimed at the development of railway container traffic between China and Europe, which ensured a large increase in the number of container trains running between China and Europe. In total, 2399 container block trains were organised in the direction of China – Europe in 2017, with an increase of 112%. In particular, 756 trains crossed the Manchuria-Zabaikalsk border crossing point, 349 trains passed through the border crossing point of Erlian – Zamyn-Uud, 1294 container block trains crossed the Alashankou-Dostyk and Khorgos-Altynkol border crossings. As of the end of 2017, 61 container train routes were organised in the territory of China as a total, running on the regular basis in the China-Europe service, whereas regular block trains run from 38 Chinese cities with destinations in 36 cities of 13 European countries.

In April 2017, at the initiative of the Chinese Railways, an Agreement for cooperation development in the field of container block train traffic organisation between China and Europe was signed between the railways of seven countries: China, Belarus, Germany, Kazakhstan, Mongolia, Poland and Russia. In order to promote the speedy implementation of this Agreement, the Chinese Railways actively coordinate the interaction between the parties to the Agreement, holding an in-depth consultation with the participants during the first meeting of a joint working group for container train service development in the traffic between China and Europe (17-19 October 2017, Zhengzhou), having discussed the working mechanism of the joint working group, ways to improve the transportation organisation, the provision of services, the procedure for adhering new members, etc., having reached a consensus. The above measures will further contribute to the continued healthy development of container block trains traffic between China and Europe.

To provide a full use of the transportation capacity of 1520-mm gauge railways in Russia, Kazakhstan, Belarus and further decrease in the transportation cost of container block trains running in the China-Europe traffic, the Chinese Railways jointly with the railways of Kazakhstan and Belarus organised six times and implemented a pilot project to form container trains on the principle of “combining three trains into two trains” on the network sections with a track gauge of 1520 mm and the separation of two trains into three trains upon arrival from the network sections with a gauge width of 1520 mm”. The Chinese Railways have agreed with the Russian Railways to increase the wagon number of container block trains in the China-Europe traffic passing through the border crossing point of Manchuria – Zabaikalsk on the territory of Russia, but no more than 68 wagons in one train.

In 2017, the **Latvian Railway** transported 43.785 million tons of cargoes, of which 42.136 million tons were in international traffic.

17494 thousand passengers were transported (101.5% to the level of 2016), of which 157 thousand passengers (106.5% to the level of 2016) in international traffic. 47.47 km of railway lines were modernized.

The **Lithuanian Railways** transported 52.638 million tons of cargoes in 2017 (110.5% against the level of 2016), including 37.098 million tons in international traffic (113.8% against the level of 2016).

4,418 million passengers (99.8%) were transported, including 0.803 million passengers (94.7%) in international traffic.

The “Lithuanian Railways” JSC introduced 10 new routes of container trains in the schedule of freight trains in 2017.

In 2017, the Rail Baltica project continued to be implemented. The construction of the 1435-mm gauge tracks on the Kaunas bypass branch on the Yesya-Rocai section was continued, which is planned to be completed in 2018.

In 2017 the “Lithuanian Railways” JSC electrified the railway section of the line Naujoji-Vilnia – Kana – the state border with the Republic of Belarus, with a length of 28.6 km.

The **Railway of Moldova** transported 4.8 million tons of cargoes (3493 million tons in 2016) in 2017 and 1.8 million passengers (2.2 million in 2016).

Within the framework of the project “Restructuring of the ‘Railway of Moldova’ State Enterprise”, financed by the EBRD and the EIB, procurement of new main traction rolling stock is envisaged in 2018-2020.

In the reporting year 29,854 wag-



Loading of a container on a flat wagon for delivering in direct railway service between Russia and Vietnam



A new double-decker suburban train of Stadler manufacturing on the Georgian Railway

ons were transported under the use of the CIM/SMGS consignment note.

The Concept of Restructuring of the Railway Sector of Moldova and "Railway of Moldova" State Enterprise was approved.

In 2017 the **Ulaanbaatar Railway** carried 22.7 million tons of cargoes, which is 113.9% as compared to the previous year, and 2.6 million passengers.

A new terminal was opened at Olon Ovoo station.

Two new locomotives of the 2T25KM series were purchased.

In 2017 the **Polish State Railways** launched new container routes as follows: China – Europe – Germany; Poland – Czech Republic (Gdansk Port Polnocny – Vratimov).

Three multisystem cargo

locomotives of Vectron type were purchased. The design of these locomotives is adapted for operation on the railway network of Poland, Germany, the Netherlands, Austria, Czech Republic, Slovakia and Hungary.

Works were underway to modernize the railway lines that intersect with the OSJD railway corridors:

section Warsaw – Białystok – the border with Lithuania;

section Krakow – Rzeszów – Medyka;

section Warsaw – Gdynia.

The PKP Intercity JSC transported 42.8 million people in 2017 (an 11-% growth), including 1.1 million people in international traffic (a 17-% growth).

In the framework of the strategy the PKP Intercity JSC will modernize over 700 passenger coaches and purchase 185 new coaches until 2023. 118 new locomotives (single- and multi-system) will be procured, as well as 200 locomotives will be modernized. Part of the locomotives and wagons will be adapted to a speed of 200 km/h and above.

In 2017 1,384,100 thousand tons of goods were carried by the **Russian Railways** (104.2% to the level of 2016), of which 568,708 thousand tons (107.7% as compared to 2016) were transported in international traffic.

1,117,899 thousand passengers were carried (107.8% to the level of 2016).

The total volume of international traffic in 2017 amounted to 7,139,138 people, which is 1.6% less than in 2016.

A lot of work was done in 2017 to increase the speed of container trains on the route China – Europe – China, which allowed to increase the volume of transit container traffic by 61.5% as compared to the level of 2016.

Container transportation was organised along the routes Zamyň-Uud/Naushki – Changsha – Hamburg, Chongqing – Duisburg, Suzhou – Hamburg.

A new double-track railway line Zhuravka – Millerovo with a length of 137 km was commissioned in 2017, which became part of a fast-speed railway link connecting Central Russia with the Black Sea coast. With the introduction of a new train schedule for 2017-2018, over 120 long-distance passenger trains and up to 30 freight trains began to run on this section daily.

In 2017, within the framework of the development of a fast-speed and high-speed traffic on the network of the Russian Railways, the speed of passenger trains was increased on the sections of Moscow – Nizhny Novgorod, Moscow – Smolensk, Moscow – Voronezh, Moscow – Belgorod, Moscow – Yaroslavl with a total length of 1,169 km.

In 2017, 459 locomotives (220 electric locomotives, 239 diesel locomotives) were purchased. 31 electric trains of "Lastochka" (Swallow) series were supplied. 1,231 new freight wagons were purchased and 6584 freight wagons were modernised. 425 passenger coaches were purchased, whereas 249 passenger coaches were modernised.

The "High-Speed Railways" JSC has been performing a great deal of work to implement the project of building a high-speed railway line between Moscow and Kazan, including with regard to cooperation with foreign partners to attract more advanced technologies to the project.

The volume of freight traffic carried by the **Romanian Railways** in 2017 amounted to 21.674 million ton-km, which is 97.91% as compared to the level of 2016.

The reconstruction of the state border line Kurtich – Simeria, which is part of the Pan-European corridor IV was completed for trains with a maximum speed of 160 km/h.

In 2017, "CFR Marfa SA" carried 11,964 shipments under the use of CIM/SMGS consignment note.

The **Slovak Railway** transported 35.666 million tons of goods in 2017, which exceeds the level of 2016 by 0.9%. 72.5 million passengers were transported, which exceeds the level of 2016 by 10.4%.

In 2017 new container routes were organised:

- from Changsha (China) to Budapest (Hungary, Bilk terminal) through Mongolia, Russia, Ukraine and Slovakia;
- from Dalian (China) to Bratislava (Slovakia);
- from Chongqing (China) to Duisburg (Germany) through Mongolia, Russia, Ukraine, Slovakia and the Czech Republic.

In 2017 the Bratislava railway stations and the Lucheneč railway station were reconstructed. The construction of the Lužianka integrated transport terminal was also started.

The railway lines of Puchov – Zilina, Nove Mesto nad Vahom – Puchov were modernised.

6575 wagons were transported under the use of the CIM/SMGS consignment note.

In 2017, the **Tajik Railway** transported 4.6 million tons of goods, which is 85.2% as compared to the level of 2016. 531 thousand passengers were carried, which is 117.4% as compared to the level of 2016.

Modernisation works of the railway lines Vahdat – Yavan and Vakhsh – Yavan were in progress.

The Uzbek Railways transported 86.4 million tons of goods in 2017 as well as 21.6 million passengers.

The implementation of the project for the construction of the railway line China – Kyrgyzstan – Uzbekistan was under consideration.

The following projects were implemented:

- Construction of the railway line Bukhara – Miskin;
- Electrification of the railway section of Karshi – Termez;
- Construction of the electrified railway line Angren – Pap with the electrification of the Pap-Kokand-Andijan section;
- Electrification of the railway section Pap – Namangan – Andijan.

During the reporting period, 650 freight wagons and 15 passenger coaches were built.

The Ukrainian Railways transported 339.55 million tons of goods in 2017, including 179.55 million tons of those carried in international traffic (106.2% to the level of 2016).

During the year of 2017, 6 international container trains operated on the territory of Ukraine. Since June 2017, a container train has been organised along the route: China (Changsha) – Mongolia (Zamyn-Uud – Sukhe-Bator) – Russia (Naushki – Suzemka) – Ukraine (Zernovo – Chop) – Slovakia (Dobra) – Hungary (Budapest).

The passenger turnover in the long-distance traffic amounted to 22557.8 million pass-km for 2017, which is 6.2% more than in 2016.

In 2017, 50 new passenger coaches were procured and 51 passenger coaches were modernised. To facilitate and accelerate the procedure for crossing the border by the international train Kiev – Lvov – Przemysl, the implementation of customs and border screening during the international train running was implemented experimentally.

In order to update the fleet of freight wagons and locomotives, 2,721 freight wagons were purchased, and 58 locomotives were modernised in 2017.

In 2017, the Prague-Běchovice-Uvaly railway section of **the Czech Railways**, was modernized. Works have begun to implement the project for optimizing the Lisa-Vysocany railway line. Modernisation of the facilities within the Plzen railway junction was continued.

New electric locomotives of RegioPanter series were supplied for passenger transportation, as well as new multi-system Vectron electric locomotives were purchased.



New electric locomotive "Newag Griffin E4DCUd" on the Polish Railways

In 2017, 15856 wagons were transported under the use of the CIM/SMGS consignment note.

The Estonian Railway transported 12.41 million tons of cargoes in 2017, which is 0.93% less than in 2016, as well as 7.44 million passengers, which is more by 7.38% as compared to the previous year.

The second stage of the railway tracks reconstruction in the Tallinn-Paldiski-Riisipere section with a total length of 72.1 km was under way.

The Estonian Railway JSC approved a long-term development programme of 5 + 5 years, on the basis of which

investments are attracted to modernise the infrastructure. In an expanded format, these investments can be divided into two groups: investments aimed at increasing the speed of movement and investments in the renewal of the traffic control system. The average amount of investments is 30 million euros per year. The goal is to increase the permitted speed of passenger trains to 135 km/h within ten years and to update completely all the traffic control system available on the infrastructure.

In 2017 the work was successfully continued to increase multimodal transportation and create new container routes on the railways of the Republic of

Azerbaijan, Republic of Belarus, Hungary, Republic of Kazakhstan, People's Republic of China, Mongolia, Republic of Latvia, Republic of Lithuania, Republic of Poland, Russian Federation, Slovak Republic, Republic of Uzbekistan, Ukraine and Czech Republic. A total of 290 routes of container trains in international traffic have been organised on the railways of the OSJD member countries, of which more than 189 are on a regular basis.

The programme for the development of fast-speed and high-speed passenger traffic network on the railways of the People's Republic of China, Russian Federation, Republic of Belarus, Republic of Kazakhstan, Slovak Republic, Republic of Uzbekistan, Czech Republic and other countries, approved by session XXX of the OSJD Ministerial Conference, was successfully continued. The renovation of passenger rolling stock has been carried out in stages.

The issues of facilitation of the border crossing procedures by rail were of increased importance and required sooner solution for the OSJD member countries, that is confirmed by a successful implementation of Annex 9 to the Convention on the Harmonization of Frontier Control for Goods of 1982, as well as the desire of some OSJD member countries to prepare and adopt the new Convention on facilitation of border control procedures for the cross-borders carriage of passengers and baggage by rail.

Much effort and attention in the OSJD activities is paid to the improvement of the OSJD legal framework. There is a positive dynamics in the increase in the number of consignments sent using the unified railway CIM/SMGS consignment note.

Work was carried out to update the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS) and to bring them in line with other international regulations. At the moment, no changes and amendments have been adopted into Annex 2 to SMGS.

At the same time, SMGS Parties are currently working to find a compromise with regard to updating the Rules for the Transportation of Dangerous Goods with other international regulations.

In 2017, work was continued for the adoption of the text of the new Convention on Direct International Railway Traffic, which resulted in a successful organisation and holding of the second and third sessions of the International Conference for the adoption of the text of the Convention on Direct International Railway Traffic.

The works aimed at the application of the memoranda on cooperation in the field of technical, operational and commercial development of OSJD transport corridors was carried out with interest.

The work on drawing up and coordinating train schedules, following up and coordinating the volumes of internatio-



Departure of the first container train from Budapest (Hungary) to the Chinese province of Hunan on 28 November 2017



Freight train in the traffic Turkmenistan – Afghanistan

nal freight traffic, changing and improving the PGW Rules was fruitfully carried out.

Work was successfully carried out to develop and approve the leaflets on technical issues of railways in the field of rolling stock, dimensions, railway track and artificial structures, signaling and interlocking, power supply, electric traction, organisation of transportation with the use of paperless technology, as well as in the sphere of scientific and technical information.

Purposeful work was carried out in the field of improving financial and accounting activities, considering financial and accounting issues aimed at reducing the mutual debts of railways of the OSJD member countries.

Active work was performed within the subject "OSJD/ERA cooperation in the field of analysis of the interrelationship between the EU and non-EU railway systems, with a track gauge of 1520/1524 mm and 1435 mm" which made it possible to provide conditions for the interaction of railway systems in the EU and OSJD countries.

Much attention was paid to cooperation with international organisations, first of all, with UNECE, UNESCAP, EaEC, EU, OTIF, CIT, UIC, CCTT, FIATA and others.

The OSJD observers and affiliated enterprises participated fruitfully and contributed a lot to the OSJD activities.

Coordinated and active work aimed at the implementation of the planned targets, comprehensive measures aimed at improving and developing the railway transportation of passengers and goods, increasing their competitiveness, enabled the railways of the OSJD member countries to successfully cope with the tasks set for providing passenger and freight traffic in 2017.



The "Strizh" passenger train No. 013/014 Moscow – Berlin composed by FPC JSC coaches at the Brest-Central station (Belarus)



A train with electric locomotive traction on the route Karshi – Termez (Uzbekistan)

1.

Status of OSJD activities by subjects



A freight train on Iranian Railway

1.1. Transport Policy and Development Strategy

In 2017, works were continued to shape a joint railway transport policy of the OSJD member countries, taking into account the implementation of integrated measures aimed at improving transportation and developing OSJD transport corridors, facilitating border crossing procedures in international railway passenger and freight traffic, as well as improving the competitiveness of railways to attract additional volumes of transit international freight flows, increase the share of railways in the transport market.

Development and implementation of integrated measures to improve traffic and develop the OSJD railway transport corridors

In the reporting year, experts from the OSJD member countries monitored the Comprehensive Plans to Improve Traffic and Develop the OSJD Railway Transport Corridors Nos. 5, 7 and 10 until 2020.

The meeting of the OSJD Commission on Transport Policy and Development Strategy supported the proposal of the expert meeting on this topic to carry out in 2018 monitoring of Integrated Plans to Improve Traffic and Develop the OSJD Railway Transport Corridors Nos. 4, 6, 8, 11 until 2020.

Consideration was given to the expediency of developing a plan of measures to implement the provisions of the Memoranda on Cooperation in the field of technical, operational and commercial development of the OSJD railway transport corridors Nos. 1-13. It was decided that at this stage the development and adoption of an additional document in the form of a plan is inexpedient. At the same time, the OSJD member countries confirmed their interest in further cooperation with a view to implementing the provisions of the Memoranda in accordance with the form already provided by the parties and suggested exchanging information on each corridor annually. The working staff of the Commission, on the basis of data received from the countries, prepared a synthesis of information in order to develop priority areas for implementing the provisions of the Memoranda.

For the purpose of improvement, the issue of introducing changes and amendments into the text of the typical Memorandum was considered on the basis of the proposals received from the OSJD member countries.

The comments and proposals of the Slovak Republic and the Russian Federation to the text of the typical Memorandum were discussed at the expert meeting on the subject "Development and implementation of integrated measures to improve traffic and develop the OSJD railway transport corridors" (1-3 March 2017, OSJD Committee, Warsaw).

In accordance with subpara. 6 of para. 3 of the Decision of Session XLV of the OSJD Ministerial Conference (5-8 June 2017, Russian Federation, Sochi), an additional expert meeting of the OSJD Commission on Transport Policy and Development Strategy was held on 3-6 October 2017 on the subject "Development and implementation of integrated measures to improve traffic and develop the OSJD railway transport corridors."



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



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



A high-speed train on the Xi'an - Chengdu railway line in China

During the meeting the following issues were considered:

- amendments and additions to the text of the typical Memorandum on Cooperation in the field of technical, operational and commercial development of the OSJD railway transport corridor were introduced;
- implementation of the provisions of the Memoranda on cooperation in the field of technical, operational and commercial development of the OSJD railway transport corridors Nos. 1-13, including corridor coordination bodies (feasibility of establishment, status, goals and objectives, financing mechanisms and formations, organisational structure, etc.);
- feasibility of creating a document to regulate the issues related to the filling-in of technical and operational passports of OSJD corridors.



Presidium of the final meeting of the OSJD Commission on Transport Policy and Development Strategy (07-10.11.2017, OSJD Committee)

Based on the proposals received from the OSJD member countries to amend the text of the typical Memorandum on cooperation in the field of technical, operational and commercial development of OSJD railway transport corridor, the participants of the additional expert meeting developed a draft text of a typical Memorandum.

Besides, during the discussion at the meeting of the Commission, the draft typical Memorandum was finalized. At the same time, the meeting of the Commission did not come to unanimity on certain provisions of the draft typical Memorandum.

The participants in the Commission meeting decided to consider the finalized draft typical Memorandum at the expert meeting in 2018. After the expert meeting, the meeting of the Commission recommended that this document be submitted for consideration and approval by the session of the OSJD Ministerial Conference in 2018.

The participants in the Commission meeting, having considered the implementation of the provisions of the Memoranda, noted that in general the provisions of the Memoranda were implemented. At the same time, special attention was paid to the creation of corridor coordination bodies, their status, goals, functions, tasks, mechanisms of financing and formation, organisational structure.

The meeting participants had different opinions in regard to the creation of coordinating bodies.

At the meeting of the Commission the representative of the Russian Federation presented a concept paper on the establishment of a Coordinating Body containing the goals, objectives, financing mechanisms and formations, forms of work and organisational structure of such a body and addressed the OSJD member countries participating in OSJD corridors No. 1 - 13, with an invitation to consider it at the expert meeting of the OSJD Commission on Transport Policy and Development Strategy within the subject "Development and implementation of comprehensive measures to improve the transportation and develop OSJD railway transport corridors" in 2018.

At the Commission meeting the proposals were considered from the Islamic Republic of Iran, Turkmenistan and Ukraine on the possible connection of new lines to the OSJD railway transport corridors.

The Islamic Republic of Iran proposed to connect the new lines as follows:

- to include the section of Baf – Kerman – Zahedan – Mirjave into the OSJD railway transport corridor No. 6, branch 6d, (the state border of the Islamic Republic of Iran with the Islamic Republic of Pakistan), and to add the section of Sangan – Shamtig (the state border of the Islamic Republic of Iran with the Islamic Republic of Afghanistan) as a new branch;
- to include the section of Gorgan – Incheboroon (state border of the Islamic Republic of Iran with Turkmenistan) into the OSJD railway transport corridors Nos. 8 and 10.

Following the results of the request by the OSJD Committee to the countries participating in the OSJD Railway Corridors Nos. 6, 8 and 10, and in connection with no objections received, the countries participating in the railway corridors confirmed their agreement to join the above-mentioned lines to OSJD corridors Nos. 6, 8 and 10.

Turkmenistan proposed to include new lines Bereket – Gyzylgaya – Serhetiaka, Bereket – Etrek – Akyayla and Zerger – Atamurat – Imamnazar into the OSJD railway transport corridor No. 10.



Final meeting of the OSJD Commission on Transport Policy and Development Strategy (07-10.11.2017, OSJD Committee, Warsaw)

Following the results of the request by the OSJD Committee to the countries participating in the OSJD corridor No. 10 and in connection with the absence of objections, the participating countries of the corridor confirmed their agreement to join the above-mentioned lines to the OSJD No. 10 corridor.

In this regard, the Commission's working staff was instructed to amend the Memoranda on Cooperation in the field of technical, operational and commercial development of the OSJD railway transport corridors, the Comprehensive plans to improve the transportation and develop

the OSJD railway transport corridors until 2020, as well as the technical and operational passports of the OSJD railway transport corridors.

Ukraine provided information on the extension of the OSJD corridor No. 9 from Minsk via Zhlobin and Korosten to Odessa, taking into account the Russian Federation's consent to join the Ukrainian and Belarusian lines to this corridor, subject to the accession of the Minsk-St. Petersburg/Ust-Luga line to the OSJD corridor No. 9.

Ukraine proposed to consider the question of joining the existing railway lines of the Republic of Belarus, Republic of Lithuania and Ukraine to the OSJD corridor No. 7 through the Berdichev-Korosten-Zhlobin-Minsk lines with the possible extension to Klaipeda in order to have more active use of the corridor.

Taking into account the position of the Republic of Belarus on the extension of the OSJD railway corridors Nos. 7 and 9, the participating countries of the corridors decided to hold additional consultations. Following the results of the consultations, the OSJD Committee will be informed of the decisions taken.

The Republic of Moldova proposed to include Giurgiulesti port into the OSJD corridor No. 10. The terminal of this port is connected with the sidetracks of the railway station of the same name. Giurgiulesti Port is part of the VII Pan-European Transport Corridor linking Western and Eastern Europe along the Rhine, Main and the Rhine-Main-Danube canal.

The People's Republic of China proposed to include the Khorgos-Qinghe railway section into the OSJD corridor No.5 and to amend the Memorandum on Cooperation in the field of technical, operational and commercial development of the OSJD railway transport corridor No. 5. The Chairman of the Commission meeting informed the participants about the relevant information submitted by the Chinese Party in regard to this railway section.

Georgia and the Republic of Kazakhstan, as the countries participating in the OSJD corridor No. 5, supported the proposal of the People's Republic of China to include the Khorgos-Qinghe railway section into the OSJD railway corridor No. 5.

During the reporting period, the work was carried out to monitor technical and operational passports of the OSJD railway transport corridors Nos. 9-13.

The updated technical and operational passports of corridors Nos. 9-13 were approved at the final meeting of the OSJD Commission on Transport Policy and Development Strategy.

The Commission meeting participants considered the feasibility of creating a document regulating the issues related to the filling-in of technical and operational passports of the OSJD corridors.

The Commission meeting decided to develop a draft document regulating the procedure for filling-in technical and operational passports of the OSJD corridors and to include this issue into the draft Work Plan of the OSJD Commission on Transport Policy and Development Strategy for 2018.

Strategy for the development of fast-speed and high-speed passenger train traffic in the OSJD member countries

The information of the OSJD member countries regarding the progress in the implementation of advanced national plans for the development of fast-speed and high-speed passenger train traffic was presented at the Commission meeting.

Development of measures aimed at facilitating the crossing of frontiers in international railway traffic in the Euro-Asian area

Reports and presentations of the representatives of the OSJD member countries concerning the analysis of the reasons for the delays of passenger trains and the idling of freight wagons at the border transfer stations, as well as regarding the implementation of activities aimed at facilitating border crossing procedures were considered.

Basing on the summarised data received from each railway administration at the border (transfer) stations, it should be noted that the main standards for the technological process of handling freight and passenger trains are being met, taking into account the peculiarities of each transition and the specifics of customs, border and other types of state control when crossing specific border (transfer) stations.

But there are cases when the stoppage time of freight wagons passing through the border crossing points exceeds the one envisaged by the technological process which is connected with the non-fulfillment of the technological regulations for the processing of trains, inadequate technical support, the lack of proper interaction between the controlling bodies,

The expert meeting participants considered and took note of the information provided by the OSJD Committee to the OSJD member countries in regard to the measures taken to implement the provisions of the Declaration adopted at the VIII Interagency Meeting on the Practice of Border Crossing by Rail.

Basing on the information provided, it can be concluded that the provisions of the Declaration (principles and procedure for resolving the issues of facilitation of border crossing procedures by rail) are being successfully implemented.

The expert meeting recommended that OSJD member countries continue their work to implement the provisions of the Gdansk Declaration and exchange information regarding the implementation of its provisions.

Concerning the application of the provisions of Annex 9 in daily practice, it can be concluded that the principles and procedures for facilitating the border crossing procedures by rail are already being used to some extent today.

The meeting took note of the information on the progress of work on the draft new Convention on facilitation of the crossing of frontiers in the international railway transport of passengers, luggage, and goods luggage.

At the VIII Interagency meeting "Practice of Border Crossing by Rail" (22-23 September 2015, Republic of Poland, Gdansk), it was decided to hold subsequent International Interagency Meetings (Conferences) on facilitation of border crossing procedures by rail with the intervals of once in 2 years.

The participants in the Commission meeting, having discussed this issue, stressed the need to hold the IX-th International Interagency Meeting (Conference) in 2018 devoted to the facilitation of border crossing procedures by rail.

The purpose of the interagency meeting is to analyze the status in border crossing facilitation in the railway transport, to take note of positive examples, to draw attention to the existing problems, barriers on the way of the movement of goods and the transportation of passengers and to develop joint proposals for their elimination.

During the period of 13-14 April 2017, the OSJD Committee held an Informal Working Group Consultative Meeting under the auspices of the UNECE Inland Transport Committee to prepare a draft International Convention on Facilitation of Railway Carriage of Passengers, Luggage and Goods Luggage.

The information was provided regarding the preparation status of the new draft Convention and regarding the decisions taken in the framework of the UNECE Working Parties WP.30 and SC.2. The abstracts to the notes and comments on the draft Convention received from the EU Secretariat, ECE, OTIF and the UN Office of Legal Affairs were presented.

Representatives of the delegation from the Russian Federation presented for consideration a comparative analysis of existing international treaties and the draft new Convention, an updated draft new Convention, taking into account the comments and proposals of the EU and ECE, a table of comments on the observations, a reference to the new draft Convention and the main novelties of the draft Convention.



The expert meeting participants on the subject "Development of measures aimed at facilitation of border crossing procedures in international railway traffic in the Eurasian space" (11-13.04.2018, OSJD Committee)



Presidium of additional expert meeting on the subject "Development and implementation of integrated measures to improve transportation and develop the OSJD railway transport corridors" (03-06.10.2017, OSJD Committee)

The Convention will be addressed as a system-forming normative document regulating the order of crossing state borders. Its signing should become a basis for the implementation of new projects in the field of railway traffic, in particular, along the Euro-Asian transport routes, and may also become one of the prerequisites for the development of interstate high-speed traffic.

The draft new Convention is of progressive nature, containing a conceptual framework and aims at a positive solution to the issues of facilitation of border crossing issues in the railway transportation of passengers,

luggage, goods luggage in the Eurasian space, taking into account new technologies and innovations, which will undoubtedly contribute to the preservation and improvement of international passenger traffic between the East and the West.

On 20-23 August 2017, consultations were held between OSJD and UNESCAP on cooperation between the two organisations in the development of international railway traffic in Asia and between Asia and Europe.

Within the framework of consultations held on 21 August 2017, a technical visit to the border between the Republic of Latvia and the Russian Federation took place at the Rezekne station in order to get acquainted with the best practices of organising the border crossing process in international railway traffic, with the processing and registration of goods, including customs and phytosanitary procedures, as well as other formalities.

During the discussions it was decided that for the effective development of railway traffic in Asia and between Asia and Europe, it is necessary to establish an exchange of data between the railways and the control authorities related to the railway transport at the border crossings, to harmonize the control standards of the countries. In this respect, the OSJD Committee agreed to study together with UNESCAP the possibility of developing appropriate arrangements between the countries in order to harmonize the messages to facilitate the conditions of railway traffic in Asia and between Asia and Europe.

Moreover, OSJD and UNESCAP will further explore the possibility of organising a joint seminar/workshop/meeting devoted to the harmonization of rules and regulations to facilitate international railway transport.

The chairman of the meeting informed that the representatives of the Commission's working staff being part of the OSJD Committee delegation participated (17-20 October 2017, Brussels, Belgium) in the work of the Technical Committee on Railway Transport of the World Customs Organisation. During the discussion of this issue, the information was provided on OSJD activities related to facilitation of border crossing procedures by rail. The WCO representatives have expressed interest in expanding cooperation on this issue.

Development of the OSJD railway transport policy issues

The work in the field of railway transport policy was continued, the strategic objective of which is the coordinated development of the OSJD railway system and the enhancement of the competitiveness of railways to attract additional volumes of international transit traffic.

The Commission meeting took note of the reports delivered by the representatives from OSJD member countries in respect to the areas of strategic development and reforms in railway transport.

The meeting participants discussed the information presented in the reports and presentations and exchanged experience and opinions on the key strategic directions for the development of railway transport in the OSJD member countries.

The expert meeting took note of the information provided by the representatives of the OSJD member countries on the progress in reforming the railway sector in these countries.

The current information on the railway sector reforms in the OSJD member countries presented in the reporting year is posted on the OSJD website.

The working staff of the OSJD Commission on Transport Policy and Development Strategy informed the meeting that previously submitted materials from the OSJD member countries on the progress of reforming the railway industry, as well as materials developed since 2008 on this issue, are posted on the external portal of the OSJD website.

The meeting participants took note of the presentation delivered by the leading duty holder from the Republic of Lithuania on the subject "The progress of work of the OSJD/ERA Contact Group on the interaction of railway systems with a track gauge of 1520 mm and 1435 mm".

In accordance with the General Section of the Work Plan of OSJD Working Bodies for 2017 and on the basis of the long-term OSJD-ERA Memorandum of Understanding for 2015-2019, 4 meetings of the OSJD/ERA Contact Group were held within the framework of the OSJD Commission on Transport Policy and Development Strategy in the field of relationship analysis between the EU and non-EU railway systems with a track gauge of 1520/1524 mm and 1435 mm, during which the following topics were considered:

- The analysis of the parameters that are crucial for maintaining technical and operational compatibility in the field of the subsystem "safety in railway tunnels". In accordance with the work schedule, the Contact Group proceeded to study this issue in May 2015 and completed the work on this topic in March 2017. At this stage, the final version is being edited;
- The analysis of the parameters that are crucial for maintaining technical and operational compatibility in the field of the subsystem "Telematics Applications for Passenger Traffic". According to the work schedule, the Contact Group began to study this issue in May 2016, and the completion of work was planned in the first quarter of 2018;
- The analysis of the parameters of the subsystem "Noise".

In 2017, an analysis of measures was made aimed at maintaining and improving the existing technical and operational compatibility at the CIS-EU border, at the 1520/1524 border, at the 1520/1435 border.

As part of this work, information was exchanged on the requirements as for the regulatory documents of the EU and non-EU countries:

- General methods of security (GMS) for risk assessment in the EU;
- Construction and operation of railway bridges on the border of the Republic of Poland and the Republic of Belarus;
- Principles for the organisation and control of technical maintenance of passenger coaches on the basis of EU legislation;
- Principles for the organisation and control of technical maintenance of passenger coaches, basing on the documents of the Central Council for Railway Transport of the CIS countries and the existing national regulations of Ukraine;
- Practical examples of the risk assessment application in the activities of railway enterprises in the EU.

In order to popularize the OSJD activities, a joint UNESCAP-OSJD seminar was held on 15-16 March 2017 in New Delhi (India) on the subject "Strengthening railway transport connectivity in South and South-West Asia".

Statistical issues of railway transport

The Commission meeting participants have considered the summarized materials "Basic statistical data on railway transport for 2016" prepared by the leading duty holder from the "Uzbekiston Temir Yollari" JSC on the basis of the primary data provided by the countries.

The summarized statistical data for 2016 have been coordinated for publication in the "OSJD Bulletin of statistical data on railway transport for 2016".

The experts meeting, having reviewed and agreed on the submitted data for 2016, decided to publish the performance data indicators for each of the OSJD railway transport corridors Nos. 1-13 in the "OSJD Bulletin of statistical data on railway transport for 2016" as a table and a diagram.



Additional expert meeting on the subject "Development and implementation of integrated measures to improve transportation and develop the OSJD railway transport corridors" (03-06.10.2017, OSJD Committee)



Meeting of the ERA/OSJD Contact Group on the subject "Collaboration between OSJD and ERA in the field of the analysis of the relationship between the EU and non-EU railway systems of 1435 mm and 1520/1524 mm railway gauges" (30.01.-01.02.2018, OSJD Committee)

The representatives from the Republic of Latvia demonstrated to the meeting participants a presentation on the subject "Composition and procedure for calculating the tonne-km net metric in the Republic of Latvia to show the operation of the OSJD transport corridors".

In accordance with item 2 of the agenda of the expert meeting on railway statistics of the OSJD Commission on Transport Policy and Development Strategy (30 August – 2 September 2016, OSJD Committee), Hungary developed and presented a methodology for recalculating the freight turnover expressed in ton-km

net, in ton-km gross-gross, and proposed to include this parameter, assessing the use and deterioration of the infrastructure, in the performance indicators of the OSJD railway transport corridors along with the existing parameters.

The meeting participants, having discussed the presented method for recalculating the turnover indicator, taking into account the information expressed by the representatives of the Russian Federation and Ukraine about the lack of methodological and technical possibilities for providing such data, decided that it was not appropriate to introduce the gross-gross indicator in the performance data of the OSJD railway transport corridors.

The leading duty holders from the Republic of Belarus and the Russian Federation prepared a summarised the material on the draft new templates for the third group of tables Nos. 21, 22, 23 and "Explanations to filling out the electronic tables of statistical data of OSJD member states".

The meeting participants, having discussed the presented material, made adjustments and coordinated the draft new templates for the third group of tables Nos. 21, 22, 23 and "Explanations to filling out the electronic tables of statistical data of OSJD member states".

Prior to the approval of new spreadsheets of statistical data and explanations on their completion, the meeting decided to provide data in accordance with the current forms and "Explanations to filling out the statistical spreadsheets" (2007).

The Ad Hoc Working Group and expert meetings on statistical issues reviewed and preliminarily agreed on the updated OSJD Leaflet R 305/1 "Recommendations for the terminology" "Statistics of Railway Transport. Short glossary" (the first 150 terms).

The expert meeting decided to consider in 2018 the following 100 terms of the OSJD Leaflet R 305/1 "Recommendations for the terminology" "Statistics of Railway Transport. Short glossary".

The AWG on vocational training/education in the field of railway transport has requested that the issue of including the terminology under the sections "Training" and "Personnel" into the OSJD Leaflet R 305/1 "Recommendations for the terminology" "Statistics of Railway Transport. Short glossary" be considered at the annual meeting of the OSJD Commission on Transport Policy



Participants of the expert meeting on statistical issues of railway transport (11-14.09.2018, Bușteni, Romania)

and Development Strategy in 2017, as well as to change the status of the document from a Leaflet to an “OSJD Informative Document”.

The Commission meeting, having considered the issue of changing the status of the document from a Leaflet to an “OSJD Informative Document”, has decided that changing of the document status at that stage was premature.

The leading duty holder from the Republic of Kazakhstan presented to the meeting participants the draft section “General provisions”, which was to be included into the OSJD Leaflet R 305 “The main indices of the railways’ activities published in the OSJD Bulletin on Statistical Data, their symbols and method of definition”, modified on the basis of the proposals and comments received from the OSJD member countries.

The Commission meeting has considered the draft OSJD Leaflet R 305 “The main indices of the railways’ activities published in the OSJD Bulletin on Statistical Data, their symbols and method of definition” and decided to change the status of the Leaflet from the recommendatory nature (R) to the obligatory-recommendatory nature (O + R) and requested that the OSJD Committee should approve it in accordance with the existing procedure.

Creation of the OSJD distributed international data bank of scientific, technical and economic information on transport (OSJD STEI ADB) on the basis of modern information technologies

In 2017 the STEI centers of the OSJD member countries continued their work aimed at the formation and development of national databases on scientific, technical and economic information, the aggregate of which is the distributed international data bank - OSJD ADB.

The leading duty holder from the Russian Federation analyzed the process of consolidation and application of a distributed international data bank on STEI in 2016 on the basis of the data received from the STEI centers of the OSJD member countries participating in the subject.

According to the data, provided by the STEI centers, as of 30 December 2016 the common information resource of the international distributed database of scientific and technical information amounted to 4,278,864 documents.

The annual replenishment of the international distributed data bank amounted to 2,246,547 documents in 2016.

During 2016:

- the number of subscriber users of the OSJD ADB amounted to 91,585 specialists (-43% against 2015);
- the total number of references to the OSJD ADB was 834,245 (in 2015 - 332,895) - (+ 250%);
- the total amount of documents issued from the OSJD ADB (the number of documents found in the database and the documents issued at the request of users) in 2016 amounted to 4,790,976 documents (in 2015 - 3,617,130) - (+ 132%).

As practice shows, the number of registered subscribers-users includes specialists of the managerial level, whose information service is provided by specialists from the STEI centers. Meanwhile, the reduction in the number of subscribers-users indicates an increase in the number of specialists who individually use data banks to find the required information.

The analysis of the OSJD ADB application shows a sharp increase (by 2.5 times) in the number of references



Participants of the expert meeting on the subject “Railway transport statistics of the OSJD member countries” (12-15.09.2017, Budapest, Hungary)

addressed to the international distributed data bank of the STEI centers and the total volume of issued (downloaded) materials (1.3 times). This fact can undoubtedly testify to the work carried out by the STEI centers in terms of the electronic resources' development and availability.

The meeting participants noted the need for an annual analysis of the acquisition of the international distributed OSJD ADB, as it makes it possible to determine the dynamics in the IT activities development in the OSJD member countries, as well as the extent to which the scientific and technical information resource is used by the specialists.

The leading duty holder from the Republic of Kazakhstan presented to the meeting participants a summary of the technical libraries' activities in the OSJD member countries, whereas the expert meeting participants, having reviewed the material presented, decided to continue their work regarding the library activities of the STEI Centers.

The meeting participants considered and agreed on the updated list of distribution of foreign transport journals, for the preparation of joint bibliographies, in connection with the resumption of Ukraine's participation in the work on the subject "Creation of a distributed international database of the OSJD scientific, technical and economic information on transport (OSJD STEI ADB) on the basis of modern information technologies".

The leading duty holder from the Russian Federation prepared a consolidated a bibliographic list on the subject "Information technologies in the field of diagnostics of the railway transport infrastructure", formed on the basis of the data provided by the STEI centers. This work on drawing up a joint bibliography was headed by the Center for Scientific and Technical Information and Libraries, a branch of the Russian Railways JSC. The consolidated bibliographic register was compiled on the basis of the materials received from the STEI centers of the Republic of Belarus, Republic of Kazakhstan, Republic of Poland, Russian Federation, and Ukraine. The register includes a list of the articles on this subject for the period of 2015-2016. The bibliography is provided with brief abstracts.

The prepared consolidated bibliographic register was provided to the OSJD Commission on Infrastructure and Rolling Stock.

Previously prepared Consolidated Bibliographic Registers are available on the STEI Centers' home page of the OSJD website.

The expert meeting has considered it expedient to continue this work and discussed the topics of the next joint bibliographies. After discussion, the following topics were adopted for development:

1. "Organisation of heavy-haul traffic";
2. "Organisation of fast-speed and high-speed train traffic".

Information was provided on the work progress towards maintaining and developing the STEI centers' home page on the OSJD website based on the data received, and this information resource was demonstrated.

The leading duty holder from the Russian Federation submitted to the OSJD Committee an electronic version of the 13th edition of the Address Book, which is available on the OSJD website in the section "STEI Centers of the OSJD member countries" in a format available for downloading and subsequent self-replicating (copying).

The expert meeting and the Commission meeting have addressed the OSJD member countries with a request to present to the expert meeting in 2018 the information on the possibility of organising a regulated remote access to the national electronic catalogs and internal reference and information resources (or fragments thereof) of the OSJD member countries for authorized representatives – employees of the STEI centers of the OSJD member countries.

The Commission meeting participants have addressed the OSJD member countries not participating in the work on the subject "Interaction in the field of scientific, technical and economic information (STEI) on the basis of modern information technologies", with a request to consider a possibility of joining the work on this topic.



Participants of the expert meeting on the subject "Creation of a distributed international database of the OSJD scientific, technical and economic information on transport based on the modern information technologies" (19-21.09.2017, OSJD Committee)

1.2. Transport Law

In the reporting year, the OSJD Commission on Transport Law carried out its activities in accordance with the Commission's Work Plan for 2017, approved by a joint meeting of the Plenipotentiary Representatives of the OSJD Ministerial Conference and the OSJD Conference of General Directors (Authorized Representatives) of the OSJD Railways (hereinafter - Meeting of Plenipotentiaries), held on 6-9 December 2016, as well as the Work Programme for 2017 on the following subjects:

1. Improving the SMPS Agreement and Service Instruction (SI) to SMPS;
2. Updating the OSJD leaflets relating to the international railway passenger traffic;
3. Improving the SMGS Agreement and Service Instruction (SI) to SMGS;
4. Carrying out work in the field of the Rules for the Transportation of Dangerous Goods;
5. Developing technical conditions for stowing and fastening goods;
6. Improving Annex 6 to the SMGS "Guidelines for the CIM/SMGS consignment note".

In the field of the international railway passenger traffic, work was carried out to **improve the SMPS Agreement and SI to SMPS.**

In 2017, two expert meetings of the Commission on SMPS issues (hereinafter referred to as an expert meeting on SMPS issues), and a Commission meeting on SMPS issues were held.

The issues of improving SMPS and SI to SMPS were considered at all those meetings.

As a result of the discussions of the received proposals, amendments and updates into the SMPS Agreement have been agreed upon. The changes have been introduced into the following articles and annexes:

- Article 2 "Basic concepts";
- Article 5 "Contract of carriage";
- Article 6 "Travel Documents";
- Article 7 "Ticket and additional payment receipt";
- Article 8 "Seat reservation" (DE - "Platzkarte");
- Article 9 "Validity conditions for the travel documents";
- Article 11 "Travel conditions for children";
- Article 13 "Interruption or discontinuity of the trip";
- Article 14 "Control of travel documents";
- Article 15 "Carriage of hand luggage, pets and animals";



Chairman of OSJD Commission on Transport Law
Mykola Nosenko



Specialists of the OSJD Commission on Transport Law (from left to right):
Reza Lotfi, Jelena Antonevič, Sorbon Gulakhmadov, Anne Niinepuu



A freight train of the Tajik Railway

- Article 17 "Changing the passenger route. Delay or cancellation of the train";
- Article 20 "Travel documents";
- Article 21 "Carriage norms for luggage. Items prohibited for carriage in the luggage";
- Article 22 "Conditions for luggage admission for transportation";
- Article 23 "Packing and marking of luggage";
- Article 24 "Declaration of the luggage value";
- Article 26 "Baggage claim";
- Article 27 "Transport documents";
- Article 28 "Items allowed and prohibited for carriage as goods luggage";
- Article 29 "Conditions for goods admission for transportation";
- Article 30 "Packaging and marking of goods";
- Article 31 "Declaring the value of goods luggage";
- Article 34 "Calculation and collection of carriage charges";
- Article 35 "Return of carriage charge";
- Article 41 "Liability of passengers and carriers";
- Article 44 "Service Instruction to the current Agreement";
- Annex 2 "Address book of organisations considering claims".



Building of Piatra Neamț railway station (Romania) after modernization

At these meetings, the amendments and updates into the SI to SMPS were considered and agreed, namely:

- § 2 "Registration of travel documents";
- § 4 "Servicing of international passenger coaches";
- § 5 "Control of travel documents";
- § 6 "Luggage admission for transportation";
- § 7 "Carriage of luggage";
- § 8 "Baggage claims";
- § 9 "Admission of goods luggage for transportation";
- § 13 "Final dispatch of paperless pieces of luggage or goods luggage";
- § 15 "Commercial Act";
- § 17 "Payment for the carriage of passengers, luggage and goods luggage";
- Annex 1, "Conventional symbols of carriers of the SMPS member states and samples of travel and carriage documents";
- Annex 4 "Description of the road list form (chart – diagram)";

- Annex 7 "Sample sticker for luggage";
- Annex 8 "Sample stickers for goods luggage".

Annex 10 "Sample of SMPS/SMGS Commercial Act" and Annex 11 "Explanations on the completion of the SMPS/SMGS Commercial Act", set out in a new version, have also been prepared and agreed upon.

These changes and amendments into SMPS and SI to SMPS, in accordance with the established procedure, were to come into effect as of 1 May 2018.

The meeting of the OSJD Commission on Transport Law on SMGS issues also decided to start in 2018 the preparation of a



Meeting on SMPS issues (21-23.11.2017, OSJD Committee)



Meeting of the AWG in the field of the Rules for the Transport of Dangerous Goods (13-16.02.2018, OSJD Committee)

draft document containing information on the provisions of the current regulations governing international passenger traffic in the Eurasian space.

In 2017, pursuant to the Resolution on item 4.3 of Session XLV of the OSJD Ministerial Conference (June 5-8, 2017, Sochi, Russian Federation), the work was commissioned on drafting a document regulating the issues related to the service personnel of the entities participating in the international passenger traffic. Discussion of the draft document in the reporting year was held at all meetings on SMPS issues of experts and the Commission.

During the year of 2017, the working staff of the Commission exchanged information on the ongoing work in the field of improvement of international transport law documents regulating the carriage of passengers in international railway traffic, with OTIF, CIT and DG MOVE. Representatives of OTIF, CIT and DG MOVE were invited to attend the meetings.

In 2018, the Commission continues its work aimed at improving the SMPS Agreement and SI to SMPS.

In 2017, during the meetings on SMPS issues of experts and the Commission proposals changes and amendments were considered and agreed upon to be introduced into Leaflet O 110 "Rules for controlling the international passenger trains and coaches running in the traffic between the OSJD Member Countries" and Leaflet O 111 "Rules for the issuance and application of OSJD service tickets and single-use free tickets". These changes and amendments have passed the established procedure and were to come into effect since 1 May 2018.

Session XLV of the OSJD Ministerial Conference instructed the Commission to inform Session XLVI of the OSJD Ministerial Conference about the implementation of the provisions of Leaflet O 111 "Rules for the issuance and application of OSJD service tickets and single-use free tickets" by the OSJD members (hereinafter – Leaflet).

In order to ensure the instruction to be accomplished, the Commission has prepared and sent letters from the OSJD Committee No. II-21/AE as of 29 June 2017 and No. II-27/AE of as of 11 September 2017 with a request to all OSJD member countries to submit relevant information to the OSJD Committee.

The information was provided by 19 OSJD members. Violations of the Leaflet provisions regulating the procedure for issuing, registering, as well as application of OSJD service tickets and single-use free tickets have not been noted in this information.

At the same time, some OSJD members provided information on travel restrictions for OSJD service tickets and single-use free tickets on the trains and in some coaches formed by the carriers of their states on certain commercial routes. More detailed information on the implementation of the Leaflet provisions was compiled at the Commission meeting on SMPS issues (21-23 November 2017) and is attached as Annex 4.1.1 to the Minutes of the meeting.

Besides, the meeting has noted that the information set forth in Annex 4.1.1 to the Minutes of the meeting confirms some facts of restricted implementation of certain provisions of Leaflet O 111 in a number of OSJD member countries. Reforms carried out in the railway transport led to a discrepancy between the provisions of the Leaflet and the internal rules of individual carriers. In this connection, the Commission meeting on the SMPS issues



Meeting of the AWG on SMGS electronic documents (07-10.02.2017, OSJD Committee)

stated the need to consider the issue of reviewing the provisions of this Leaflet in order to prepare a document that meets the requirements of all OSJD members.

In the field of international railway freight services, work was underway **to improve the SMGS Agreement and SI to SMGS**.

In 2017, two expert meetings of the Commission on SMGS issues (hereinafter referred to as an expert meeting on SMGS issues) and a Commission meeting on SMGS issues were held.

As a result of these meetings the amendments and updates into the SMGS Agreement and SI to SMGS were developed, discussed and approved.

The Commission meeting on the SMGS issues has agreed upon the changes into Annex 1 to SMGS "Rules for the carriage of goods" and Annex 6 to SMGS "CIM/SMGS Consignment Note Manual" as well as an amendment into SI to SMGS, which, having passed the established procedure, were to come into effect since 1 July 2018.

At the same meeting the amendments and updates were discussed and agreed upon which were prepared by the meeting of the CIM/SMGS Steering Group for Annex 6 to SMGS "CIM/SMGS Consignment Note Manual" which are aimed at bringing the CIM/SMGS consignment note blanks in line with the SMGS consignment note forms.

These changes and amendments having passed the established procedure are planned to come into effect since 1 January 2019.

In 2017, in addition to this, within the framework of the **Ad Hoc Working Group on SMGS Electronic Documents, active work was carried out to develop draft amendments and additions into the SMGS Agreement and SI to SMGS regulating the use of electronic documents for the carriage of goods** (hereinafter - the draft amendments).

In the reporting year, two AWG meetings took place, at which the draft amendments were developed.

Taking into account the consideration results of the draft amendments gained at the meetings on SMGS issues of experts and the Commission, amendments and additions have been introduced into the following SMGS articles:

- Article 2 "Definitions";
- Article 14 "Contract of Carriage";
- Article 15 "Consignment Note";
- Article 46 "Claims"

as well as to paragraphs 7, 25, 40 of Annex 1 to SMGS "Rules for the transport of goods" and to paragraph 5 of SI to SMGS.

These amendments and additions to SMGS and SI to SMGS having passed the established procedure were to come into force since 1 July 2018.

The meeting of the Plenipotentiaries (12-15 December 2017) supported the proposal of the Commission meeting



Presidium of the reporting year SMGS issues (17-20.04.2018, OSJD Committee)
(17-20.04.2018, Комитет ОСЖД)



Participants in the reporting year SMGS issues (20-23.03.2018, OSJD Committee)

on SMGS issues relating to the completion of the AWG work and the advisability of preparing amendments into SI to SMGS regarding the consideration of claims using electronic documents in the framework of expert meetings on SMGS issues.

The work on the legal provisions of SMGS and SI to SMGS, related to the digitalization of SMGS documents, is extremely important and relevant, therefore was planned to be continued in 2018.

In the reporting year, work was continued to update Annex 2 to SMGS “**Rules for the Transportation of Dangerous Goods**” and to bring it in line with the changes and amendments that occurred in international and national regulations relating to the rules for the transportation of dangerous goods, taking into account the operational specific features of the railways of the OSJD member countries.

In 2017, one meeting of the Ad Hoc Working Group of the Commission on the Rules for the Transportation of Dangerous Goods (hereinafter referred to as AWG on Dangerous Goods), two meetings of the Commission’s experts in the field of the Rules for the Transportation of Dangerous Goods (hereinafter - expert meeting on dangerous goods), as well as two Commission meetings in the field of the Rules for the Transportation of Dangerous Goods (hereinafter - the meeting of the Commission on Dangerous Goods) were held.

On 17 February 2017 the participants in the Commission meeting on Dangerous Goods failed to agree upon changes and amendments into Annex 2 to SMGS “Rules for the Transportation of Dangerous Goods”.

Session XLV of the OSJD Ministerial Conference recommended that the SMGS participants take measures to promptly agree on changes and amendments into Annex 2 to SMGS, taking into account the interests of all parties to the Agreement.

Despite the recommendations of the OSJD Ministerial Conference, the SMGS participants were not able to come to a common opinion on the adoption of the draft amendments and updates into Annex 2 to SMGS.

The Commission meeting on Dangerous Goods (17-19 October 2017) decided to vote regarding the adoption of the draft amendments and updates into Annex 2 to SMGS in the wording of 2017. The voting results are as follows:

- ‘in favour’ - SMGS participants from the Republic of Azerbaijan, Islamic Republic of Afghanistan, Republic of Belarus, Hungary, Islamic Republic of Iran, Republic of Latvia, Republic of Lithuania, Republic of Moldova, Republic of Poland, Slovak Republic, Ukraine and Republic of Estonia;
- ‘against’ - SMGS participants from the People’s Republic of China, Mongolia, Russian Federation, Republic of Tajikistan;
- ‘abstained’ - SMGS participants from the Socialist Republic of Vietnam, Republic of Uzbekistan.

Due to the lack of unanimity, the draft amendments and updates into Annex 2 to SMGS in the wording of 2017 has not been agreed upon.

SMGS participants from the People’s Republic of China, Mongolia and the Russian Federation proposed to agree on comprehensive amendments to Annex 2 to SMGS, with the exception of the provisions referring to the European Union Directives and Rules, as well as to the European standards and norms (EN).

They believe that this position of the parties is in line with paragraph 58 of the minutes of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the Inland Transport Committee of the United Nations Economic Commission for Europe (13-16 March 2017), as well as the minutes of the meeting of the AWG on Dangerous Goods (23-26 May 2017), where it was noted that the SMGS participants applying the RID rules are able to use Annex 2 to SMGS as agreed between the carriers without amending it with references to EN, directives, regulations and rules of the European Union.

The SMGS participants from the Republic of Latvia, Republic of Lithuania, Republic of Poland and Republic of Estonia did not agree with the proposal outlined above and found that there were several options, from their point of view, for a compromising solution of the situation:

1. Creation of a handbook on existing standards, which are referred to in Annex 2 to SMGS;
2. In Annex 2 to SMGS:
 - with respect to paragraphs 2.2.61.1.14, 2.2.8.1.9, 2.2.9.1.10.5 as regards the exclusion of expired directives and the inclusion of existing ones concerning the requirements contained in



President of the 23rd meeting of the COM/SMGS SHAN/GJFC (05.05.09.2018) on the right

these paragraphs basing on the provisions of the Globally Harmonized System of Classification and Labeling of Chemical Substances (GHS), a direct reference to the GHS should be additionally used, which would indicate the implementation principle on the basis of national legislation;

- in other cases where the text contains references to EU directives and regulations, a footnote should be added to read: "This document is to be applied in EU member countries."

These SMGS participants believe that adding this footnote to all local acts of the European Union in the text would remove the possible risks of those SMGS participants in which these regulations are not applied.

They also support the proposal of the SMGS participant from the Republic of Kazakhstan that, along with references to local acts of the European Union, reference should be made to similar standards and documents of the national legislation of the OSJD member states.

In this regard, basing on the decisions of the protocol of the Commission expert meeting on Dangerous Goods (22-25 August 2017), the Ministry of Transport of the Russian Federation forwarded proposals to the OSJD Committee for the creation of a working group of representatives of the parties concerned to analyze the references to regional standards in the text of the Rules for the Transportation of Dangerous Goods.

In addition, at the Commission meeting on the SMGS issues it was decided to include into the agenda of the expert meeting on the SMGS issues (17-20 April 2018) the question of validity to use in Annex 2 to SMGS this reference to the regional standards, directives and rules.

This decision was supported by the meeting of the Plenipotentiaries (12-15 December 2017).

In 2017, experts from the OSJD members and representative of the OSJD Committee took active part in joint meetings of the RID Committee of Experts and the WP.15 Working Group, as well as in the meeting of the RID Committee of Experts, including the harmonization of RID (RID) and SMGS legal documents related to the carriage of dangerous goods.

In the reporting year, at the meetings of the AWG, experts and the Commission for the development of **technical conditions for the stowing and fastening of goods**, paragraph 4 "Peculiarities of stowing and securing goods in refrigerated wagons, thermos wagons, in wagons converted from refrigerated wagons (IB/IW - constant-temperature wagons¹, thermos wagons and covered wagons with a heat-insulated body) of Chapter 11 "Stowing and fastening of goods in covered wagons" was prepared, reviewed and agreed upon for inclusion into Annex 3 to SMGS "Technical conditions for stowing and fastening of goods".

Also, amendments and updates to the following chapters of Annex 3 to SMGS have been considered and agreed upon:

- in Chapter 1 "Requirements for stowing and securing of goods on open railway rolling stock";
- in Chapter 2 "Stowing and securing of timber";
- in Chapter 3 "Stowing and securing of metal products and scrap metal";
- in Chapter 7 "Stowing and securing of wheeled vehicles";
- in Chapter 9 "Stowing and securing of containers and swap bodies".

During these meetings held in 2017 work was carried out on the draft complex changes to Chapter 9 "Stowing and securing of containers and swap bodies" of Annex 3 to SMGS in terms of changing its structure, optimizing the stowing and securing diagrams for containers and calculation materials (tables); conditions for stowing and securing of 10-foot-long containers; conditions for stowing and securing of large-capacity containers on the platform of model 13-2114-11 for the transportation at a speed of up to 120 km/h and the draft "Methodological recommendations for calculating the securing of stacked cargoes" to Chapter 1 "Requirements for stowing and securing of goods on open rolling stock" of Annex 3 to SMGS.



OSJD-CIT Joint Seminar on the subject "Legal aspects of the application of the CIM/SMGS consignment note regarding the transportation of goods in international traffic by rail" (03-04.09.2018, OSJD Committee)

¹ IB/IW – isothermal wagons



Presidium of the AWG meeting in the field of the Rules for the Transport of Dangerous Goods (15-18.05.2018, OSJD Committee)

During the Commission meeting for the development of technical conditions for stowing and securing of goods, the SMGS participant from the Russian Federation informed about the impossibility of performing in 2018 the functions of the leading duty holder on the subject "Development of technical conditions for stowing and securing of goods". The meeting participants expressed their gratitude to leading duty holder for its many years' work on this subject.

At the same meeting, it was noted that Annex 3 to SMGS contained a number of unresolved issues that require continuing work in subsequent years on the subject "Development of technical conditions for stowing and securing of goods".

All the parties participating in SMGS have refused to hold the leading duties on the above mentioned subject in 2018.

The meeting of the Plenipotentiaries (12-15 December 2017), when considering the Work Plan of the OSJD Commission on Transport Law for 2018, noted the lack of a leading duty holder to continue the work on the subject "Development of technical conditions for stowing and securing of goods".

The meeting instructed the experts of the OSJD Commission on Transport Law to prepare an appropriate substantiation on the issue of special financing in accordance with paragraph 2 of Article 2 "Methodology for preparing and developing of subjects under special funding", with a view to finalizing the work on this subject.

According to the decision of session XLV of the OSJD Ministerial Conference, the participants of the joint OSJD and CIT project "**Transport and Legal Harmonization of CIM/SMGS**" worked towards improving Annex 6 "CIM/SMGS Consignment Note Guidelines" to SMGS and facilitated wider implementation of CIM/SMGS consignment note.

In the reporting year, the meetings of the CIM/SMGS Expert Group and the CIM/SMGS Steering Group were held, which addressed the issues related to the new routes in the international CIM/SMGS railway freight traffic, the legal aspects of postal delivery of goods purchased through the Internet in the CIM/SMGS traffic and the improvement of the Guidelines for the CIM/SMGS Consignment Note.

At the meetings of the CIM/SMGS Expert Group and the CIM/SMGS Steering Group, held in 2017, the amendments and modifications into Annex 6 to SMGS were prepared, considered and then agreed upon at the Commission meeting on the SMGS issues, which, having undergone the established procedure, shall come into effect since 1 January 2019.

These changes and amendments are designed to bring in line the CIM/SMGS document forms with the SMGS document forms.

According to paragraph 26 of the Guidelines, the SMGS member from the People's Republic of China sent a letter to the OSJD Committee confirming the application of the CIM/SMGS consignment note in the international railway freight services in certain sections of its railways, having announced the commencement of such services since 1 May 2017.

This decision, adopted by the SMGS member from the People's Republic of China, is a significant step in expanding the area of CIM/SMGS consignment note application and increasing the traffic volume under the CIM/SMGS consignment note.

In order to facilitate further wider introduction of transport services under the use of the CIM/SMGS consignment note, the letters inviting to use the consignment note and explaining the advantages of these services, were sent to the OSJD members as follows: Islamic Republic of Afghanistan, Republic of Tajikistan, Turkmenistan, Republic of Uzbekistan, in which the proposals to officially declare the application of the CIM/SMGS consignment note across the entire network of their railways or on certain routes were included.

The long-term experience has shown that the application of the CIM/SMGS consignment note in the international railway freight traffic provides for:



AWG meeting in the field of the Rules for the Transport of Dangerous Goods (15-18.05.2018, OSJD Committee)

- a significant reduction in the down-time of trains at border stations;
- an improved quality of services and reduced transportation costs;
- an economy of time specified for the re-registration of documents at the borders;
- an economy of assets by reducing the costs associated with the re-issuance of documents for the continuation of the railway transportation on the railway networks with other transport law;
- an eliminated possibility of inaccuracies and errors, which could occur as a result of the re-registration process of cargo documents for dispatch;
- a high degree of compliance with the legal rules for the transport of goods for the transportation process participants;
- an increased speed of goods delivery as a result of reduced stoppage time in the places of re-dispatch;
- the use of the CIM/SMGS consignment note as a transit customs document.



Meeting of the OSJD Commission on Transport Law on the development of technical conditions for the stowing and fastening of goods (07-10.11.2017, OSJD Committee)

The application of this consignment note is carried out on a voluntary basis at the request of the parties to the agreement. In the absence of such an agreement, a classical re-expedition system (re-registration) can be used, as before.

In view of the steady increase in the volume of traffic carried out with the documents without being re-registered from one transport law to the other (SMGS/CIM), through the use of the CIM/SMGS consignment note on the railway networks, the meeting of the Plenipotentiaries (12-15 December 2017) approved the proposal of the Commission meeting on SMGS issues to hold a joint OSJD/CIT seminar on the legal aspects of the use of the CIM/SMGS consignment note for the carriage of goods in international traffic in the OSJD Committee on 3-4 September 2018.

The work for the improvement of Annex 6 to SMGS and the promotion of wider implementation of transportation under the CIM/SMGS consignment note was carried out in accordance with the provisions of the Memorandum on Cooperation between OSJD and CIT and is continued in 2018.



Application of the uniform CIM/SMGS consignment note contributes to a significant reduction in time when crossing the borders by railway transport

1.3. Freight Traffic

In 2017, the activities of the OSJD Commission on Freight Traffic were carried out in the following areas:

- updating the existing international agreements and contracts in the field of combined transport organisation in the direction of Europe – Asia;
- updating international agreements regarding the transit tariffs and tariff conditions for the transit freight traffic;
- updating the existing rules on mutual use of freight wagons in the international traffic for the purpose of ensuring their harmonization with similar international regulatory documents;
- revision of the rules for the use of freight wagons in the international traffic;
- harmonising the uniform system of cargo description and coding in the international traffic across the OSJD railways;
- planning and organising container block trains in the traffic Europe – Asia – Europe, including piggyback and con trailer transportation;
- extending the practical application of uniform CIM/SMGS consignment note in the traffic Asia – Europe – Asia;
- organisation of multimodal and intermodal traffic;
- collaborating with the international organisations in the field of railway operation, connected with the efficiency and competitiveness increase of the international railway traffic against other modes of transport.



Specialists of the OSJD Commission on Freight Traffic (from left to right):
Abdulrazaq Bakhshi, Jang In Chol, Maris Aizstrauts, Altankhuyag Tsevegsuren

The subjects being considered within the framework of the Commission were discussed during the meetings, seminars and conferences according to the approved Work Plan of the Commission for 2017.

The subject "**Organisation of combined transport in international traffic**" was discussed at the expert meeting of



Chairperson of OSJD
Commission on Freight Traffic
Zubaida Aspayeva



Arrival of the first container block train from China to Slovakia
(13.11.2017, Bratislava)

the Parties to the "Agreement on the organisational and operational aspects of combined transport in the Europe-Asia traffic" (5-7 April 2017, OSJD Committee) and the Commission meeting (10-13 October 2017, OSJD Committee).

At the expert meeting the following proposals were discussed:

- of the Parties to the Agreement on updating the Agreement and Annex III to the Agreement;
- of the concerned Parties on updating Annexes I and II to the Agreement.

The experts prepared draft amendments to the Agreement and to Annex III to the Agreement, which were considered at the Commission meeting (10-13 October 2017, OSJD Committee) in accordance with the procedure provided for in Article 10, paragraph 1 of the Agreement.

Since there were no objections received from the Parties to the Agreement to amend Annex III to the Agreement and following the results of the voting at the abovementioned meeting on amending the Agreement, the OSJD Committee was proposed to add a new item to the provisional agenda of session XLVI of the OSJD Ministerial Conference (June 2017, Cholpon-Ata, Kyrgyz Republic) "Amendments into the Agreement on organisational and operational aspects of combined transport in the Europe-Asia traffic and into Annex III to the Agreement" according to the procedure provided for in by Article 10, paragraph 1 of the Agreement.

The OSJD Committee, as the depositary of the Agreement, has forwarded the draft amendments to Annexes I and II to the Agreement to the concerned Parties to the Agreement in accordance with the procedure provided for in Article 11, paragraph 1 of the Agreement.

The railways of the OSJD member countries continued working towards the development and organisation of combined, intermodal and multimodal carriage of goods.

According to the information provided by Azerbaijani Railways CJSC (AZD CJSC), with the opening of new railway lines Baku – Tbilisi – Kars (BTK), as well as with the development of the Trans-Caspian International Transport Route (TMTM – TITR) and the West-South route new logistics chains have been created for the freight traffic in the directions China – Europe, Europe – China, EU – countries of the Persian Gulf through the Caspian Sea towards Georgia, Ukraine, Turkey and the countries of Southern Europe and through Iran towards the countries of the Persian Gulf.

In future, new routes of container and piggy-train international traffic are planned - transit transport from Kars to the port of Alyat, Batumi/Poti to Astara and in the opposite direction.

The capacities of the port of Alyat have been modernized, having provided an increase in the freight transshipment volume. The new ferry crossing of Alyat – port of Kuryk allows multimodal transportation of general cargo and containers, which will significantly increase the transit freight flows and the transit potential in the direction across the Caspian Sea.



Annual meeting of the OSJD Commission on Freight Traffic (10-13.10.2017, OSJD Committee)



Presidium of the annual meeting of the OSJD Commission on Freight Traffic (10-13.10.2017, OSJD Committee)

The volume of container transit traffic through Kazakhstan is largely determined for the "Kazakhstan Temir Zholy National Company" JSC ("KTZ NC" JSC) by the competitive services for the exporting consignors of China and European countries regarding the route of the sea transportation.

The availability of high-quality logistics infrastructure and services contributed to the stimulation of the growth of container freight flows in the intermodal traffic.

The new growth factors for this transportation were implemented through the infra-

structure projects, which made it possible to offer competitive transport products in the global market, as well as the completion of the freight consolidation and handling centers.

The capacities of the Aktau port have been modernized. The new terminals provided an increase in the freight transshipment capacity of up to 19.5 million tons per year due to the construction of a grain terminal with a capacity of 1.5 million tons per year, as well as two terminals for general cargo and containers with a capacity of 1.5 million tons per year.

Since the beginning of 2017, the port of Kuryk has started its commercial activities and 178 ship port calls have already been made, over 756 thousand tons of cargo handled. In 2017, 1.5 million tons of goods were transhipped through the port of Kuryk. 44 objects were commissioned, including the railway component, which made it possible to handle ferries with freight wagons in a round-the-clock mode. The first cargo of the port Kuryk arrived at the Baku International Sea Trade Port in Alyat on 25 March 2017. If in the past the delivery time of goods was 22 hours, nowadays the way from Kuryk to Alyat takes 18 hours.

The new ferry crossing provided for a multimodal transportation of general and liquid cargoes, having significantly increased the transit cargo traffic and the export potential in western direction across the Caspian Sea.

The commissioning of the Kuryk ferry complex has expanded the sea gates of Kazakhstan and will significantly increase the potential of the Trans-Caspian International Transport Route (TMTM – TITR).

According to the information of the “Lithuanian Railways” JSC (LG), there are a number of advantages in the field of organisation of combined and multimodal transportation of goods through the network of the Lithuanian Railways, such as:

- Lithuania, having a convenient geographical location, is a transit country through which cargoes from Eastern Europe and Asia are carried for destinations in Western and Northern Europe and in the opposite direction;
- an important part of the transport chain is Klaipeda, the northernmost ice-free seaport of the Baltic Sea, through which it is convenient to send goods from Belarus, Russia, Ukraine, Kazakhstan, China to any port of the world. Klaipeda seaport is the most important transport center of Lithuania, where the railway, sea and road routes join together providing a possibility to ensure high-quality logistical solutions in the field of freight services through the territory of Lithuania;
- another important hub from the point of view of logistics is the railway station of Šeštokai. Two railway track gauges intersect at this station – of 1435 mm and 1520 mm wide. It is in Šeštokai where the cargo is transhipped into the wagons of another track gauge and is further transported from East to West or in the opposite direction. The cargo from the countries of the European Union can be delivered quickly and safely to the CIS countries or in the opposite direction;



Annual meeting of the OSJD Commission on Freight Traffic (10-13.10.2017, OSJD Committee)



Meeting of the representatives of railways and foreign trade organisations on the coordination of the traffic volumes of export, import and transit cargoes carried by rail for 2018 and measures for their provision (26.02 - 02.03.2018, Warsaw, Poland)

- LG has intermodal terminals in Vilnius (VIT) and Kaunas (KIT), where not only traditional cargo handling services are provided, but customs documents are issued as well as other logistics and warehouse services. In 2018, as part of the KIT infrastructure, it is planned to build a railway track with a track gauge of 1435 mm, which will allow cargo to be reloaded from wagons of the one track gauge to the wagons of a different gauge or road trucks. For the convenience of customer service, the KIT infrastructure is connected to the Vilnius-Kaunas-Klaipeda motorway;



Presidium of the meeting of the representatives of railways and foreign trade organisations on the coordination of the traffic volumes of export, import and transit cargoes carried by rail for 2018 and measures for their provision (26.02 - 02.03.2018, Warsaw, Poland)

- in the near future, the construction of the third large intermodal terminal in the city of Klaipeda is envisaged;
- the availability of the "Rail Baltica" project, in the implementation of which a number of the European Union countries take part. The objectives of this project are as follows:
 - 1) the resumption of direct railway traffic between the Baltic States and the European railway network and the development of regional integration. The integration of the railways of the Baltic countries into the transport system of the European Union will allow increasing the speed of train traffic, as well as raising the passenger and freight traffic volumes and profits;
 - 2) the development of railway traffic between the Baltic States, Poland and other EU countries along the track gauge of 1435 mm with access to the Tallinn-Helsinki railway ferry terminal.

LG has a certain experience in the field of piggyback, combined and multimodal transportation of goods, namely:

- takes active part in the transportation of goods by the "Viking" train of combined transport, which is a joint project of the railways of Lithuania, Ukraine and Belarus, stevedoring companies and ports of Klaipeda, Chernomorsk and Odessa. The route passes through the territories of Ukraine, Belarus and Lithuania, connecting a chain of sea container and piggyback lines of the Baltic region with a similar system of the Black, Mediterranean and Caspian seas. The regular movement of the "Viking" combined transport train started on 6 February 2003. In the period from 2003 to 2006, as part of the "Viking" container-con trailer train, the trucks were transported along with the containers. Currently, the "Viking" train runs every other day.

In order to increase the freight traffic volumes by combined transport, in 2018 LG plans to procure special wagons of pocket type with a gauge width of 1520 mm, which are intended for the transport of only semi-trailers. Advantages of the new transport product include the ability to quickly cross the border and perform all customs and border procedures as soon as possible, as well as the possibility of fast loading/unloading of semi-trailers and containers, including transshipment from railway wagons of 1435-mm gauge width to railway wagons of 1520-mm gauge width and in the opposite direction.

According to the information provided by the "Railway of Moldova" State Enterprise (CFM), in 2017 the "Viking" combined transport train carried 288 containers.

The "Ukrzaliznytsia" PJSC pays much attention to the organisation of transportation as part of the "Viking" combined transport trains on the route Lithuania – Belarus – Ukraine (Berezhest – Odessa/Chernomorsk/Ferry/Mogilev-Podolski) – Moldova/Bulgaria/Romania/Georgia – Azerbaijan and the "Bison" container train (ZUBR) on the route Estonia – Latvia – Belarus – Ukraine (Berezhest – Chernomorsk/Ferry/Odessa-Port/Mogilev-Podolski) – Moldova and in the opposite directions.

The traffic volumes of goods carried as part of the "Viking" and "Zubr" trains for 2017 increased by 89% and 6% respectively.

Since 14 October 2017, edition IV of OSJD Leaflet R 407 "Technical and operational requirements for combined transport equipment" has been commissioned which was prepared by the Commission's experts.

In the period from 1 till 2 June 2017 the city of Odessa (Ukraine) hosted a joint OSJD/FIATA Seminar on combined transport under the title "New opportunities for multimodal traffic Europe – Asia – Europe" (hereinafter - Seminar) was held.

The Seminar was attended by more than 80 representatives of the Ministry of Infrastructure of Ukraine, national railway companies of Azerbaijan, Georgia, Kazakhstan, Latvia, Lithuania, Moldova, Poland, Romania, Ukraine, Czech Republic, Estonia; the OSJD affiliated enterprises – Rail Cargo Hungaria CJSC (Austria/Hungary), SIGIS LLC (Latvia), "Sinotrans" LLC (China), PLASKE JSC (Ukraine); representatives of international organisations and representations –

OSJD Committee, FIATA Secretariat, Organisation of the Black Sea Economic Cooperation (BSEC), Mediterranean Railway Freight Corridor No. 6 (RFC6), International Road Transport Union (IRU), US Department of Commerce, Istanbul Chamber of Commerce and Industry, "Bulgarian Maritime Fleet" shipping company; national associations of forwarders and operators, transport enterprises and forwarding companies of Belarus, Bulgaria, Germany, Italy, Kazakhstan, China, Turkey, Ukraine; as well as representatives of television, radio and publishing agencies.

The Seminar participants were offered keynote speeches, presentations and reports of the representatives of railways, international organisations, national associations of freight forwarders and freight forwarding companies on the following topics:

- Assistance and support in the development of railway corridors in the Asia-Europe traffic;
- Multimodal transport corridors in the Asia-Europe traffic: terms of reference and best practices;
- New scopes of multimodal transport corridors in the Asia-Europe traffic. Unification of transport legislation, trade procedures facilitation.

Basing on the results of the discussion and exchange of views, the Seminar participants adopted the Recommendations.

The Seminar participants paid a working visit to the ferry complex of the port of Chernomorsk and examined its operation.

The tariff issues were discussed within the framework of the subject **"Improving the Agreement on Uniform Transit Tariff (ETT) and updating the ETT Tariff"** and **"Improving the Agreement on International Railway Transit Tariff (MTT) and updating the MTT Tariff"**.

In accordance with the provisions of the ETT Agreement, the OSJD Committee, as the depositary of the ETT Agreement, has announced with effect as of 1 October 2017 the agreed changes and amendments into the ETT Tariff, developed on the basis of the proposals of the Parties to the ETT Agreement, received from the railways of Belarus, Georgia, Kazakhstan, China, Latvia, Moldova, Uzbekistan, the the Ministry of Transport of the Russian Federation and the Ministry of Infrastructure of Ukraine.

In accordance with the established procedure stipulated by the provisions of the MTT Agreement, the agreed amendments and additions to the MTT Agreement were declared by the OSJD Committee being an Administrative Department for the MTT affairs, with effect as of 25 July and 1 October 2017. The agreed changes and amendments into the MTT Tariff, developed on the basis of the proposals of the Parties to the MTT Agreement, received from the railways of Belarus, Georgia, Kazakhstan, Latvia, Lithuania, Moldova, Uzbekistan, Ukraine, the Czech Republic, the Ministry of Transport of the Russian Federation, were declared by the OSJD Committee with effect as of 25 July 2017 and as of 1 January 2018.

The working staff of the Commission prepared and posted onto the OSJD Website the actual texts of the ETT and MTT Agreements, the ETT and MTT Tariffs, taking into account the announced amendments and additions.

Within the framework of the subject **"Improving the PGW Agreement, amending and supplementing the Rules for the Use of Freight Wagons in International Traffic (PGW)"**, the following work has been completed:

- effective from 1 July 2017, complex changes and amendments into the Agreement on the Rules for the Use of Freight Wagons in International Traffic (PGW) were approved by the Parties to the PGW Agreement at CGD meeting XXXI (25-29 April 2016, Cholpon-Ata, Kyrgyz Republic);
- the following companies joined the PGW Agreement in 2017: "Rail Cargo Hungaria" CJSC, LDZ Cargo LLC, PKP Cargo JSC and PKP LHS LLC.

Notifications to the Parties to the PGW Agreement on the accession of new participants to the Agreement and the introduction of relevant amendments to Annex A to the PGW Agreement were sent in time by the OSJD Committee.

Basing on the information provided by the Parties to the PGW Agreement, the OSJD Committee, as the depositary of the PGW Agreement, calculated the voting share of each Party to the PGW Agreement. The distribution table for voting shares as of 01.07.2017 and 01.09.2017 was sent to all Parties to the PGW Agreement.



Meeting of authorized representatives of the Parties to the PGW Agreement (19-22.09.2017, Tashkent)



The transit container traffic through the Byelorussian Railway between China – Europe – China has been developing dynamically

A meeting of the authorized representatives of the Parties to the Agreement on the improvement of the PGW Agreement, amending and supplementing the Rules for the Use of Freight Wagons in International Traffic (PGW) took place between 19 and 22 September 2017 in the city of Tashkent (Republic of Uzbekistan).

This meeting discussed the proposals for introducing amendments and additions to the PGW Rules received from the Parties to the Agreement and from the Permanent Working Group on Coding and Information Technology, having approved the changes into the PGW Rules, as well as into Annexes 1, 2.1, 2.1a, 4, 34 and 35 to the PGW Rules.

The adopted amendments to the PGW Rules were announced by the OSJD Committee, as the depositary of the PGW Agreement, with effect from 1 January 2018.

In the course of 2017, the working staff of the Commission prepared and sent to the Parties to the PGW Agreement all changes to the information annexes to PGW.

The OSJD Committee, being a depositary of the PGW Agreement, issued the updated text of the PGW Agreement with its annexes as of 1 July 2017, and forwarded it to the Parties to the PGW Agreement.

The actual text of the PGW Agreement with its annexes as of 1 July 2017, prepared by the Commission's working staff, has been posted on the OSJD Website (www.osjd.org).

The subject "**Operation of freight wagons in international railway traffic**" was discussed at the expert meeting of the Commission (29-31 May 2017, OSJD Committee, Warsaw).

The meeting was attended by the representatives of the railways of Kazakhstan, Latvia, Lithuania, Poland, Russia, Slovakia, Uzbekistan, Ukraine and Estonia, as well as the representatives of "Rail Cargo Hungaria" CJSC - an OSJD affiliated enterprise, UIC and the OSJD Committee.

The proposals, remarks and positions were considered for updating OSJD Leaflet O+R 401 "General conditions for registration and operation of private freight wagons in international traffic" submitted by the railways of Latvia, Lithuania, Russia, Ukraine and Estonia.

The experts noted that the issue of freight wagons' registration is subject to the national legislation. In addition, the provisions concerning the technical conditions, the use of freight wagons and liability are reflected in the updated versions of the SMGS Agreement and the PGW Agreement. In this regard, the application of the provisions of Leaflet O+R 401 has become irrelevant.

The Commission meeting took a decision to cancel the operation of Leaflet O+R 401 and it was suggested that the issue be submitted in accordance with the established procedure for CGD meeting XXXIII (April 2018) with a view to adopting a corresponding decision.

The experts also considered the proposals received from the railways regarding the expediency of further updating the joint Leaflet OSJD O 402/UIC 430-5 "Regulations for the exchange and use of new generation freight wagons in the traffic between railways with gauges of 1435 mm and 1520 mm" (hereinafter referred to as "Leaflet O 402").

This subject was considered in cooperation with the UIC experts.

On 15 September 2017, a joint OSJD/UIC seminar was held on the subject "Conditions for the joint use of freight wagons with gauges of 1435 mm and 1520 mm" (hereinafter – Seminar) with the participation of the experts of the railways of Lithuania, Moldova, Poland (PKP Cargo JSC, PKP LHS LLC), Slovakia, Ukraine, Czech Republic, Germany (DB Cargo JSC), France (SNCF) and the representatives of the OSJD Committee and UIC.

The following issues were considered at the seminar:

- Standard agreement on the use of wagons (GCU);
- modern issues of European legislation:
 - Commission Regulation (EU) No. 445/2011 on a system of certification of entities in charge for maintenance of freight wagons;
 - Commission Regulation (EU) No. 1304/2014 on the technical specification for interoperability relating to the subsystem 'rolling stock — noise' (TSI NOI);
 - Commission Regulation (EU) No. 1305/2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem (TAF TSI);

- Agreement on the “Rules for the use of freight wagons in international traffic” (PGW), the joint Leaflet OSJD O 402/ UIC 430-5;
- innovative strategies for wagons, wagons with adjustable wheelsets;
- improvement of procedures and related experience regarding the transfer of wagons with adjustable wheelsets (in Central/Eastern Europe, between France and Spain);
- new infrastructure projects (Rail Baltica, other projects).

On the topics discussed, the participants of the Seminar were offered reports and presentations, exchanged their views and work experience during the discussion.

The Seminar participants noted the positive results of the experts’ interaction and agreed to continue the cooperation between OSJD and UIC.

In the reporting period the OSJD railways **updated the Harmonized Nomenclature of Goods (GNG)**. The leading developer of GNG in the OSJD - Russian Railways JSC (hereinafter referred to as the leading developer) has prepared draft changes and amendments to GNG, taking into account the proposals of the OSJD railways applying GNG.

The changes and amendments into GNG were approved by the decision of CGD meeting XXXII and were put into effect on 1 June 2017. This work was carried out in cooperation with UIC.

The OSJD Committee published the updated text of GNG as of 1 June 2017, the layout of which was prepared by the leading developer, and sent it to the OSJD Railways, concerned OSJD observers and affiliated enterprises.

The GNG text as of 1 June 2017 has been posted on the OSJD Website.

As part of the OSJD-UIC cooperation, the Russian Railways JSC, being the leading developer, and the representatives of the OSJD railways from Lithuania, Poland, Romania, Ukraine, Czech Republic and the OSJD Committee participated in the annual meeting of the UIC Steering Committee on NHM/DIUM issues (1-2 March 2017, Paris, France), at which changes and amendments were approved into the NHM with effect from 1 May 2017. During the meeting, the President of the UIC Steering Committee on NHM/DIUM issues noted that cooperation between the two Organisations was proceeding at a high level and contributed to the harmonization of OSJD and UIC documents.

The subject “**Updating the list of freight stations of the OSJD railways**” was considered at the Commission meeting (21-24 March, 2017, Tbilisi, Georgia) with the participation of experts from the OSJD Permanent Working Group on Coding and Information Technology (PWG CI), the CTM LLC (OSJD affiliated enterprise), UIC, CCTT and OSJD Committee.

The experts of the OSJD railways carried out their activities to update the OSJD Leaflet O 405 “Regulations for the creation and follow-up of the OSJD Railway Freight Station List”, II edition (hereinafter referred to as Leaflet O 405), the new version of Table 3 in Section 3 “Alphabetical List of freight Stations” which entered into force on 1 August 2017 according to the decision of CGD meeting XXXII.

The Commission’s working staff prepared edition III of Leaflet O 405, the actual text of which is posted onto the OSJD Website.

In the course of 2017, the information on the List of Freight Stations in accordance with the provisions of Leaflet O 405 was updated by the railways of Azerbaijan, Georgia, Kazakhstan, Latvia, Lithuania, Poland, Russia, Romania, Slovakia, Ukraine, Czech Republic and Estonia.

The current information on the List of Freight Stations of the OSJD Railways is available on the OSJD Website.

Within the framework of the subject “**Organisation of large container traffic between Europe and Asia**” the following works have been completed.

The railway companies of the OSJD member countries provide information on the work carried out in the reporting period towards the organisation of large container traffic between Europe and Asia, including the organisation of container block trains in the China-Europe-China traffic.

Over the past few years, the number of regular container trains running between China and the countries of Western Europe has been steadily growing, as an increasing number of consignors and consignees begin to perceive transportation by rail as



Freight traffic on the railways of the Republic of Korea



A freight train of the "PKP Cargo" JSC

a real alternative to the sea and air modes of transport.

The development of container traffic in organised trains is the key direction of the business strategy of the Azerbaijani Railways CJSC (AZD CJSC). The ADY Container was established as a subsidiary within the AZD CJSC. AZD CJSC together with its subsidiaries implemented a number of projects aimed at developing the foreign trade logistics businesses. New routes to deliver container cargoes from the countries of the Persian Gulf to Europe and in the opposite

direction have been developed with the provision of a full range of logistics services.

In recent years the container traffic segment at AZD CJSC, as a whole, has shown positive dynamics and demonstrated growth prospects.

In May 2017, container trains were successfully organised in the directions Georgia – Azerbaijan and Azerbaijan – Georgia along the routes: Batumi/Poti – Kishly. Due to technological and organisational decisions, the processing time of container trains at the Batumi/Poti stations running in the direction of Kishly has been reduced to 35/31 hours. The processing time of container trains at the Kishly station, running in the direction of Kishly – Batumi/Poti, has been cut up to 39/36 hours. Until 2018, it is planned to bring the time, required for handling the container trains, to a minimum, by improving the processing of transport documents and extending the cooperation with border-guard and customs authorities of the Republic of Azerbaijan and Georgia. The demand for the high-speed container train service in the Georgia-Azerbaijan traffic is supported by attractive speed parameters, tariff discounts and delivery terms.

In 2016, according to the National Railway Administration at the Ministry of Public Works of the Islamic Republic of Afghanistan (ARA), 45 TEUs were received in the traffic to the railway port of Hayratan – Galaba, the volume of which shows an increase of 4 times as compared to 2015. 2017 showed an increase in the container traffic.

According to the information of the Byelorussian Railway (BC): in order to develop strategic decisions in regard to the implementation of the forecast volumes of transportation, including container, the Byelorussian Railway and the Russian Railways JSC have adopted and implemented a joint programme of action for the development of railway infrastructure in the key areas of international passenger and freight traffic organisation for the period until 2020.

Due to technological and organisational solutions, the processing time of container trains at the Brest-Northern station running in the direction to West – East has been reduced from 10 hours to 9 hours (with reloading). The processing time of container trains at the Brest-Eastern station, running in the direction of East – West, is reduced from 6 hours 40 minutes to 6 hours (without reloading). Until 2020, it is planned to bring the time for processing a container train at Brest-Northern station to 8 hours (with reloading) and up to 5 hours at Brest-Eastern station (without reloading) thanks to the improved processing of transport documents and closer cooperation with border and customs authorities of the Republic of Belarus. According to the results of work for the period of January-June 2017, 104.2 thousand TEUs were transported by fast container trains in the China-Europe-China service, that has shown a 2.1-time increase as compared to the same period in 2016.

The development of container traffic by regular block trains is the key direction in the business strategy of "Kazakhstan Temir Zholy National Company" JSC ("KTZ NC" JSC).

At present, the container trains run through the territory of Kazakhstan along the following main routes in the traffic China – European countries – China: Chongqing – Duisburg – Chongqing, Wuhan – Hamburg – Wuhan, Chengdu – Lodz – Chengdu, Chengdu – Nuremberg, Wuhan – Pardubice, Hamburg – Zhengzhou, Yiwu – Madrid – Yiwu, Hefei – Hamburg, Chengdu – Nuremberg – Chengdu. Container trains have been organised along the following new routes: Chengdu – Tilburg – Chengdu (via Dostyk and Altynkol border stations), Duisburg – Urumqi, Yiwu – Duisburg, Xiamen – Malaszewicze.

For the year 2017, the number of containers transported through the KZH network amounted to 623.4 thousand TEUs, including 347.5 thousand TEUs in transit through the territory of the Republic of Kazakhstan, which is 43% more as compared to the same period of 2016, to include:

- in the direction of China – EU countries – China - 201 thousand TEUs, which is 69% more as compared to the same period of 2016;

- in the direction of China – the countries of Central Asia – China - 109 thousand TEUs, whereas the growth made up 25% as compared to the same period of 2016.

In 2017, the total number of container trains running on the Kazakhstan network amounted to 2926 (+1013 trains), including those in transit through the territory of the Republic of Kazakhstan through the border stations of Dostyk and Altyntkol, where the 'KTZ NC' JSC provided the operation of 2,890 container trains, having reached the growth of 155% as compared to the same period of 2016 (+1021 units): including trains in the direction of China – European countries – China - 1970 (+758), of which in the traffic China – European countries - 1204 trains (+396), countries of Europe – China - 766 trains (+362); in the direction of China – countries of Central Asia – China - 402 trains, of which in the traffic China – countries of Central Asia - 381 trains, in the traffic between the countries of Central Asia and China - 21 trains.

When arranging the operation of container trains through the territory of Kazakhstan, the average route speed made up 914 km/day, in the direction of China – Europe - 1035 km/day.

The demand for the service of fast-speed container trains between China and EU countries is supported by attractive speed parameters, delivery time and active work towards attracting freight traffic carried out in cooperation with the Chinese Railways, as well as and the main freight-consolidating provinces of China such as Zhengzhou, Chongqing, Wuhan, Chengdu, Xian, Shenzhen, Yiwu, Hefei, Jiangsu and others.

The 'KTZ NC' JSC launched a pilot project for the formation of container trains on the basis of the '3-2' principle, which provided for the service reduction of one locomotive traction unit. This helps to increase the efficiency in the organisation of transit freight flows from China to Europe through the territory of Kazakhstan (three trains arrive from China, each of which transporting 41 containers, which are reorganized into 2 trains at the Kazakhstan station, numbering 61 and 62 containers each).

In 2017 Container trains were successfully organised in new directions Europe – China and China – Europe through the border crossing points of Khorgos/Altyntkol and Dostyk/Alashankou along the routes: Tilburg – Chengdu (1 container train), Xi'an – Kouvola (1 container train), Mussalo (Buslovskaya) – Xi'an (2 container trains), Urumqi – Mussalo (Buslovskaya) (1 container train), Chongqing – Duisburg (30 container trains).

With the commissioning of new railway lines Arkalyk – Shubarkol, Zhezkazgan – Beyneu, Zhetygen – Korgas, Uzen – Bolashak (2,500 km of railway lines), as well as the development of the Special Economic Zone (SEZ) "Khorgos – East Gate", new logistics chains for the transport of goods have been created in the direction of China – Europe, China – countries of the Persian Gulf, China – Iran, through the Caspian Sea towards Azerbaijan, Georgia, Turkey and the countries of South Europe and through Turkmenistan towards the countries of the Persian Gulf.

For 2017 185 thousand TEUs were processed in the dry port of the SEZ "Khorgos – East Gate". In total, since the commissioning (2015), the Dry Port has handled 285 thousand TEUs. An important element of the development of the SEZ "Khorgos – East Gate" is the entry into the project of the world's largest sea operator and logistics service provider COSCO² Shipping and the Port of Lianyungang.

As a whole, active work has been carried out with all 17 cargo-generating provinces of China to attract more freight flows to the international transport corridors through the territory of Kazakhstan.

According to the information of the Chinese Railways (KZD) relating to the volume of import and export transport of goods in containers and container block trains running between China and Europe for 2017, the following volumes have been accomplished.

In 2017, 692,023 TEUs were transported through the border crossings of Manchuria, Suifenhe, Erlian, Alashankou and Khorgos in import and export traffic, which is 54% higher than in 2016.

In total, 3673 container trains were organised in 2017 in the direction of China – European countries – China, which is 116% higher than in 2016, of which 2399 container trains were in the direction of China – European countries, an increase of 112%, and 1274 trains in the opposite direction, an increase of 123% as compared to 2016.

In particular, 2050 container block trains proceeded through the border crossing points of Alashankou and Khorgos, an increase of 67%, of which 1313 trains in the direction of China – countries of Europe, and 737 trains in the opposite direction. 1078 container trains proceeded



Containers loaded with goods from India as part of the first express-train Riga – Minsk

² For reference: The COSCO Group is the largest shipping company in the world, with a headquartered in Shanghai, and occupies the 1st place in the world in terms of the fleet number which amounts to 1,114 units, the volume of transshipment of containers is more than 68 million TEUs per year, assets are evaluated at a level of more than 90 billion US dollars.

through the border crossing point of Manchuria, showing an increase of 274%, of which 756 trains - in the direction of China – countries of Europe, and 322 trains in the opposite direction. 545 container trains proceeded through the border crossing point of Erlian, having shown an increase of 239%, of which 330 trains in the direction of China – countries of Europe, and 215 trains in the opposite direction.

As of the end of 2017, regular container trains ran from 38 Chinese cities, in the direction of China – European countries with destinations in 36 cities in 13 countries. In total, 6637 container trains ran on this route, in particular 4498 trains in the direction of China – European countries and 2139 trains in the opposite direction.

The year of 2017 was marked by opening of new routes for the transportation of containerised cargoes in trains running from the China to Europe, including the routes of Zhengzhou – Munich, Yinchuan – Tehran, Changsha – Munich, Shenyang – Duisburg, Xian – Kouvola, Shanghai – Moscow, etc.

According to the information of the “Latvian Railway” State Enterprise (Latvijas Dzelzceļš - LDZ), LDZ Logistics, a subsidiary of LDZ, has signed a cooperation agreement with one of the leading Eurasian logistics container shipping companies - RTSB, to develop container traffic from China to Northern Europe and started the development of new multimodal transport routes through the port of Riga to Scandinavia and the United Kingdom.

The prospects for the development of container traffic have been clearly indicated by the results of LDZ Logistics' activities for the first 6 months of 2017. In total, within 6 months of 2017 the enterprise transported by 29% more containers, than for the same period of the previous year. It continues to concentrate itself on attracting new customers and partners for the sake of further development of container traffic segment.

For the year 2017, a total of 75,523 TEUs were received on the Lithuanian Railways network, while the growth was 135% as compared to the same period of 2016, including 17,182 TEUs in transit traffic (an increase of 114% as compared to the same period of 2016).

In 2017, the volume of cargo traffic by the Ulan-Bator Railway (UBZD JSC) increased by 13.6% as compared to 2016. A total of 556 container trains were transported through Mongolia, 227 trains in an even direction, and 329 trains in an odd direction.

The UBZD JSC constantly provides its clients with discount rates in tariffs for the transit traffic. Since February 2017 a 15-percent discount rate has been offered for the tariffs in container transit traffic across Mongolia, which had been observed since 2007. A volume discount of 25% is also provided in the container traffic for the carriage of batches in the amount of 200 units or more per month. In addition, the discount rates for the transshipment of loaded and empty containers have been applied at Zamyn Uud station since February 2017 at a level of 66.5%. Thus, favourable tariff conditions have been established for clients.

Successful transportation of goods from the Chinese cities of Chongqing, Changsha, Zhengzhou to the German cities of Duisburg and Hamburg is underway.

The most notable among the new routes of container trains in international traffic are from the Chinese cities of Tianjin, Xiamen, Wuhan, Ulaanav to Minsk, Moscow and from Novosibirsk (Russia) to Tianjin (China). Transportation from China to Hungary and Slovenia was organised. In recent years the container traffic segment has shown positive dynamics in the activities of UBZD JSC, as a whole, and has a growth prospect.

According to the information of Russian Railways JSC (RZD JSC), about ten subsidiaries of the Russian Railways and joint ventures are involved in the Euro-Asian container traffic. Among them there are: United Transport and Logistics Company (UTLC JSC), RZD Logistics JSC, “TransContainer” PJSC, Trans Eurasia Logistics, Far East Land Bridge Ltd., TransContainer-Europe GmbH, YuXinOu (Chongqing) Logistics Ltd. and others.



Railways constitute a backbone of the transport system of the Kyrgyz Republic

In recent years the container traffic segment on the Russian Railways, as a whole, showed positive dynamics and has a growth prospect.

For 2017, Russian Railways transported a total of 2,076,000 containers (TEUs), which is 19% more than in 2016, of which: export traffic amounted to 964 thousand TEUs, which is 20.6% more than in 2016; import traffic amounted to 698 thousand TEUs, which is 32.9% more than in 2016; transit traffic amounted to 414 thousand TEUs, which is 60.3% more than in 2016.

The Russian Railways, together with its subsidiaries, has implemented a number of projects aimed at developing the foreign trade logistics busi-

nesses. Together with the Chinese port of Yingkou, multimodal transportation routes have been developed from China to Russia and the European countries. The port also takes part in the management of the “Byely Rast” terminal and logistics center (TLC) located in the Moscow region. Goods are successfully transported from Chongqing (China) to Duisburg (Germany). New shipping routes have been developed for container cargoes from the countries of the Asian-Pacific region to Europe and vice versa (Zhengzhou – Hamburg, Chengdu – Lodz, Wuhan – Hamburg, Yiwu – Madrid, Yingkou – Centrolit, Yingkou – Dobra, etc.), through which regular container railway traffic has been organised with a full range of logistics services.



Meeting of the OSJD Commission on Freight Traffic on the subjects “Updating the Harmonized Nomenclature of Goods (GNG)” and “Updating the List of Freight Stations of the OSJD railways” (20-23.03.2018, Chisinau, Moldova)

With the participation of the Russian Export Center, Kaluga Oblast Administration, Russian Railways JSC and Chinese transport and logistics company “Sinotrans”, a project for the development of import and export container transport between China and Russia, as well as to expand the transit volumes between China and Europe has been worked out.

Together with the partners, new transport products have been developed, including the transport of cross-border electronic commerce, postal items and goods transported with the required temperature conditions.

The most notable among the new routes of container trains in international traffic are as follows:

- transit traffic from China through the Far Eastern ports of Russia to Kolyadichi (Belarus);
- export-import traffic between Russia – Mongolia – China; export cargoes from Russia are sent from Novosibirsk to Tianjin, whereas import traffic is organised from Tianjin to Moscow;
- within the framework of the initiative “One Belt - One Road”, with the participation of the Russian Railways, container traffic was organised to the remoted European cities, such as Lyon, Antwerp, Milan, London, Budapest, Prague and others.

In the context of an increasing demand for the transport of goods in the China-Europe-China traffic, in order to optimize the transportation process, reduce the cost and improve the efficiency of using the throughput capacity of the transit route by railways of Kazakhstan, Russia and Belarus, the “United Transport and Logistics Company” JSC (UTLC JSC), in collaboration with the Russian Railways JSC, ‘KTZ NC’ JSC and BZD SO, implement a new technology of sending long container trains “UTLC XL train” (eXtra Long train).

The first train of 80 conventional wagons long, consisting of forty-four 80-foot flat wagons with full loading (eighty-eight 40-foot containers), departed as part of U West service from the station of Dostyk on 28 August and arrived at the Brest border station on 2 September. The average speed of the container train in the Dostyk-Brest section was 1100 km/day.



Meeting participants of the OSJD Commission on Freight Traffic on the subjects “Updating the Harmonized Nomenclature of Goods (GNG)” and “Updating the List of Freight Stations of the OSJD railways” (20-23.03.2018, Chisinau, Moldova)

The holding carried out active work for the development of freight traffic through the territory of Mongolia. The growth in the volume of transport involving the territory of Mongolia, observed in recent years, is mainly due to the development of transit transport between China and Europe.

In 2017, the TransContainer PJSC organised transit transportation through the territory of Mongolia by 73 container trains in the China-Europe traffic and by 15 container trains in the Europe-China traffic. The



In the hall of meeting XXIX of the representatives of the Parties to the MTT Agreement (26-29.06.2018, Tashkent, Uzbekistan)

volume of traffic amounted to 7.6 thousand TEUs.

The “RZD Logistics” JSC increased the frequency of transit trains running through the border station of Naushki. In 2017, a full-fledged container train with a length of 57 conventional wagons ran from Changsha to Hamburg twice a week.

According to the Slovak Railways (ZSSK Cargo), in 2017 a container train was organised via the new route China – Dobrá TKD – Budapest (through the border crossing points: Hiening – Erlian (China) – Zamyn-Uud/Sukhe-Bator (Mongolia) – Naushki – Bryansk (Russia) – Suzemka/Zernovo – Mikhailovsky Khutor (Ukraine) – Chop/Cierna nad Tisou – Dobra TKD). The first train was

sent from China on 27 May 2017, having arrived at the Dobra terminal on 14 June 2017, and then was sent to the BILK terminal (Budapest) having reached the destination on 16 June 2017.

As of 20 September 2017 11 container trains arrived and departed at the Dobra terminal. At the Dobra terminal, 380 freight wagons arrived by the line with a track gauge of 1520 mm, on which 475 containers were loaded.

According to the information provided by Ukrzaliznytsia PJSC, in 2017 291.9 thousand TEUs were transported by rail through the territory of Ukraine, which is by 10% more than the volume of container traffic for the same period of 2016 and constitutes 1% of the total volume of goods transported by railway transport.

In order to increase the traffic volume, accelerate the delivery and safety of goods, the Ukrzaliznytsia PJSC organised and operates on a regular basis 11 container trains, including 5 those in transit.

In 2017, 73.7 thousand TEUs were transported through the territory of Ukraine as part of such trains, which is 100% of the volumes transported during the same period of 2016.

Over a period of many years, successful traffic has been organised by shuttle container trains on the route Romania (Dornesti) – Ukraine (Vadul Siret – Zernovo) – Russia (Tolyatti) and Slovakia (Kosice) – Ukraine (Uzhgorod – Zernovo) – Russia (Perspectivnaja), as a part of which the car spare parts and accessories are carried.

In June 2017 a container train from China (Changsha) was organised along the route Mongolia – Russia – Ukraine – Slovakia (Dobra terminal), as part of which containers with modular cargoes were transported (mainly consumer goods: clothing, small household goods, furniture). The specified train crosses the distance of 8631 km from the station of Zamyn-Uud (border station between China and Mongolia) to the Dobra terminal (Slovakia) on average in 12 days (average speed is more than 700 km/day). The territory of Ukraine is crossed by the train in 2 days, taking into account the operations performed at border crossing points. In the second half of 2017, 2410 TEUs were transported as part of the above mentioned train.

In 2017 Czech Railways (CD Cargo) organised a new container block train along the route: Bratislava Palenisko – Braunschweig (1 train).

The activities to organise the container traffic was carried out in cooperation with UNESCAP and the International Association “Coordinating Council for Trans-Siberian Transportation” (CCTT).

Besides, in the framework of this subject, work was carried out in the following areas:

The “Kazakhstan Temir Zholy National Company” JSC (“KTZ NC” JSC) being a leading duty holder has updated the database of container trains and con trailer service in international traffic basing on the data submitted by the OSJD railways from Azerbaijan, Belarus, Bulgaria, Georgia, Kazakhstan, China, Latvia, Lithuania, Moldova, Mongolia, Poland, Russia, Romania, Slovakia, Turkmenistan, Uzbekistan, Ukraine, Czech Republic, Estonia, as well as by “South-Caucasus Railway” CJSC.

It is worth mentioning that at present 189 container block trains and con trailer trains are organised and operate on the OSJD railways on a regular basis, whereas 81 trains run on request.

The information regarding the container and con trailer trains running on the railways of the OSJD member countries as of 13 October 2017, prepared by the leading duty holder on this sub-topic – the “KTZ NC” JSC in collaboration with the Commission’s working staff, was published in the OSJD Bulletin No. 6/2017 and posted onto the OSJD Website.

The “Ukrzaliznytsia PJSC” as a leading duty holder on the sub-topic “**Forming the database of volumetric indices in container traffic**” performed works for building up a database of traffic volumes in large-capacity containers on the railways of OSJD member countries for 2015-2016.

The data obtained are summarized by the leading duty holder on the basis of the materials provided by the railways of Azerbaijan, Afghanistan, Belarus, Bulgaria, Georgia, Hungary, Kazakhstan, China, Kyrgyzstan, Latvia, Lithuania, Moldova, Mongolia, Russia, Slovakia, Uzbekistan, Ukraine, Czech Republic and Estonia.

The analysis showed that in 2016 the OSJD railways received 2204.9 thousand TEUs and handed over 2608.4 thousand TEUs, which is more by 5.4% and 8.9%, than in 2015, respectively.

The Commission experts carried out works for updating the OSJD Leaflet R 421 "Regulations for the use of universal large-capacity containers in international railway traffic" (hereinafter referred to as Leaflet R 421).

In October 2017, the Commission meeting approved the amendments and additions into Leaflet R 421 and a decision was taken to issue by the OSJD Committee the updated version of Leaflet R 421 in the form of edition IV.

Works were continued on **expanding the geography of the application of the CIM/SMGS consignment note** for the whole route of the goods carried by railways applying different legal regulations. The use of the CIM/SMGS consignment note allows to provide transport services without reissuing the transport documents, to accelerate the delivery of cargo, to improve the organisation of freight traffic and, thereby, to create conditions for attracting additional traffic volumes.

The OSJD railways carried out active work to organise the carriage of goods in wagons and containers under the CIM/SMGS consignment note from China to the European countries, in the direction of the countries of Europe – Belarus, Kazakhstan, Latvia, Moldova, Russia, Ukraine.

At present, the Byelorussian Railway (BC) is open for cargo transportation under the CIM/SMGS consignment note in all directions. With its use, most of container traffic is already performed through the border crossing point of Brest/Terespol. During the year of 2017, 32953 containers passed through the Byelorussian Railway, of which 14232 containers in the direction of West – East (from the Czech Republic, Austria, Germany, Slovakia, Poland to the Russian Federation, Kazakhstan, China), whereas 18721 containers in the direction of East – West.

300 containers (to Germany, Poland, Czech Republic), as well as 12351 loaded wagons were sent to Western Europe under the CIM/SMGS consignment note in 2017 from the stations of the Byelorussian Railway, of which 10927 wagons set off for Romania.

Meanwhile, the Byelorussian Railway carries out its work aimed at applying by the consignors of the Republic of Belarus of this consignment note when sending cargoes, in particular timber cargo, to the countries of Western Europe.

According to the information provided by the "Hungarian State Railways" CJSC (MÁV CJSC), in 2017 the number of shipments by using the CIM/SMGS consignment note on the territory of Hungary amounted to: 1342 – in transit traffic, and 1491 – in import traffic.

The use of the CIM/SMGS consignment note for all transit routes and imports was agreed on the Kazakhstan railway network (KZH). The export traffic is not covered by the application of the CIM/SMGS consignment note at the KZH loading stations.

According to the information provided by the 'KTZ NC' JSC, 4876 large-capacity containers ran in the China-Europe traffic (Austria, Belgium, Hungary, Great Britain, Germany, Denmark, Spain, Italy, Luxembourg, The Netherlands, Poland, Portugal, Finland, France, Czech Republic, Switzerland, Sweden) and in the traffic from Europe (from Germany, Spain, Romania, Poland) to China. Container trains in the amount of 1970 units (201 thousand TEUs), which in 2017 transited through Kazakhstan in the direction of China – countries of Europe – China, ran under the application of the CIM/SMGS consignment note.

On the network of the Chinese Railways (KZD), starting from 1 May 2017, the freight traffic under the application of the CIM/SMGS consignment note started for the container freight trains in the China-European Union service, running through the Chinese railway border crossing points of Alashankou, Khorgos, Manchuria, Erlian, Suifiniae.

According to the information of the "Latvian Railway" State Unitary Enterprise (Latvijas Dzelzceļš - LDZ), in 2017 the volume of freight traffic under the application of the CIM/SMGS consignment note amounted to 38 wagons in the international import service.

According to the information provided by the "Railway of Moldova"



Expert meeting on the subject "Organisation of large-capacity container traffic between Europe and Asia" (02-06.07.2018, OSJD Committee)

State Enterprise (CFM), 29,854 wagons were transported under the CIM/SMGS consignment note for the period of 2017, of which 28,567 wagons were in transit, and 1287 wagons were in export.

The main types of goods carried under the application of the CIM/SMGS consignment note are: from the Republic of Moldova – flat mill products; in the transit traffic - ore, iron concentrates, rolled metal, pig iron, oil and oil products, fuel wood, cinders, coal, fertilizers, salt.

As a whole, in 2017 the Russian Railways JSC (RZD JSC) carried 34,917 units using the CIM/SMGS consignment note (both containers and wagons), including 80,097 containers, that is by 4.6% and 7.9%, less in comparison with 2016, respectively, of which:

- export traffic - 19390 despatches (more by 6.6%), including 37324 containers (more by 5.4%);
- import traffic - 10170 despatches (less by 12.3%), including 37205 containers (less by 17.5%);
- transit traffic - 5357 despatches (less by 21.5%), including 5568 containers (less by 14.1%).

In 2017, export-import freight traffic by using the CIM/SMGS consignment note was carried out mainly with the countries, such as Germany, Romania, Slovakia and the Czech Republic:

- with Slovakia, import traffic amounted to 2026 container despatches or 16,489 containers; export traffic - 2155 container despatches or 16,439 containers;
- with Romania - import - 12,940 despatches (both wagons and containers), including 1846 containers and 5570 wagons; export traffic - 3463 despatches (both wagons and containers), including 1845 containers and 1098 wagons;
- with Germany - import traffic amounted to 279 despatches (both wagons and containers), including 12,022 containers and 6494 wagons; export traffic - 6869 container despatches, which is identical to the number of containers transported;
- with the Czech Republic - import traffic - 381 despatches (both wagons and containers), including 6336 containers; export traffic - 7516 container despatches or 12153 containers.

Among the transit cargoes transported under the use of the CIM/SMGS consignment note, it is worth mentioning those in the China-Germany traffic (4358 container despatches, which is equivalent to the same number of containers).

The main types of cargoes transported by the Russian Railways JSC under the CIM/SMGS consignment note are as follows:

- in the Russian Federation: bumpers and their parts for industrial assembly; railway wagons as a means of transportation of goods; bodies for cars and other motor vehicles; parts and accessories of bodies (including cabins); parts of motor vehicles; cases, boxes, packing crates and baskets, drums and similar wooden tare;
- from the Russian Federation: cisterns, barrels, drums, canisters, boxes, heavy load containers; cases, packing crates and baskets, drums and similar wooden tare; paper and cardboard in rolls; minerals; pallets and similar platforms for moving goods from ferrous metals; wood, soda and sulphate pulp, insoluble half-bleached.

In 2017, across the Slovak Railways (ZSSK Cargo) 4236 despatches (both containers and wagons) were transported using the CIM/SMGS consignment note, including 62,143 containers, of which:

- export shipments - 2452 despatches, including 5257 containers and 3530 wagons;
- import shipments - 1651 despatches, including 56,876 containers and 2897 wagons;
- Transit transportation - 133 despatches, including 10 containers and 139 wagons.

The main routes of these transportations are as follows: Zilina (Slovakia) – Chernyakhovsk (Russia); Ganiska (Slovakia) – Perspektivnaya (Russia); Zilina (Slovakia) – Zashchita (Kazakhstan).

According to the information provided by the "Ukrzaliznytsia" PJSC, in 2017 the volume of freight traffic using the CIM/SMGS consignment note amounted to 67161 despatches, of which 37979 despatches (wagons) were in the export traffic, 433 despatches (10 documents for containers, 423 documents for wagons), in the transit traffic - 28,749 despatches (7496 documents were registered for containers, 21253 documents - for wagons).

The main types of cargoes, transported under the CIM/SMGS consignment note were as follows:

- exports to Romania, Hungary, Slovak Republic (timber and timber products, firewood, sawn timber, barley);
- import from Romania (empty wagons);
- transit from the Republic of Belarus to Romania, Hungary (timber), from the Russian Federation to Romania (empty containers, wooden packaging, paper, cardboard, sodium sulfate), in the opposite direction (empty wagons).



Container train near the terminal Ostrava-Paskov (Czech Republic)

According to the information of the “České dráhy Cargo” JSC (CD Cargo), in 2017, the transportation under the CIM/SMGS consignment note amounted to 15856 wagons, of which 7870 wagons were export traffic, and 7986 wagons – in import. Ones of the main routes are Mlada Boleslav – Perspektivnaya and Mlada Boleslav – Nizhny Novgorod. In the traffic with the Russian Federation, the freight traffic under the CIM/SMGS consignment note amounted to: 97% in the export traffic and 29% in the import services, with the Republic of Belarus – export 82% and import 10%), with Ukraine - export 1%, import 1%. Regular freight services were carried out using the CIM/SMGS consignment note on the route Vratimov (Czech Republic) – Chernyakhovsk (Russia), Vratimov (Terminal Paskov) –Kustanai (Kazakhstan).

The works within this subject were performed in cooperation with the CCTT.

In 2017, the UNESCAP Secretariat together with OSJD carried out their activities to implement the projects “Development of unhindered intermodal transport services in North-East and Central Asia with the participation of railways with the aim to increase the Euro-Asian land transport links efficiency” and “Facilitation of border crossing in international railway traffic”.

In view of the growing interest in mutual trade between the countries of South-East Asia, South-West Asia, Central Asia, the Caucasus and Europe, in order to attract additional freight volumes onto the railway transport and to ensure unimpeded services, it was decided to continue collaboration with UNESCAP to improve the railway freight transport efficiency in communication between these regions.

Within the framework of this cooperation, a joint UNESCAP-OSJD Workshop “Strengthening railway transport connectivity in South and South-West Asia” was held in New Delhi, India, on 15-16 March 2017.

More than 60 representatives of the ministries of railways and transport, railway administrations, transport research institutes of Afghanistan, Bangladesh, Bhutan, India, Kazakhstan, Myanmar, Nepal, Pakistan, Russia, Turkey took part in the Workshop, as well as the representatives of UNESCAP Secretariat, OSJD Committee, large logistics and transport companies in the South and South-West Asia region.

The Workshop participants were warmly welcomed by member of the Government of India, Minister for Railways of India, Mr. Shri Suresh Prabhakar Prabhu.

Within the framework of the Workshop a bilateral meeting of the OSJD Committee delegation with the top officials of the Ministry for Railways of India was held, during which the Indian side expressed interest in close cooperation with OSJD and asked to support the initiative to implement a demonstration run of a container train from Bangladesh to Bulgaria, for one of which the following route was proposed: India – Pakistan – Iran – Turkey – Bulgaria.

All the Workshop participants regarded with great interest the OSJD activities and proposed to adopt the methodology used in administering the OSJD Transport Corridors and in organising the container block trains, including the application of the CIM/SMGS consignment note for the carriage of goods in international traffic.

The work of the OSJD Commission on Freight Traffic on joint UNESCAP-OSJD projects was carried out jointly with the OSJD Commission on Transport Policy and Development Strategy.

Considering the long-standing partnership between OSJD and UNESCAP, as well as the positive experience of OSJD in the area of harmonization of the rules and regulations for the facilitation of international railway traffic between its members, the two Organisations jointly organised the UNESCAP/OSJD Regional Meeting to harmonize the rules and regulations to facilitate international railway traffic (further on referred to as Meeting), which took place on 20-21 December 2017 in the city of Astana (Republic of Kazakhstan) at the invitation of the Ministry of Investments and Development of the Republic of Kazakhstan with the support of the “Kazakhstan Temir Zholy National Company” JSC and the Union of Transport Workers of Kazakhstan “Kazlogistics”, in order to:

- (a) Discuss and finalize the draft framework for improving the efficiency of railway border crossings within the Trans-Asian Railway Network and provide recommendations for further actions to be taken;
- b) discuss and finalize the reports on research conducted within the framework of the project;
- c) exchange the information on current initiatives, proposed measures, challenges and plans to strengthen the role of international railway transport in Asia, as well as between Asia and Europe.

The Meeting was attended by the representatives of the ministries of railways, ministries of transport, customs agencies and national railway companies of Azerbaijan, Afghanistan, Bangladesh, Kazakhstan, Cambodia, China, the Republic of Korea, India, Laos, Malaysia,



Meeting participants of the Parties to the ETT Agreement (16-19.05.2017, Jurmala, Latvia)

Mongolia, Nepal, Pakistan, Russian Federation, Tajikistan, Thailand, Turkmenistan; of the OSJD affiliated enterprises: CTM LLC and “PLASKE” JSC; intergovernmental and international organisations: UNESCAP Secretariat, World Customs Organisation (WCO), Organization for Security and Cooperation in Europe (OSCE), Turkic Council, South Asian Association for Regional Cooperation (CAREC), Eurasian Economic Commission (EaEC), European Union Agency for Railways (ERA), Asian Development Bank (ADB), CIT, CCTT and OSJD Committee.

Each invited country provided information on the progress of work in the field of international railway traffic facilitation, situation at border crossing points, as well as technical standards and operational practices along international railway corridors.

The participants noted with satisfaction the ongoing efforts of the UNESCAP and OSJD member countries to develop railway links with their neighbouring states and increase the capacity of existing routes, taking into account the development of international corridors, among other things, the implementation of electrification projects, the construction of new single-track and double-track railway lines, highways, as well as the restoration of existing infrastructure.

The meeting participants recognized the great importance of developing cooperation with international organisations (UNESCAP, OSJD, CAREC, WCO, ERA) for the implementation of the international integrated intermodal transport and logistics system for the region.

Basing on the results of the discussion held on each issue, the meeting participants elaborated the draft recommendations. This draft document has been sent to the UNESCAP Secretariat by all UNESCAP member countries for coordination.

The UNESCAP Secretariat, in cooperation with the OSJD Committee, prepared the draft final document “Concept for improving the efficiency of railway border crossing points in the Trans-Asian Railway network and beyond”, which was presented to all the meeting participants to propose their comments and suggestions. This document has been sent to the UNESCAP member countries for consideration and will be finalized during 2018, taking into account the recommendations of the meeting participants and the proposals of the UNESCAP member countries.

At the Commission meeting on ***the development and harmonization of freight trains timetables in international traffic*** held on 8-11 May 2017 in the city of Visegrad (Hungary), the European railways and OSJD railways of Group I developed and agreed for the period of 2017-2018 the timetables for the international freight trains traffic.

The railways of the Socialist Republic of Vietnam, Republic of Kazakhstan, People’s Republic of China, Democratic People’s Republic of Korea, Mongolia and Russian Federation with the participation of the representatives of foreign trade organisations of these countries summed up the performance of foreign trade volumes for 2016 and coordinated the volumes of transportation of export, import and transit cargoes for 2017 with their distribution by quarters and by types of cargoes for each border crossing point, as well as technical and organisational measures to ensure the implementation of the agreed traffic volumes.

The texts of all agreements, rules, leaflets and other OSJD documents that are within the competence of the OSJD Commission for freight Traffic are posted and maintained up-to-da on the OSJD Website, as well as on the OSJD Freight Web-portal.



Participants in the joint OSJD/FIATA workshop on combined transport “New opportunities of multimodal transport Europe – Asia – Europe” (11-12.07.2018, Istanbul, Turkey)

1.4. Passenger Traffic

In 2017, the activities of the OSJD Commission on Passenger Traffic were carried out in accordance with the Work Schedule and Programme adopted at the Joint Meeting of Plenipotentiaries of Members of the OSJD Ministerial Conference and Conference of General Directors (Authorised Representatives) of OSJD Railways and were aimed at the organisation of passenger train operation, development and agreement of timetables, train formation schemes, creation of required conditions and services in favour of passengers, development of passenger transport services and fulfillment of train schedules in international passenger traffic.

In the reporting year, the OSJD Commission on Passenger Traffic managed to **agree the timetables, schemes for making up passenger trains and allocation of coaches for such trains in international traffic for the years 2017-2018** in relation to Group I of railways (BC, BDZ, MAV CJSC, KZH, LG, CFM, PKP, RZD JSC, CFR, ZSSK, UZ PJSC, CD, ZS, and for the years 2018-2019 with respect to Group II of railways: VZD, KZD, KZH, ZC, UBZD, RZD JSC.

Basing on the information materials of the meetings that were held, the "EuroAsia Rail 2018" (International Passenger Train Timetable) was published.

The RZD JSC, BC, PKP, CD and other concerned railways coordinated the traffic schedule of international passenger trains through the border crossing point of Brest – Terespol: No. 9/10 Moscow – Warsaw with direct coaches Minsk – Warsaw, No. 13/14 Moscow – Berlin (composed of the coaches manufactured by Patentes Talgo SL), No. 17/18 Moscow – Nice, No. 21/22 Moscow – Prague, No. 23/24 Moscow – Paris.

The train No. 303/304 Grodno – Krakow continued to run in the service between BC and PKP. A new fast-speed train No. 127/728-727/128 Minsk – Brest – Warsaw started to run in interchange traffic with the transfer of passengers at the Brest-Central station when traveling in both directions.

Moreover, the service of the train No. 452/451 Minsk – Varna was agreed in the summer period of 2018, which includes the direct coach of Kiev – Varna.

For 2018, PKP JSC agreed on the running of new trains in international traffic: No. 100/101 Katowice – Vienna, No. 402/403 Leba – Bohumin, No. 4471/4478 Zwardoń – Žilina, 22 trains in cross-border traffic.

In 2017, the running of new international passenger trains was scheduled for the Ukraine-Europe service:

- Kovel – Holm, departing from Kovel and Holm daily from 11 June 2017, also since 24 August 2017 the train route has been changed to Zdolbunov – Holm and stops have been provided at the station of Rovno, Kivertsy and Kovel;
- Kiev – Przemysl of Intercity+ category, departing from Kiev and Przemysl daily since 24 August 2017 with stops at the stations of Vinnitsa, Khmelnytsky, Ternopol, Podzamche, Lvov;
- Odessa – Przemysl daily, departing from Odessa since 10 December 2017, back from Przemysl since 11 December 2017, routing through Zhmerinka, Khmelnytsky, Ternopol, Lvov;
- Kovel – Holm daily, departing from Kovel and Holm since 10 December 2017.

Meanwhile, a daily direct coach has been scheduled since 10 December 2017 in the service Kiev – Vienna running through Lvov, Budapest.

The timetable of international passenger trains of group II of railways (VZD, KZH, KZD, ZC, UBZD, RZD JSC) was agreed in the previous volumes.

At the meetings held, the issue of the timetable observance for the movement of international passenger trains by border crossing points was considered. The trains at the border crossing points of PKP – BC, CFR – UZ, MAV – CFR, ZS – MAV continued to arrive with considerable delays. The main reasons



Chairman of OSJD Commission on Passenger Traffic
Viktor Kashanau



Specialist of OSJD Commission on Passenger Traffic
Nguyen Duc Minh



Passenger train with electric locomotive KZ4AT (Republic of Kazakhstan)



Presidium of the final meeting of the OSJD Commission for Passenger Traffic (17-19.10.2017, OSJD Committee)

for those delays continued to be the operation of border and customs authorities, technical reasons, etc.

At the final meeting of the Commission, the proposals of BC, RZD JSC and Ukrzaliznytsia PJSC were considered in accordance with paragraph 2, sub-item 6 of the minutes of the Conference of General Directors, together with the Commission on Infrastructure and the Rolling Stock, in regard to the implementation of the provisions of the UNECE ITC Resolution No. 26479 relating the railway passenger traffic and recommended that all the railways of the OSJD member countries should adopt them for work for attracting passengers onto the railway transport.

An electronic registration service for international transit trains running at a global price has been introduced on the **Beylorussian Railway** since 1 September 2017.

With the introduction of a new schedule for the movement of international passenger trains for 2017/2018, the interchange traffic Warsaw – Brest – Minsk was open. Registration of travel documents is provided through the interaction of the reservation systems of the automated control system “ASU Express” and EPA-PKP.

Currently, work is underway towards concluding an agreement with the PKP on the use of electronic travel documents.

To expand the registration potential of travel documents in the reservation systems of Western Europe, BC have included all internal sections into Leaflet 108-1 with the indication of distances.

The **Russian Railways** have introduced special tariffs in the new train of FPC JSC formation No. 13/14 “Strizh” Moscow – Berlin, special conditions for seat reservation in the coaches of LUXE category, as well as arranging the transportation of disabled people in a specialized compartment.

Since 16 May 2017, registration on a single blank of the travel document has been made possible at the ticket offices of the Russian Federation in communication with Mongolia, Democratic People’s Republic of Korea, and China (with the exception of the trains formed by KZD). The Russian Railways and UBZD continue to work on the application harmonization of the electronic ticket in the traffic Russia – Mongolia and the interaction organisation of the electronic reservation systems of “Express” and “BUUHIA”.

The Ulan-Bator Railway have organised on the UBZD Website the registration of travel documents for the trains running in the Mongolia-Russia traffic, with the following print-out of the travel documents on a form of strict accountability.

On the **Ukrainian Railway**, passenger traffic in communication with Poland increased by 8 times, with Hungary - 2.5 times, which is due to the adoption of a visa-free regime with the European Union and to the measures taken by UZ for the organisation of international passenger traffic. Registration of travel documents through the Internet has been gaining increasing popularity among passengers.



Diesel trains (DMU) of FLIRT series, manufactured by Stadler for the Estonian company “Elektriraudtee” (since 2013 - ELRON)

Within the subject **“Improvement of the Agreement on the International Railway Passenger Tariff (MPT)”** one meeting was held in the OSJD Committee in 2017.

The meeting participants considered and coordinated the proposals submitted by the BC, KZD, RZD JSC and UZ on amendments and changes into the texts of the Agreement on the International Railway Passenger Tariff (MPT) and into the MPT tariff. The meeting appealed to the Parties to the Agreement on MPT - KZH, KZD, KRG, UBZD, TDZ, TRK, UTI and EVR with a request to consider and agree on these changes and amendments until 1 September 2017.



Final meeting of the OSJD Commission for Passenger Traffic
(17-19.10.2017, OSJD Committee)

At the annual meeting, the Parties to the MPT Agreement agreed on the changes and amendments to the texts of the MPT Agreement and the MPT tariff, which were sent for coordination by the Parties to the MPT Agreement: KZD, KRG, TRK, UTI and EVR which did not participate in this meeting. In due time, comments were received from KZD, which were later considered at the meeting of the Parties to the MPT Agreement in May next year.

Within the subject **“Improvement of the Agreement on the ‘Rules for the use of passenger coaches in international traffic (PPW)’ and the PPW Rules”** one meeting was held in the OSJD Committee in 2017.

At the meeting, the proposals regarding clause 7.7 of paragraph 57 of the PPW submitted by KZH and CFM were considered and agreed upon.

The meeting addressed the Parties to the PPW Agreement: KZD, ZC, CFM and UBZD to review and agree on a new version of clause 7.7, paragraph 7, of the PPW by 1 June 2017. CFM agreed on this wording. No proposals were received from the other Parties to the Agreement.

At the annual meeting, the Parties to the PPW Agreement agreed on the amendments and additions to the PPW, which were sent for coordination by the Parties to the PPW Agreement: KZD, KRG, UTI and EVR, which did not participate in this meeting. In due time, the information came from the KZD and UTI about the non-availability of comments and proposals. The meeting also introduced amendments and changes submitted by the Parties to the Agreement: BC, KZH, CFM, KZD, PKP and Russian Railways JSC into Annexes 5, 5a and 5b to PPW. In accordance with Article 3 of the PPW Agreement, comments and amendments to the ‘Rules for the use of passenger coaches in international traffic’ (PPW) entered into force on 1 March 2018.



Participants in the meeting of the 1st Group of railways on the development and finalization of the train timetables
(13-17.08.2018, Bucharest, Romania)

1.5. Infrastructure and Rolling Stock

In 2017 the OSJD Commission on Infrastructure and Rolling Stock continued its activities on current tasks and long-run objectives in the technical and technological field. The Commission's activities were defined on the basis of results of activities and the decisions taken at the Joint meeting of Plenipotentiaries of Members of OSJD Ministerial Conference and Conference of General Directors (Authorized Representatives) of OSJD Railways in 2016.

In 2017 the experts continued working on the following six subjects:

- "Rolling stock gauges in international traffic in view of interoperability";
- "Rail track and engineer structures";
- "Signalling, interlocking and communications network";
- "Energy supply and electric traction";
- "Rolling stock of railways. Technical requirements for its elements";
- "Participation of railway companies interested in the conversion of the joint OSJD/UIC leaflets included in the priority list into draft international standards of voluntary accession in the field of railway transport".

In the course of the reporting year, 10 meetings of experts and the annual meeting of the Commission were held in total.

Within the subject of "**Rolling stock gauges in international traffic in view of interoperability**", one meeting was held at which the experts completed their work on the draft new Leaflet "Specification of the conditions for passing the wagons built according to the Rolling Stock Dimensions of '1-BM' on the tracks of 1435-mm gauge with the platforms of more than 300 mm high, which do not correspond to the construction clearance of '1-CM'", containing instructions on the use of the rolling stock dimensions of '1 BM' applied in the international traffic on the railways of 1435-mm track gauge. The work was continued for the preparation of Leaflet "Development of album 1 relating to the dimensional crossing ability of the main directions of railways" of recommendatory nature.

The subject of "**Railway track and engineer structures**" is composed of four subtopics due to a great variety of materials used in construction of the superstructure and substructure of the railway track and engineer structures:

- *Development of a set of issues regarding the rails, rail fastenings, jointless track and mechanization of track works;*
- *Consideration of a set of issues concerning the roadbed and engineer structures;*
- *Comprehensive railway track diagnostics;*
- *Ferroconcrete sleepers, timbers, turn-out switches and their diagnostics.*

In the course of the expert meetings, basing on the updating and unification of 3 leaflets, the draft Leaflet of recommendatory nature "General technical requirements for rail joints of thermite welding" was completed.

Work was completed to develop the draft Leaflet "Methodology for operational testing of rails".



Chairman of OSJD Commission on Infrastructure and Rolling Stock
Radovan Vopalecky



Specialists of OSJD Commission on Infrastructure and Rolling Stock: Bakhtiyar Safarov (left) and Veaceslav Pascan



The new 371-series "Siemens Vectron" electric locomotives for CD JSC

The experts successfully completed the draft Leaflet “Monitoring of structure condition of artificial installations”, and the draft Leaflet “Evaluating the track deformability by the comparison results of its diagnostics materials in a loaded and unloaded condition” was developed, which contains the deviations parameters for the track maintenance by the results of unevenness comparison in a loaded and unloaded condition.

The specialists presented information materials for the subsequent development of the draft new Leaflet on the subject “Composite sleepers of a new generation”.

The following regulatory documents were amended, such as “Methods for calculating the laying the turnouts into curved track sections”, as well as “Recommendations for testing experimental samples of reinforced concrete sub-rail basements”.

Within the framework of the subject “**Signaling, interlocking and communications networks**” the experts reviewed a number of leaflets of a recommendatory nature as follows:

- “Recommendations as to the progressive technology of railway automation and telemechanics equipment maintenance (RAT)”;
- “Catalogue of failures and pre-failure conditions of RAT devices and systems, detected by means of technical diagnostics and monitoring”, which was developed and updated using the current Leaflet. This Leaflet covers the RAT devices and systems.

In the framework of the meeting on the subject “Power supply and electric traction devices”, the following draft leaflets have been considered:

- “Procedure as to calculating and selecting the settings for protecting the AC traction network”;
- “Recommendations as to the composition of physical quantities, subject to registration for the purpose of technical diagnosis of railway power supply devices”;
- “Recommendations as to the distances between the rolling stock dimensions and the lowest position of the overhead catering wire and the energized parts of the overhead catering and grounded parts of artificial structures.”

Meanwhile, the experts updated the Leaflet “Recommendations as to the application of relay protection and automation devices in the AC traction power supply system”.

The subject of “**Rolling stock for railways. Technical requirements for its elements**” consists of two subtopics: “Locomotives” and “Wagons/coaches”.

Within the framework of the subtopic “Locomotives” the draft Leaflet “General technical requirements for shunting locomotives powered by liquefied natural gas” was reviewed and approved.



Final meeting of the OSJD Commission on Infrastructure and Rolling Stock (24-26.10.2017, OSJD Committee)



Expert meeting participants on the subtopic “Development of complex issues on rails, rail fastenings, seamless track, mechanization of track works” (28-30.05.2018, OSJD Committee)

The draft Leaflet “Recommendations as to the calculations of load-bearing structures of locomotives relating to the strength and durability in accordance with the fatigue criteria” was also considered.

Within the framework of the subtopic “Wagons/coaches” the work was completed on the draft recommendatory Leaflet: “Technical requirements for the bogie design of passenger coaches for the operation in international railway traffic”, which contains requirements used in the design and manufacturing of bogies for passenger coaches intended for operation in the international railway traffic on the railways of 1520-mm and 1435-mm track gauges.

The experts reviewed and discussed the updated draft Leaflet “Buffer devices with a working stroke of 110 mm for passenger coaches running in international traffic”.

Within the framework of the subject **“Participation of interested railway companies in conversing the OSJD/UIC joint leaflets, included in the priority list, into the draft international standards in the field of railway transport of voluntary accession”**, one meeting of the Joint Working Group (hereinafter - the AWG) was held, in which experts agreed on the work continuation as for the development of the draft international standard “Automatic gauge changing systems” basing on the results of the OSJD/UIC joint activities.

In order to expand cooperation between OSJD and UIC as to the development of the draft international standards in the field of railway transport of voluntary accession the final draft supplementary contract to the current Agreement “Publication of jointly developed leaflets between the Organisation for Cooperation between Railways (OSJD) and the International Union of Railways (UIC)” was sent to the UIC for signing.

With the purpose to implement the cooperation between OSJD, ISO and IEC as to the development of draft international standards in the field of railway transport of voluntary accession, meetings were held with the representatives of the IEC and ISO technical committees to identify the areas for cooperation. It has been proposed to establish interaction of category A or B with the IEC TC-9 committee and ISO-TC-262 committee, as their directions of activities are related to the development of standards in the field of railway transport.

Eventually, the following results were achieved: 14 new and 3 updated technical documents - leaflets of recommendatory nature were approved, and 4 draft leaflets of obligatory-recommendation nature and 1 draft leaflet of mandatory nature were agreed upon and submitted for the approval by the Conference of General Directors.

The application of the above-mentioned leaflets, which were developed by the experts from 15 railways of the OSJD member countries, shall increase the efficiency of technical equipment, ensure the train traffic safety, as well as the development dynamics of new technologies and interoperability for the train control systems, rolling stock and infrastructure on the railways of the OSJD member countries.



Participants in the expert meeting on the subtopic “Wagons” at the OSJD exhibition stand during the “TRAKO” trade fair (28.09.2017, Gdansk, Poland)



Modern multiple-unit and traction rolling stock on the railways of the Republic of Moldova (left) and Mongolia (right)

1.6. Coding and Information Technology (IT)

In 2017, the activities of the OSJD Permanent Working Group on Coding and IT (PWG CI) were carried out in accordance with the Work Plan and decisions adopted by the Conference of General Directors (authorized representatives) of OSJD Railways in cooperation with UIC, CIT, RailData and OSJD affiliated enterprises.

Subject “**Coding and Information Technology**”

Leaflet O 920-1 “Standard numerical coding for railway undertakings, infrastructure managers and other companies involved in rail-transport chains”

The changes into the draft Leaflets were approved at three meetings of the PWG CI and the 71st meeting of the OSJD/UIC joint group on “Coding and Information Technology”. The Leaflet was submitted for the approval by CGD meeting XXXIII.

The draft updated document “OSJD and UIC regulations for managing the codes of enterprises” was developed with two annexes included. The work on updating the joint OSJD/UIC document continues in 2018.

Leaflet O 920-6 “Unified digital coding of additional, customs and other charges”

In 2017 the updating works as to the Leaflet were continued without the UIC participation, as an OSJD Leaflet. The Ukrzaliznytsia PJSC being a leading duty holder provided the draft updated Leaflet to the OSJD Committee, having coordinated it in a working procedure with the experts of the PWG CI, for its subsequent submission for approval by CGD meeting XXXII. The CGD meeting approved the OSJD Leaflet O+R 920-6. The OSJD Committee published the Leaflet in accordance with the working procedure.

The experts of the Ukrzaliznytsia PJSC being a leading duty holder presented the updated draft Leaflet O+R 920-6 to the PWG CI expert meeting participants (26 September 2017), in which the list of codes was replaced by a reference to the CEFAC UNECE website containing the UN Recommendation No. 23 and the updated list of codes. The PWG CI expert meeting approved the changes into the draft Leaflet. The final meeting of the PWG CI agreed on the submitted draft Leaflet O+R 920-6 and took a decision to submit it for approval by meeting XXXIII of the Conference of General Directors in 2018.

Leaflet O 920-13 “Standard coding and data structure required in the international railway freight traffic”

ZSSK Cargo, being a leading duty holder as to Leaflet O 920-13 sent a draft updated version of this Leaflet to the expert meeting participants (26 September 2017). The expert meeting considered it necessary to continue the work on this Leaflet in accordance with the PWG CI Work Plans for 2017 and 2018.

The 71st meeting of the OSJD/UIC Joint Group (27 September 2017) decided that when developing the OSJD draft leaflet it was necessary to take into account the changes made to the current version developed by the UIC.

Leaflet R 910-1 “Recommendations as to the form of the Wagon Sheet and Instruction for its filling in while transferring wagons between the OSJD railways”

The ‘KTZ NC’ JSC, being a leading duty holder of this leaflet, following the results of the analysis has ascertained that further actualization of the Leaflet was meaningless, because the “Agreement on PGW”, the annexes 2, 2a, 2.1 and 2.1a to the PGW contain the form and the procedure for filling in the wagon sheet. The ‘KTZ NC’ JSC, being a leading



Specialist of OSJD PWG
on Coding and IT
Peter Šabik



The “Lithuanian Railways” JSC uses a number of advantages for the development of combined and multimodal transport of goods

duty holder, suggested that Leaflet R 910-1 be cancelled. The next expert meeting and the PWG CI final meeting approved the cancellation of the leaflet. The Leaflet was canceled on 1 January 2018 therewith.

Leaflet O 917-5 "Description of Hermes system"

The draft updated Leaflet was sent on 2 February 2017 for consideration of the railways applying the HERMES system.

MAV CJSC, PKP, RZD JSC, ZSR, Ukrzaliznytsia PJSC and Rail Cargo Hungaria CJSC informed the OSJD Committee about their consent with the changes and amendments into the draft Leaflet.

The 71st meeting of the OSJD/UIC Joint Group considered the information that the work of the HERMES group was ongoing in the UIC with a view to presenting the consolidated edition of Leaflet O 917-5 in the near future.



Presidium of the final meeting of the OSJD PWG on Coding and IT (14-16.11.2017, OSJD Committee)

Interaction with UIC

The 71st meeting of the OSJD/UIC Joint Group on "Coding and Information Technology" was held within the framework of the expert meeting of the OSJD Permanent Working Group on Coding and IT in the OSJD Committee on 27 September 2017.

The agenda of the meeting contained the following items:

- Updating the joint OSJD/UIC leaflets O 920-1, O 920-13 and O 917-5;
- Cancellation of the joint OSJD/UIC leaflets O 920-6, O 920-7, O 920-11 and O 920-15;
- Updating the list of coordinators as to the joint OSJD/UIC Leaflets.
- Updating the "Statute of the Joint OSJD/UIC Group on 'Coding and Information Technology'";
- Updating the "OSJD and UIC Regulations as for managing the company codes";
- Solution as to the PWG CI experts' access to collaborative products on the UIC Website;
- Participation in meetings of the OSJD/UIC Joint Group on "Coding and Information Technology";
- Date and venue of the TAF TSI and TAP TSI Workshop and the 72nd meeting of the OSJD/UIC Joint Group on "Coding and Information Technology" in 2018.

The following documents, introduced within the framework of UIC in cooperation with OSJD, have been updated on the OSJD website:

- o List of railway codes of countries in accordance with Leaflet O 920-14;
- o Codes of railway enterprises according to Leaflet O 920-1;
- o Codes of border crossing points according to Leaflet O 920-2;
- o Unified distance tables for international freight traffic (DIUM), including the countries which data are not in the "List of Freight Stations of the OSJD Member Countries".



Final meeting of the OSJD PWG on Coding and IT (14-16.11.2017, OSJD Committee)

Within the framework of the joint OSJD/UIC project of the Railway Interchange Coding System (RICS), works were carried out to assign or modify 92 4-digit codes by the applications received from railway enterprises.

During the year, the issues of assigning or modifying the railway service facilities data, including the border crossing points, were resolved.

Within the framework of the subject "Paperless technology for the carriage of goods in international railway traffic"

Updating Leaflet R 942 "Technology of information support for freight traffic under

the SMGS regulations for electronic data exchange in the UN/EDIFACT standard”

The Russian Railways JSC, being a leading duty holder thereof, presented to the expert meeting participants (26-28 April 2017) the updated draft Leaflet R 942.

The PWG CI expert meeting participants (28-29 September 2017), taking into account the comments received agreed on the draft Leaflet R 942.

The PWG CI final meeting approved Leaflet R 942 and instructed the PWG CI specialist to ensure the publication of this Leaflet in a working procedure.

Development of a new Leaflet “Information technology for the interaction of carriers while applying the electronic documents”

The PWG CI expert meeting participants (26-28 April 2017) reviewed the material presented by the RZD JSC and LDZ, being duty holders, in regard to the development of an OSJD draft new Leaflet “Information technology for the interaction of carriers while applying the electronic documents”.

Having reviewed these materials, the participants in the PWG CI expert meetings came to a conclusion that the title of the Leaflet should be changed to: “Basic principles of information interaction between carriers while applying the SMGS electronic documents”.

The PWG CI final meeting agreed on the work continuation in regard to the draft Leaflet in 2018.

Implementation of the projects in the field of information support for international railway freight traffic with the SMGS consignment note data, CIM/SMGS consignment note data, train data, data of other documents used within the SMGS area, data of accompanying documents (invoice/invoice, packing list)

Information on further development of the interaction between the information systems of the project participants “Information support for international railway freight traffic” in accordance with the Work Plan of the PWG CI for 2017 was presented to the following PWG CI expert meeting participants (28-29 September 2017): BC, ‘KTZ NC’ JSC, LDZ, LG, PKP Cargo, RZD JSC, Ukrzaliznytsya PJSC and Rail Cargo Hungaria CJSC. CFR Marfa and ZSSK Cargo had provided their information on electronic data processing (EDP) to the final meeting of the PWG CI.

Updating OSJD Leaflets O+R 943 and O+R 944

At the PWG CI expert meeting (26-28 April 2017), the RZD JSC being a leading duty holder on the Leaflet presented materials on the prepared changes to Leaflet O+R 943 “Standard electronic messages library for international freight traffic under the SMGS conditions in the UN/EDIFACT” and O+P 944 “List of classifiers and codes of data elements. Library of code lists for freight traffic under the the SMGS conditions”, taking into account the changes and amendments received from the railways working within this subject, in the part of the experts’ proposals:

- from LG - to expand the list of data element codes 7065 to the full number of codes presented in UN Recommendation No. 21, additionally at the suggestion of the RZD JSC to remove the reference to the digital codes from this list, because there is no unambiguous correspondence between the alphabetic and digital codes;
- from the “Ukrzaliznytsia” PJSC - to supplement data element 4441 with the transportation status code 111 ‘readiness for delivery’;
- from LDZ – to supplement the data element 4451 with



Paperless technology for the transport of goods in international railway traffic increases significantly the efficiency of railway transport



Expert meeting of the PWG CI on the subject “Security of information resources and information and telecommunications infrastructure” (4-5.10.2017, OSJD Committee)

the ZWB qualifier “number of final delivery sheet issued for the disconnected wagon”;

- from the RZD JSC - to bring the data element 7273 in line with the SMGS terminology.

At the PWG CI expert meeting (28-29 September 2017), the leading duty holder from the RZD JSC presented the draft Leaflets, which were updated taking into account the proposals of the experts:

- from the “Ukrzaliznytsia” PJSC - with regard to additional comments on clarifying the list of data element codes 4441 (transportation status code 76 “readdressing on demand” was agreed to be deleted) and 7273;
- from the RZD - in order to support the hieroglyphics and diacritics in the part of completing the UNB segment and data element 0001, which includes a list of codes defining the syntax identifier;
- from LG – in regard to the specification in data element 7065 of the full name of the type of package in accordance with UN Recommendations No. 21.

The representatives of Russian Railways JSC submitted proposals for the PWG CI expert meeting (28-29 September 2017), to expand the IFTMIN message, taking into account the SMGS information not included in the electronic message. Comments and suggestions were sent to the final meeting by the experts of the “Ukrzaliznytsia” PJSC, BC and LDZ. OSJD leaflets O+R 943 and O+R 944 have been updated taking into account the proposals agreed by the experts to expand the IFTMIN message.

The PWG CI final meeting agreed, taking into account the comments, on the draft OSJD updated Leaflets O+R 943 and O+R 944 and decided to submit them for the approval by CGD meeting XXXIII in 2018.

Interaction with CIT

On 27 April 2017, the 9th meeting of the Joint Technical Group for the Technical Specifications of the CIM/SMGS Electronic Consignment Note was held in accordance with the agreement between OSJD and CIT.

The PWG CI experts, together with the CIT and RailData representatives, discussed issues on the following agenda items:

1. Content and titles of individual sections of the Technical Specifications of the CIM/SMGS electronic consignment note:
 - a) Proposals for the flow of messages for the electronic consignment note;
 - b) Documentation for the electronic consignment note;
 - c) Data catalogue;
 - d) Data catalogue and message structure;
 - e) IFTMIN branching chart.
2. Message chart of IFTMIN <> XML.
3. Work plan.

The first version of the technical specifications of the new electronic CIM/SMGS consignment note was submitted by the RZD JSC representatives for the consideration by the experts at the PWG CI meeting (28-29 September 2017).

The final meeting agreed (together with CIT) to include the works for the development of technical specifications for the new CIM/SMGS electronic consignment note in the draft PWG CI work plan for 2018.

Within the subject of “Security of information resources and information and telecommunications infrastructure”

As part of the work of railway experts and concerned OSJD affiliated enterprises, the following subjects were developed or improved:

1. Continuation of exchange of electronic transport documents with EDP/EDS during the cross-border traffic continued to be developed on the basis of TTP technologies, as well as on the basis of other bilateral mutually agreed solutions. Generalization of operational experience of the relevant organisational and technical solutions was continued.
2. Updating the OSJD Leaflet R 941-3 “Recommendations as to the application of Trusted Third Party technology to ensure the legal significance of electronic documents in the cross-border traffic” of the railways of the OSJD member countries.



Expert meeting of the PWG CI (04-05.10.2017, OSJD Committee)

3. Updating the OSJD Leaflet R 941-4 "Description of the typical technical specifications for the cross-border interaction of 'Public Key Infrastructure' of the railways of the OSJD member countries" regarding the registration of new schemes for cross-border information interaction.
4. Application of schemes for recognizing the legal significance of electronic documents signed by the ES/EDS during the implementation of multilateral (transit) railway traffic was going on.
5. Operation and maintenance of the Specifications' Bank Portal related to the schemes of cross-border interaction, organisational and technical documentation, including the support for the version in English. Updating technological and software solutions and regulatory documents contained in the Portal in the event when new cross-border interaction schemes are put into permanent operation.
6. Monitoring and analysis of the projects in the field of cross-border electronic interaction, conducted in the European Union and the countries of the Asian and Pacific region. Preparation of recommendations as to the accounting of new regulatory documents and standards in the implementation of cross-border traffic on the basis of TTP technologies, including those posted on the Specifications' Bank Portal related to the schemes of cross-border interaction schemes.



Presidium of the 71st meeting of the OSJD/UIC Joint Group on "Coding and information technology" (27.09.2017, OSJD Committee)

Within the subject of "Information support for freight and passenger international railway traffic. Technical specifications for interoperability in freight and passenger international railway traffic"

Preparation and holding of a seminar as to the implementation of the Technical Specification for Interoperability in Freight and Passenger International Railway Traffic (TAF TSI and TAP TSI)

The Seminar did not take place in 2017. UIC has shown its willingness to organise the Seminar in May 2018.

Within the subject of "OSJD Website"

Further improvement of OSJD Website

The PWG CI specialist presented the issues related to the improvement of the OSJD Website for discussion by the members of the OSJD Committee in June 2017. The meeting of the OSJD Committee members took note of the information on the location, sorting and functions of the Leaflet search system on the external portal. On 13 September 2017 a meeting of OSJD Committee representatives responsible for maintaining the OSJD Website was held with the InEx LLC executive director. At this meeting, proposals were discussed to improve the OSJD Website, better its functionality and efficiency. An aid-memoire was compiled basing on the results of this meeting.

The PWG CI specialist informed the next meeting of the OSJD Committee members (25 September 2017) about the results of the meeting. The InEx LLC promised to prepare a draft re-design version of the OSJD Website in several alternative options.

All OSJD working bodies make use of the capabilities of the internal portal of the OSJD Website. The PWG CI also uses the "Comments" tool.

Experts from 11 OSJD member countries, 3 affiliated enterprises, 1 IT company and 2 international and other organisations (altogether 126 participants) took part in the events organised by the PWG CI during 2017.



Two-section diesel locomotive 2TE25K "Peresvet" (Russian Railways)

1.7. Financial and accounting issues

In 2017 the activities carried out by the Permanent Working Group on Finance and Accounting (PWGF) were focused on the implementation of the resolutions adopted by the Conference of General Directors, and were in accordance with the PWGF Work Plan for 2017.

The main aspect of activities of the PWGF included the work in the field of debts payment and reduction of indebtedness of railways among themselves. Basing on the data submitted as of 31.01.2018, the total indebtedness of railways amounted to CHF 218.4 million having been reduced by CHF 10.2 million or by 4.5% as compared to the data as of 31.01.2017.

In accordance with the Work plan, in 2017 two meetings of the representatives from the railways that are parties to the Agreement on the Rules for Accounting in international passenger and freight railway traffic (further on referred to as Agreement on the Rules for Accounting), as well as three meetings of the PWGF expert group were held.

In 2017, the PRGF continued to implement the CGD decisions related to the revision of the 'Agreement on the Rules for Accounting' and the 'Rules for Accounting' in international passenger and freight railway traffic (hereinafter referred to as the 'Rules for Accounting'), taking into account the liberalization of the railway services market and structural changes occurring on the railways of the OSJD member countries. The revision is aimed at creating conditions for participation in the 'Agreement on the Rules for Accounting' of several parties from one country.



Specialist of OSJD PWG
on Finance and Accounting
Kunka Kirkova



Final meeting of the PRGF (10-13.10.2017, OSJD Committee)



New and modernized rolling stock on the Bulgarian Railways

The PRGF has fulfilled the decision of CGD meeting XXXII (17-21 April 2017, Republic of Belarus, Minsk) on agenda item 5. The activities to revise the 'Agreement on the Rules for Accounting' and the 'Rules for Accounting' was completed in December 2017. The terms for potential participants to join the 'Agreement on the Rules for Accounting', after the comprehensive amendments and additions to the 'Agreement on the Rules for Accounting' came into effect on 1 February 2018, have been posted on the OSJD Website. The 'Agreement on the Rules for Accounting' with all its annexes has been posted on the Website, as well.

While revising the Agreement, the conditions for the new participants to join the 'Agreement on the Rules for Accounting' were developed, having provided the principles for decision-making (voting), the possibility to ensure the mutual settlements in various ways (direct settlements between the parties, settlements through an authorized party), etc. In the revised version of the 'Agreement on the Rules for Accounting' the results of the SMGS, SMPS, PGW and PPW revision have been taken into account. In addition, the analysis of the use by the railways - Parties to the Agreement of the settlement articles and forms of settlement documents, the results of which have

been also reflected in the revised version of the 'Agreement on the Rules for Accounting'.

The PWGF continued its work to improve the technologies and to reduce the account settlement duration periods for the transport services in international railway traffic.

In the course of the year, the meetings of experts and parties to the Agreement on the Rules for Accounting discussed and brought into force in specified time the respective amendments and supplements into the current Rules for Accounting.

In view of the adopted amendments and supplements, in March 2017 the Agreement on the Rules for Accounting and the Rules for Accounting were republished, the "OSJD Information Handbook on mutual accounting in international passenger and freight railway traffic was prepared and made available on the OSJD Website, which includes the updated data of the banking details and legal addresses of the accounting organisations submitted by the railways that are parties to the Agreement on the Rules for Accounting, and other necessary information.

Within the framework of cooperation with the UIC in the field of financial and accounting activities, a joint OSJD/UIC seminar on financial and accounting issues was held in the OSJD Committee on 27 June 2017, which was attended by over 15 representatives from the railways that are parties to the Agreement on Rules for Accounting, as well as representatives of the OSJD Committee.

During the seminar, presentations were delivered and discussions were held on the issues under consideration. The seminar participants noted positive interaction results of the PRGF experts and the UIC Finance Committee representatives and decided to continue further this cooperation.

During the reporting period, the PRGF considered the issues of mutual settlements and the status of arrears between the parties to the 'Agreement on the Rules for Accounting' and summarized the information as of 31.07.2017 and 31.01.2018.



PRGF Expert Meeting (27.02.-02.03.2018, OSJD Committee)



The Presidium of the OSJD/UIC Joint Workshop on improving the methods of mutual accounting and debt reduction (August 28, 2013, Vilnius, Lithuania)



Meeting of PRGF experts on the subject "Improvement of the current account mechanism in the Rules for Accounting" (28-30.08.2018, Vilnius, Lithuania)

1.8. Issues of Vocational Training in the field of Railway Transportation

For the reporting period, the Ad Hoc Working Group (AWG) on the Issues of Vocational Training in the Field of Railway Transportation, which had been established in accordance with the decision of session XLIII of the OSJD Ministerial Conference (2-5 June 2015, Ulan Bator, Mongolia), organised and held three meetings.

In execution of the decisions of session XLIV of the OSJD Ministerial Conference, a high-level OSJD Seminar under the subject "Challenges and new opportunities for personnel training in international railway traffic in the XXI-st century" (14–15 February 2017, Warsaw, Republic of Poland) was successfully conducted. Following the outcome of the Seminar the seminar participants jointly elaborated the Recommendations as to the development of staff competencies, which are preconditions for a seamless functioning of railway transport.

In view of the tasks and objectives entrusted to the AWG, based on international experience and practice of international organisations in the field of vocational training, as well as taking into consideration the Recommendations of the Seminar participants, the AWG members considered that it was reasonable to perform the following tasks in the course of its activities:

- to continue its work within the OSJD framework on the development of vocational training in the field of railway transportation and recommend all the railways, including those which are not OSJD members, and organisations concerned to take active part in this work;
- to establish within the OSJD framework a platform, on a permanent basis, for support the dialogue between the government agencies, railway undertakings and educational organisations;
- to note the expedience to develop the OSJD recommendations on minimal requirements for staff qualification in the field of railway transport;
- to develop the programmes for training, advanced training and education of the OSJD staff members on the basis of OSJD regulatory and legal documents that regulate all aspects of the railway transport operation;
- to consider a possibility to establish within the OSJD framework a system for international accreditation of educational organisations and certification of training programmes;
- to conduct negotiations on the OSJD platform with any other international organisations concerned in order to elaborate joint programmes for training (advanced training) on the matters of organisation of multimodal transportation with an emphasis placed on the relevance of development of the Eurasian transport connections;
- to study the issue and prepare recommendations with regard to establishing an OSJD educational body specialized in the issues of vocational training in the field of railway transport;
- to prepare proposals on pilot training projects within the framework of OSJD;
- to establish a single information OSJD Internet-resource to popularize the issues of vocational training/education in the field of railway transport.

Complying with Paragraph 7 of the decision of session XLV of the OSJD Ministerial Conference, the AWG carried out its activities in order to implement the following instructions, in particular:

- It carried out and com-



Presidium of meeting X of the AWG on vocational training/education in the field of railway transport (13-15.06.2018, OSJD Committee)



Participants in meeting IX of the AWG on vocational training/education in the field of railway transport (13-15.02.2018, OSJD Committee)

pleted the work aimed at establishing a system of definitions, prepared a draft section of the OSJD Glossary on the issues of vocational training in the field of railway transport;

- It considered and analyzed the submitted replies which were of interest and support from the OSJD member countries on the topics proposed by the AWG for further development of standard programmes for training, advanced training and education of staff members on the application of OSJD documents.



Meeting of the AWG on vocational training/education in the field of railway transport (14-15.11.2017, OSJD Committee)

The AWG defined the following leading duty holders for the implementation of pilot programmes at national level:

- "Application of the SMGS consignment note for the organisation of goods carriage in direct railway-ferry services (multimodal transportation)" – PLASKE JSC and Ukrzaliznytsia (Ukrainian Railways) PJSC";
- "OSJD, regulatory-legal basis, introduction course",
- "Organisation of international railway passenger transportation, regulatory control of international passenger traffic on the basis of OSJD documents and their digitalization (computerization)",
- "Regulatory control of international freight traffic based on the OSJD documents and their digitalization (computerization)", – Association of Transport High Schools" and RZD JSC;
- "Organisation of railway freight transportation, practical application of the SMGS consignment note and its filling in" – 'KTZ NC' JSC.

The AWG considers it advisable to organise at the first stage preparation and implementation of the pilot projects for training on the approved subjects in 2018-2019 and, basing on the analysis of the results, to develop standard programmes for training as well as develop proposals on common approaches and methodology in the field of vocational training organised within the framework of the OSJD.

The AWG discussed the proposals submitted by the OSJD member countries with regard to the draft information Internet-resource of the OSJD to make popular the issues of vocational training in the field of railway transport.

Basing on the viewpoints of the OSJD member countries, the AWG approved in the whole the structure and text content available for the Internet-resource in view of the comments made and also noted that the text content of the Internet-resource would change in accordance with respective decisions to be adopted by the AWG, the OSJD governing bodies and the OSJD Committee.

The AWG continued its work on the development of proposals with regard to establishment and functioning of the OSJD body specialized in the issues of vocational training/education in the field of railway transport as well as procedures for issuing the OSJD documents of training.



Participants in the OSJD High-Level Seminar "Challenges and new opportunities for staff training in the field of international railway traffic in the 21st century" (14-15.02.2017, Warsaw, Republic of Poland)

2.

Activities of OSJD Governing Bodies



In hall of session XLV of the OSJD Ministerial Conference (5-8.06.2017, Sochi, Russian Federation)

2.1. OSJD Ministerial Conference

The XLV session of the OSJD Ministerial Conference took place in Sochi (Russian Federation) from 5 through 8 June 2017 with the participation of the ministers and authorized representatives from the ministries and agencies managing railway transport of the OSJD member countries. The session was also attended by the representatives from the OSJD Observer - FPC JSC - and invited guests from the international organisations: UNECE Inland Transport Committee, Eurasian Economic Commission (EaEC), Directorate-General for Mobility and Transport of the European Commission (DG MOVE), Intergovernmental Organisation for International Carriage by Rail (OTIF), International Rail Transport Committee (CIT), International Union of Railways (UIC), as well as Ministry of Land, Transport and Maritime Affairs of the Republic of Korea³.

The OSJD Ministerial Conference noted that the OSJD Programme and Work Plans for 2016 had been implemented. The Conference adopted the "Report on the Activities of the Organisation for Cooperation between Railways for 2016", "OSJD Programme for 2018 and years to follow", "Report of the OSJD Auditing Commission for 2016", as well as the OSJD Committee Budget for 2017 and Provisional Budget for 2018).

The Conference approved the results of work for 2016 of the OSJD Commission on Transport Policy and Development Strategy and the OSJD Commission on Transport Law.

In the course of discussing the work progress in the field of transport policy and development strategy, significant decisions were taken, including: progress in fulfilling measures towards further development of railway infrastructure and attraction of additional volumes of goods in the certain sections of the OSJD railway transport corridors.

In the field of transport law, the decisions were taken aimed at improving the SMPS Agreement and Service Instruction to SMPS, SMGS Agreement and Service Instruction to SMGS, in particular it was decided as follows:

- to complete the development of the "Document regulating the issues being related to service staff of the entities involved in international passenger traffic";
- to continue work on the draft amendments and additions to SMGS and Service Instruction to SMGS, regulating the application of electronic documents for the carriage of goods in international freight traffic;
- to recommend the Parties to the SMGS Agreement to adopt measures in order to adopt the amendments and additions to Annex 2 to SMGS "Rules for the Transportation of Dangerous Goods" as soon as possible in view of the interests of all the Parties to the Agreement.

The Ministerial Conference took note of the information related to the "Progress of work of the International Conference on the adoption of the text of the Convention on Direct International Railway Traffic"; therefore, organisation of two sessions of the International Conference on the adoption of the text of the Convention on Direct International Railway Traffic was distinguished.

Considering the issue of Recommendations to be prepared on the common approaches in the field of vocational training, the Ministerial Conference supported the Recommendations developed by the participants in the OSJD High-Level Seminar under the subject "Challenges and new opportunities of personnel vocational training/education in the field of international railway traffic in the XXI century".

At the invitation of the Ministry of Transport and Roads of the Kyrgyz Republic, it was decided to organise session XLVI of the Ministerial Conference in Kyrgyzstan from 5th till 8th of June 2018.

3 At present - Ministry of Land, Infrastructure and Transport of the Republic of Korea, member of OSJD since June 2018



Meeting of the heads of delegations at session XLV of the OSJD Ministerial Conference (5-8.06.2017, Sochi, Russian Federation)

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

At the invitation of the Head of Byelorussian Railway, meeting XXXII of the Conference of General Directors (Authorized Representatives) of OSJD Railways was held in the city of Minsk (Republic of Belarus) from 17 through 21 April 2017. The Conference was attended by the delegations from 23 railways – members of the Conference, as well as by the representatives from the OSJD Observers and OSJD Affiliated Enterprises.

The meeting approved the results of work of the OSJD working bodies falling within the competence of the Conference of General Directors. It also took the following decisions:

- amendments and additions were approved with entry into force from 1st of June 2017 with regard to the Harmonized Nomenclature of Goods (GNG);
- a number of OSJD Leaflets was adopted; the leaflets that had no relevance any longer were canceled, being in the field of infrastructure and rolling stock as well as in the field of coding and IT-technologies;
- it was assigned to complete the revision of the "Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic" and the "Rules for Accounting in International Passenger and Freight Railway Traffic" in view of participation of multiple parties from one country and a variety of settlements of accounts as well the results of revision of the SMGS and SMPS Agreements, PGW and PPW Rules.

The Conference participants addressed the Heads of Railways AZD, CJSC RAI and TRK which had the long-standing indebtedness to take effective measures on the repayment of debts and inform the participants in CGD meeting XXXIII on the measures taken by them.



Presidium of the plenary session of CGD meeting XXXII (from right to left): Vice-Chairman of OSJD Committee V. Zhukov, Chairman of OSJD Committee T. Szozda, Minister of Transport and Communications of Belarus A. Sivak, Head of the Byelorussian Railway V. Morozov, Secretary of the OSJD Committee A. Kiss



In hall of CGD meeting XXXII (17-21.04.2017, Minsk, Republic of Belarus)

The OSJD Work Programme for 2018 and the years to follow within in the part of the Conference competence was adopted.

The Conference granted the status of an OSJD Affiliated Enterprise to six companies.

The OSJD Conference of General Directors considered the materials and documents made for submission to the session of the OSJD Ministerial Conference and prepared recommendations on them for the session, in particular with regard to the Report on the Activities of the Organisation for Cooperation between Railways for 2016, OSJD Committee Budget, as well as proposals made by the AWG on the issues of vocational training/education in the field of railway transport.

3.

Participation of Observers and Affiliated Enterprises in OSJD activities



The ICE 4 high-speed trains have been introduced by DB AG (OSJD observer) on Hamburg – Munich Railway line since December 2017 (Photo: DB AG)

3.1. Co-operation with Observers



As of the end of the reporting year of 2017, seven railways had the status of OSJD Observers, in particular German Railway JSC (DB AG), Organisation of Greek Railways (OSE), National Society of French Railways (SNCF), Finnish Railways (VR), Serbian Railways JSC, Győr-Sopron-Ebenfurt Railway CJSC (GySEV - ROeEE) and Federal Passenger Company JSC (FPC).

The Observers' participation was notable in the activities of the OSJD Commissions and expert meetings on individual subjects of the Work Plans. They took active part in the activities relating to the improvement of the SMGS Agreement and Service Instruction to SMGS, activities of the CIM/SMGS Ruling and Coordination Groups, work towards the unified railway law, practice in facilitation of border crossing by railway transport, creation of the list of freight stations of the OSJD railways, organisation of large-container traffic between Europe and Asia, improvement of operation of border stations, coordination of train schedules and schemes of passenger trains formation, registration of tickets and travel documents under the conditions of new sales technologies development, paperless technology in the international railway freight traffic, development of leaflets of technical nature, as well as tariffs and commercial issues.



Statements by Oleg Nikitin, Deputy Director General of FPC JSC, and Sandeep Raj Jain, representative of UNESCAP, at CGD meeting XXXIII (16-20.04.2018, Da Nang, Vietnam)

3.2. Cooperation with OSJD Affiliated Enterprises

The participation form in the OSJD activities as an affiliated enterprise indicates the business character of the Organisation that is open for cooperation with enterprises from any countries, of different activity profiles, irrespective of the form of ownership or enterprise type. One of the major criteria of the possibilities to cooperate as an OSJD affiliated enterprise is the application form to be completed by an enterprise expressing its interest. Session XL of the OSJD Ministerial Conference decided to provide access for the OSJD affiliated enterprises to participate in the activities of the OSJD working bodies established not only at the level of the Conference of General Directors but also at the level of the OSJD Ministerial Conference.



Representatives of affiliated enterprises at a CGD meeting XXXIII (16-20.04.2018, Da Nang, Vietnam)

The OSJD Affiliated Enterprises in the previous periods of time were basically as suppliers of products for railways in the field of transport construction and services, as well as producers of technical equipment. Recent years have seen a notable accession of a number of enterprises, which were licensed carriers, operators of rolling stock and freight forwarders. Therefore, the affiliated enterprises more and more participate in the activities related to the freight and passenger traffic and they intend to take part in the discussion of transport law issues.

The affiliated enterprises not only participated in the activities and meetings of the OSJD working bodies but also hosted and organised the OSJD events in some cases. Representatives from the affiliated enterprises took part on a regular basis in the meetings of the Conference of General Directors (Authorized Representatives) of OSJD railways.

In 2017, CGD meeting XXXII granted the status of an OSJD Affiliated Enterprise to six companies, in particular two companies were from Russia and four companies were from China.

A significant contribution was made in 2017 by the OSJD affiliated enterprises in the activities of the Ad hoc Working Group (AWG) on the issues of vocational training/education in the field of railway transport, being established in 2015. Eight OSJD railways and five OSJD affiliated enterprises participate in the AWG activities. The AWG is chaired by the General Director of the PLASKE JSC, an OSJD affiliated enterprise; and a representative from the International Association



Representatives of affiliated enterprises at the annual meeting of the OSJD Commission on Freight Traffic (10-13.10.2017, OSJD Committee)

of Transport High Schools, which is also an OSJD affiliated enterprise, is the co-chairman of the AWG. In the course of 2017 there were three AWG meetings held, as well as an OSJD High-Level Seminar named as "Challenges and new opportunities of personnel vocational training/education in the field of international railway traffic in the XXI century" was organized within the framework of the AWG.

The number of the OSJD Affiliated Enterprises, that have a current Agreement on cooperation with the OSJD, changes with every passing year, and as of the end of 2017 their number amounted to 45.

Rolling stock on the OSJD observer railways

"Allegro" high-speed train in communication between St. Petersburg (Russia) and Helsinki (Finland)



New traction rolling stock of GySEV JSC (Austria-Hungary)

Modern commuter DMU produced by "Stadler" on the Railways of Greece



The "Duplex" double-decker high-speed train of the Railways of France

Modern commuter DMU produced by "Stadler" on the Railways of Serbia



4.

Cooperation with International Organisations



A passenger train of the Vietnamese Railway

4.1. Cooperation with the UN Economic Commission for Europe (UNECE)

Noting the key role of UNECE activities in the development of Eurasian transport links, higher performance of railway transport, improvement of legal relations, facilitation of border crossing procedures for international railway traffic, development of combined and intermodal transportation, transport of dangerous goods, the OSJD cooperated and took active participation in the activities of a number of the UNECE working groups, in particular:

- On Railway Transport (SC.2);
- On Customs Questions affecting Transport (WP.30);
- On the Transport of Dangerous Goods (WP.15);
- On Transport Trends and Economics (WP.5);
- On Intermodal Transport and Logistics (WP.24);
- On Regulatory Cooperation and Standardization Policies (WP.6).

Much attention was paid to cooperation in the field of Eurasian transport links development, bringing in line the OSJD railway transport corridors with the requirements of the European Agreement on Main International Railway Lines (AGC) as well as working out joint actions on the facilitation of border crossing procedures in international transport by rail, which made it possible to draft and adopt Annex 9 "Facilitation of border crossing procedures in the international transport by rail" to the International Convention on the Harmonization of Frontier Controls of Goods" of 1982. In 2017 the OSJD member countries continued their work on implementation of the Annex.

Work was carried out purposefully by the Informal group under the aegis of the UNECE in order to prepare a draft new Convention on facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail. The group managed to make corrections in the draft new Convention in view of the proposals and comments submitted by the EU countries and UNECE, which made it possible to submit the draft Convention to the 146th, 147th sessions of the WP.30 Working Party and 71st session of the SC.2 working party for consideration.

In 2017 work was underway within the framework of the subject "Towards Unified Railway Law" in the Pan-European region and within the Euro-Asian transport corridors, which was initiated by the UNECE in 2010. In 2017 the expert group in collaboration with the countries concerned worked on organisation of a practical field-test of a draft new legal regime that was developed by that group.

For the purpose to coordinate the activities carried out by OSJD with regard to harmonizing and updating the Rules for the transport of dangerous goods (Annex 2 to SMGS) with the RID Rules, in 2017 the representative from the OSJD Committee being responsible for the work in this field of activities took part in the meetings of the UNECE ITC Working Party on the Transport of Dangerous Goods (WP.15).

The OSJD Committee Chairman participated in the 79th session of the Inland Transport Committee (UNECE ITC), at which he informed the session participants on the OSJD activities in the field of international railway traffic development, current challenges, as well as the work carried out by OSJD in cooperation with the UNECE.



Representatives of UNECE ITC, CIT, UIC, DG MOVE and OTIF at session XLVI of the OSJD Ministerial Conference (5-8.06.2018, Bishkek, Kyrgyz Republic)

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

Representatives from the OSJD Committee took part in the Joint UNESCAP-OSJD Seminar on “Strengthening Railway Transport Connectivity in South and Southwest Asia”, which was held in New Delhi (India) in the period from 15th through 16th March 2017. During the Seminar the delegation from the OSJD Committee familiarized the Seminar participants with the OSJD activities, including the OSJD structure, OSJD fundamental documents, main aspects of activities of the OSJD working bodies, and replied to the interesting questions of the Seminar participants.

Within the framework of the Seminar, a bilateral meeting took place between the delegation from the OSJD Committee and the top management of the Ministry of Railways of India, in the course of which the Indian side expressed its interest in close cooperation with the OSJD and approached with a proposal to support the initiative on implementation of the project for organisation of a demonstration run of a container train on the route running from Bangladesh to Bulgaria, one of the options of the route was proposed as follows: India – Pakistan – Iran – Turkey – Bulgaria.

On 20-23 August 2017 consultations were held between OSJD and UNESCAP on the issues of cooperation between the two organisations in the field of international railway traffic development in Asia and between Asia and Europe.

The parties confirmed their readiness for cooperation in order to implement the provisions of the Memorandum of Understanding signed between OSJD and UNESCAP.

The OSJD representatives informed the UNESCAP delegation about the activities of the Ad Hoc Working Group (AWG) on vocational training/education in the field of railway transport.

The specialist of the OSJD Permanent Working Group on Coding and Information Technology (IT) informed the UNESCAP representative on the electronic data interchange in the OSJD member countries and handed over respective documents relating to this issue. In the course of the discussion, it was decided that it was necessary to arrange data interchange for the effective development of railways in Asia and between Asia and Europe as follows:

- a) between the railways of two and more countries;
- b) between the railways and state control bodies engaged in railway transport border crossing procedures;
- c) between the state control bodies of two and more countries engaged in railway transport border crossing procedures, for this purpose the control standards of those countries must be harmonized.

In this respect, the OSJD Committee agreed to study in conjunction with the UNESCAP the possibilities of development of a respective arrangement between the countries in order to harmonize communications for the facilitation of conditions of railway transportation in Asia and between Asia and Europe.

In accordance with the request of the UNESCAP, the OSJD Committee agreed to take part in the joint development of a mechanism aimed at increasing the effectiveness of the railway border crossing procedures.

The Latvian Railway (LDZ) together with the OSJD Committee organised and conducted a technical tour for the UNESCAP representatives in order to make them familiarized with the process of interaction between the railway and the state control bodies for border crossing in international railway traffic.

OSJD and UNESCAP will continue to study possible ways of organisation and conducting a joint meeting/seminar/workshop on the harmonization of the rules and provisions for facilitation of international railway traffic, which was to be held in the beginning of 2018.



Joint UNESCAP-OSJD Workshop on Strengthening Railway Transport Connectivity in South and South-West Asia (15-16 March 2017, New Delhi, India)

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

The OSJD and OTIF have been cooperating within the framework of a cooperation understanding since June 1991. The mainframe document was signed between the two organisations - OSJD and OTIF - in February 2003 under the title "Cooperation between OSJD and OTIF. Common Viewpoint" (Common Position) and is a fundamental document for cooperation.

In 2017, the OSJD and OTIF representatives participated in the activities carried out by the UNECE Expert Group towards unified railway law. On a regular basis, cooperation was implemented, information was exchanged and consultations were conducted on that issue between the OSJD Committee and the OTIF Secretariat, as well.

Cooperation and information exchange continued in the field of the legal interoperability provision between CIM and SMGS and further extension of the application scope of the uniform CIM/SMGS consignment note. Taking into account the concern of OSJD and OTIF in providing mutual and effective interchange of electronic data for international railway traffic between different systems, cooperation and information interchange continued in that field of activities.

Cooperation continued in the field of updating the rules for the transport of dangerous goods. That work included the amendments and additions made into the international legal documents regulating the rules for the transport of dangerous goods (Annex 2 to SMGS, UN Recommendations – 19th edition, RID Rules and ADR Rules, etc.), taking into account the specific features of railways operation in the OSJD member countries. At present, there are significant discrepancies between the provisions of the RID Rules, ADR Rules and ADN Rules of the 2017-edition and those of Annex 2 to the SMGS of 2015. The two organisations agreed to continue cooperation in that field of activities. In particular, it would have to consider the possibilities of cooperation in two particular aspects. Firstly, the frames of work must be extended for the Joint RID/ADR/AND meeting by means of inclusion of Annex 2 to SMGS, which will improve cooperation among the international regulatory agencies engaged in the field of transport of dangerous goods. Secondly, the Russian and English translation of the respective EN/GOST standards must be provided with the participation of standardization agencies.

The OSJD Commissions on transport policy and development strategy and on infrastructure and rolling stock continued exchanging information as to the activities and prospects for work with the OTIF Technical Committee of Experts. In the future, the two organisations will consider joint activities to provide interoperable approaches between OSJD and OTIF, as well as possibilities of cooperation in the field of noise reduction for transport vehicles and automatic coupling of wagons.

The OSJD and OTIF representatives participate in the project "Postal Consignments by Rail in communication between China and Europe" and the meetings of the Task Force of the Universal Postal Union (UPU Task Force). The two organisations note that the project is a new possibility to extend the area of use of the CIM/SMGS consignment note. The promotion of the successful implementation of the project within the framework of OSJD and OTIF is of common interest.

On 14 November 2017 a meeting took place in the premises of the OTIF Secretariat (Bern, Switzerland) between the top officials of the OSJD Committee and OTIF Secretariat. The meeting participants exchanged their opinions with regard to the possible new aspects of cooperation and discussed the document "Common Viewpoint" ("Common Position") for the purposes of its updating.

As a result of discussion, the following three topics have been identified in which the OSJD and OTIF experts would have to work jointly, namely:

- digitalization of transport documents,
- harmonization of the Rules for the transport of dangerous goods,
- cooperation in the field of technical interoperability in order to improve the electronic data interchange for freight traffic.



Representatives of OTIF, CIT and DG Move at session XLV of the OSJD Ministerial Conference (5-8.06.2017, Sochi, Russian Federation)

4.4. Cooperation with the International Rail Transport Committee (CIT)

In 2017 cooperation between the OSJD and CIT was implemented by the OSJD Committee and the CIT General Secretariat on the basis of the Memorandum on Cooperation between the Organisation for Co-Operation between Railways (OSJD) and the International Rail Transport Committee (CIT), which was signed in Ulan Bator (Mongolia) on 4 June 2015.

Cooperation continued in the field of development of proposals and recommendations for the improvement and harmonization of the regulation process of international railway passenger and freight traffic, promotion of organisation of the carriage of goods under the application of the CIM/SMGS consignment note and development of measures aimed at higher competitiveness of railway transport.

The OSJD and CIT continued exchanging their information on concrete samples of “best practices” of services rendered to passengers and organisation of the carriage of goods.

On 14 February 2017 a meeting was held between the top officials of the OSJD Committee and the CIT General Secretariat, at which issues were considered with regard to amendments and changes to be prepared and included into the CIT products and OSJD documents, planning, organisation and holding of meetings in the field of CIM/SMGS legal interoperability, completion phase of activities of the CIM/SMGS Ad Hoc Technical Group of Experts for updating the technical specifications and publication of technical specifications for the electronic CIM/SMGS consignment note; information exchange on other issues of current relevance took place as well.

In 2017, the OSJD Commission on Transport Policy and Development Strategy and CIT cooperated in the field of development of measures aimed at facilitation of border crossing procedures for international railway traffic in the Eurasian area.

In 2017, the experts of the OSJD Commission on Transport Law participated in the 13th and 14th meetings of the CIT CIV/SMPS Working Group. Within the framework of the Group, information was exchanged with regard to the application of the provisions of international legal instruments and protection of personal data in the field of international passenger traffic by rail. The above-mentioned meetings also listened to information on new tendencies in development of international passenger traffic by rail, amendments and additions to the SMPS and CIV, as well as other issues.



After signing of the Memorandum on Cooperation between OSJD and CIT OSJD Committee Chairman T. Szozda (right) and CIT Secretary General Cesare Brand (4.06.2015, Ulan Bator, Mongolia)



OSJD-CIT Joint Seminar on the subject “Legal aspects of the application of the CIM/SMGS consignment note regarding the transportation of goods in international traffic by rail” (03-04.09.2018, OSJD Committee)

In 2017 the participants in the project “CIM/SMGS transport-legal harmonization” carried out activities aimed at the improvement of Annex 6 “CIM/SMGS Consignment Note Manual (GLV CIM/SMGS)” to SMGS and at the extension of the application scope of the CIM/SMGS consignment note. The meetings of the CIM/SMGS expert group and the CIM/SMGS Steering group prepared and considered amendments and additions to Annex 6 “CIM/SMGS Consignment Note Manual (GLV CIM/SMGS)” to the SMGS. The amendments and additions were devoted to harmonization of the blank forms of the CIM/SMGS documents and blank forms of the SMGS documents.

4.5. Cooperation with the European Union Agency for Railways (ERA)

In accordance with the General Section of the Work Plan of the OSJD working bodies for 2017 and basing on the long-term OSJD-ERA Memorandum of Understanding for 2015-2019 and within the framework of the OSJD Commission on Transport Policy and Development Strategy, during the year four meetings were held by the OSJD/ERA Contact Group in the field of analysis of the relationship between the railway systems of EU and non-EU countries with the track gauges of 1435 mm and 1520/1524 mm, in the course of which the following topics were considered:

- Analysis of the parameters which are relevant for maintaining the technical and operational compatibility, subsystem of "Safety in Railway Tunnels (SRT)". In accordance with the calendar work plan, the Contact Group commenced the study of the issue in May 2015 and completed its work on the topic in March 2017. The current stage witnesses the editing process of the final version;
- Analysis of the parameters which are relevant for maintaining the technical and operational compatibility, subsystem of "Telematic applications for passenger traffic". In accordance with the calendar work plan, the Contact Group commenced the study of the issue in May 2016, the completion of work is expected in the first quarter of 2018;
- Analysis of the parameters for subsystem "Noise".

In 2017, the measures were analysed, which were relevant for preservation and improvement of the existing technical and operational compatibility on the CIS-EU border. 1520/1524 Border. 1520/1435 Border.

Within the framework of those activities, information was exchanged with regard to requirements for regulatory documents of the EU countries and those countries which are not EU members:

- General safety and security methods (GSSM) by risk assessment in the EU;
- Construction and operation of railway bridges on the border of the Republic of Poland and the Republic of Belarus;
- Principles for organisation and control of maintenance and repair of passenger coaches, based on the EU legislation;
- Principles for organisation and control of maintenance and repair of passenger coaches, based on the documents of the Council for Railway Transport of CIS & Baltic States and the existing national regulations of Ukraine;
- Case studies of risk assessment in the activities of the EU railway undertakings.



Meeting of the ERA/OSJD Contact Group on the subject "Collaboration between OSJD and ERA in the field of the analysis of the relationship between the EU and non-EU railway systems of 1435 mm and 1520/1524 mm railway gauges" (15-18.05.2018, OSJD Committee)

4.6. Cooperation with the International Union of Railway (UIC)

The main principles for cooperation between the OSJD and UIC were laid down in the Agreement on Cooperation between the two Organisations, which was signed in 1995. The joint OSJD/UIC activities are carried out on the basis of the Memorandum and Programme for cooperation between the OSJD and UIC. Since the validity of the Memorandum and Programme for the period of 2011-2015 expired in the end of 2015, the Memorandum and Programme for Cooperation between OSJD and UIC for the years 2016-2020 were signed by the OSJD Committee Chairman and the UIC Secretary General in Geneva on 23 February 2016. The main idea of cooperation covers the global approach to the development of the transport system taking into account the interests of railways, harmonization of operational and technical conditions of railway transport with a view to improving the interoperability and bettering the efficiency.

Cooperation between the OSJD and UIC for the years 2016-2020 will continue in the following aspects:

- Promotion of creation of a single compatible railway transport system in the Eurasian area subject to the interests of railways;
- Development of a list and volume of railway transport services in the field of railway transport with the purpose to improve its competitiveness;
- Harmonization of operational and technical regulations and other documents within the railway sector to improve the interaction and effectiveness of operation of the railway transport;
- Submission of the results of joint activities and proposals to the bodies of the two Organisations for consideration.

Basing on the twenty-year experience since the day the Agreement on cooperation was signed, the following forms of cooperation have been used:

- Exchange of information and documents, including the work programmes and annual work plans;
- Mutual participation in meetings and organisation of joint events;
- Development of joint provisions (leaflets).

In accordance with the resolution of the Conference of OSJD General Directors, in 2015 the joint OSJD/UIC working group was set up being composed of representatives from the interested railway companies for the conversion of the joint OSJD/UIC leaflets into international railway standards (IRS) of voluntary accession. In the course of 2017 there was one meeting held by the joint OSJD/UIC working group, at which the participants agreed upon continuation of activities for the conversion of the joint OSJD/UIC leaflets, namely OSJD O+R 524/UIC 508-3, O+R 535/UIC 535-2, O+R 516/UIC 430-4, OSJD O 502-3/UIC 502 into draft international standard of voluntary accession in the field of railway transport. For the purpose of extension of cooperation between the OSJD and UIC on the issue of conversion of leaflets into draft international standards of voluntary accession in the field of railway transport, the final edition of draft Addendum (Supplement Agreement) dated 26 June 2017 to the existing Agreement on "Publication of jointly developed leaflets between the Organisation for Co-Operation between Railways (OSJD) and International Union of Railways (UIC) dated 22 November 2001 was submitted to be further signed in 2018.

Within the framework of cooperation between the OSJD and UIC, the representatives from the LG, PKP Cargo, CFR Marfa, CD Telematika, CD Cargo, RZD JSC, UZ, CTM LLC and OSJD Committee took part in the annual meeting of the UIC Steering Committee on the NHM/DIUM issues (1-2 March 2017, Paris, France), at which amendments and changes into the NHM Nomenclature were approved with effect from 1 May 2017.

The OSJD Committee's representatives took part in the meeting of the joint OSJD/UIC working group composed of representatives from the interested railway companies for the conversion of the joint OSJD/UIC leaflets into international railway standards of voluntary accession (14-16 February 2017, Paris, France), 24th session of the UIC Asia-Pacific Regional Assembly (APRA) (30-31 October 2017, St. Petersburg, Russian Federation), 34th Plenary Meeting of the UIC Rail Transport Statistics Group (30 November 2017, Paris, France), as well as 91st session of the UIC General Assembly (7 December 2017, Paris, France).

The UIC representatives took part in the OSJD high-level Seminar "Challenges and new opportunities in the field of international railway traffic in the XXI century (14-15 February 2017, Warsaw), meeting of the OSJD Commission on Freight Traffic on the subject of "Improvement and updating of the Harmonized Commodity Code (GNG)" and "Updating of the list of freight stations of OSJD railways" (21-24 March 2017, Tbilisi, Georgia), meeting of the OSJD Commission on Infrastructure and Rolling Stock for consideration of subject 3 "Interlocking and Signaling" that took place in Moscow (Russian Federation) on 4-6 June 2017, annual meeting of the OSJD Commission on Freight Traffic (10-13 October 2017, OSJD Committee), annual meeting of the OSJD Commission on Infrastructure and Rolling Stock (24-26 October 2017, OSJD Committee), annual meeting of the OSJD Permanent Working Group on Coding and Information Technology (14-16 November 2017, OSJD Committee), as well as 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 (12-15 December 2017, OSJD Committee).

The OSJD continues its cooperation with the UIC in the field of finance and accounting issues and in the field of coding and IT-technology. The joint OSJD/UIC Seminar on financial and accounting issues took place at the OSJD Committee on 27 June 2017. The 71st meeting of the joint OSJD/UIC group on "Coding and Information Technology" was held at the OSJD Committee on 27 September 2017.

4.7. Cooperation with the International Association “Coordinating Council for Trans-Siberian Transportation” (CCTT)

The permanent growth of mutual cooperation has been observed between the OSJD and CCTT, in particular in part of organisation of transportation of large-capacity containers in the Europe – Asia – Europe traffic, creation of transport products, organisation of container trains on the new routes, carriage of international goods on the Trans-Siberian route with use of the CIM/SMGS consignment note, facilitation of border crossing for freight trains and improvement of transport law.

Representatives from the working bodies of the OSJD and OSJD Committee take participation on a regular basis in the plenary meeting of the CCTT. Thus, in 2017 they participated in the 26th CCTT Plenary meeting (20-21 September 2017, Beijing, PRC) as well as CCTT III Business-Forum “New opportunities and prospects for development of Trans-Siberian Transportation in Europe-Asia Traffic” (24-25 May 2017, Tokyo, Japan).

The CCTT representatives participated in the OSJD Conference of General Directors, Joint meeting of Plenipotentiary Representatives and other events of the OSJD working bodies. An active participation was also observed in the activities carried out by the OSJD working bodies, in particular on the issues of implementation of the ETT, MTT, GNG, creation of the list of freight stations of OSJD railways; organisation of movement of large-capacity containers in Europe-Asia traffic and implementation of the joint UNESCAP/OSJD projects in order to effect the carriage of goods with use of the CIM/SMGS consignment note and coordinate the volumes of goods carried in international traffic.



XXVI-th CCTT Plenary Meeting (20-21.09.2017, Beijing, China)



Deputy Chairman of OSJD Committee Viktor Zhukov delivering his presentation at the XXVI-th CCTT Plenary Session (20-21.09.2017, Beijing, China)

4.8. Cooperation with International Federation of Freight Forwarders Associations (FIATA)

On 6 October 2016, a Memorandum on Cooperation was signed between the OSJD and the International Federation of Freight Forwarders Associations (FIATA) in the Republic of Ireland (Dublin). The parties have the intention to implement, within their competence, cooperation in the field of railway transport in accordance with following aspects:

- Interaction within the framework of development and improvement of international railway transportation, first of all in the traffic organised between Europe and Asia;
- Development of proposals and recommendations on the improvement and harmonization of international regulation of railway freight traffic;
- Development of measures aimed at increasing the competitiveness of railway transport in relation to other modes of transport;
- Exchange of information on concrete samples of "best practices of services rendered to passengers";
- Working-out of joint recommendations in the field of vocational training/education of railway personnel.

The Joint OSJD/FIATA seminar on combined transport "New opportunities for multimodal transport in Europe-Asia-Europe traffic" was held in Odessa, Ukraine, on 1-2 June 2017.

On 11 October 2017 negotiations were conducted between the representatives of the OSJD Committee and FIATA in the premises of the OSJD Committee. In particular, the mutual understanding was reached in the course of the negotiations with regard to the necessity for cooperation on the issues of vocational training/education in the field of railway transport.



Working meeting between OSJD Committee Chairman, Tadeusz Szozda (middle left), Chairperson of OSKJD Commission on Freight Traffic, Zubaida Aspayeva (back left), and FIATA General Director, Hans Günther Kersten (back right) (11.10.2017, OSJD Committee)



Representatives of UIC and FIATA at the annual meeting of the OSJD Commission on Freight Traffic (10-13.10.2017, OSJD Committee)

4.9. Cooperation with Euro-Asian Economic Commission (EaEC)

In order to intensify the cooperation, increase the competitiveness of railway transport and facilitate the international railway traffic in the Eurasian region, the OSJD and the Eurasian Economic Commission signed a Memorandum of Understanding on 21 January 2016, which is designed to ensure the following fields of collaboration:

- Interaction within the framework of international railway traffic development and improvement, above all in the Eurasian region;
- Interaction within the framework of establishment and development of the Eurasian railway transport corridors and the OSJD railway transport corridors.



Representatives of EaEC and "PLASKE" JSC (OSJD affiliated enterprise) at session XLVI of the OSJD Ministerial Conference (05-08.06.2018, Bishkek, Kyrgyz Republic)



Representative of EaEC speaking at XLV of the OSJD Ministerial Conference (5-8.06.2017, Sochi, Russian Federation)

5.

Activities of the OSJD Committee



In hall of the joint meeting of plenipotentiary representatives of the members of the Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways (12-15.12.2017, OSJD Committee)

5.1. Main Issues

In 2017, the OSJD Committee continued its ongoing activities to fulfill the tasks identified by the main documents and decisions of the OSJD governing bodies. As the executive body of OSJD, the Committee carried out coordination activities for the organisation and implementation of the Programme and the plans of OSJD working bodies.

Seven meetings of OSJD Committee members reviewed the results of work carried out by the Commissions and the PWG during the year, including the reports about the meetings of OSJD working bodies and other international organisations in which OSJD members took part, as well as draft decisions in regard to the issues to be submitted for approval by the OSJD governing bodies in the field of transport policy, transport law, combined transport, technical issues, etc.

The OSJD Committee performed the functions of Secretariat for the preparation and holding of meeting XXXII of the OSJD Conference of General Directors (Authorised Representatives) of OSJD Railways in Minsk, session XLV of the OSJD Ministerial Conference in Sochi, and the joint meeting of the Plenipotentiary Representatives of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways.

From 27 till 31 March and from 27 November till 1 December 2017, the OSJD Committee organised Sessions II and III of the International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic.

Basing on the concluded agreements and on a mutually beneficial basis, the OSJD Committee cooperated with international organisations, observers and affiliated enterprises. According to the decision of meeting XXXII of the Conference of General Directors, the OSJD Committee signed six contracts with affiliated enterprises.

In 2017, representatives of 25 OSJD member countries worked at the Committee, whereas a representative from Turkmenistan was absent. In October 2017, the OSJD Committee received a letter from HE Ambassador Extraordinary and Plenipotentiary of Turkmenistan to the Federal Republic of Germany (in Berlin) with the information that the issue of possible appointment of a permanent representative to the OSJD Committee was under consideration in Turkmenistan. In accordance with the expressed wish, the OSJD Committee sent the information indicating the procedure for the appointment implementation of a representatives to the OSJD Committee. During the year of 2017, the representatives of the following OSJD member countries were replaced: Socialist Republic of Vietnam, People's Republic of China, Democratic People's Republic of Korea and Republic of Tajikistan.

In 2017, 84 meetings of the OSJD working bodies took place, 58 of which in the OSJD Committee's premises.

As in the previous years, the OSJD Committee analyzed the participation of OSJD member countries in the work of the OSJD Commissions and Permanent Working Groups aimed at optimising the OSJD activities.

On 17 January 2017 a working meeting with the representatives of the World Customs Organization (WCO) was held in the OSJD Committee, which discussed the issue of cooperation and conclusion of a relevant memorandum.

From 31 January through 1 February 2017, session 15 of the Group of Experts on the Euro-Asian Transport Links (EATL) was organised in the OSJD Committee on the development of efficient, economically sound, safe and more reliable Euro-Asian land transport routes.

From 14 till 15 February 2017 the OSJD Committee organised an OSJD high-level Workshop "Challenges and new opportunities for personnel training in international railway traffic in the 21st century", which was attended by the representatives of the eleven countries and seven international organisations, including members of scientific institutions, universities, academies, institutes, etc. The Seminar participants adopted a number of recommendations and decisions as to the areas of work in the field of railway personnel training in modern conditions.

From 15 through 16 March 2017, the OSJD Committee delegation headed by Tadeusz Szozda, Chairman of the OSJD Committee, participated in a joint UNESCAP/OSJD Seminar in New Delhi, India, entitled "Strengthening



Presidium and participants of the First International Transport and Ecological Conference (12-13.04.2017, Geneva, Switzerland)

railway transport connectivity in South and South-West Asia". The delegation presented the OSJD scope and role in facilitating international railway transport. Giving a great interest to participating in the OSJD activities, a number of the countries in this region were invited to join OSJD. Within the framework of the Seminar a bilateral meeting was held with the leadership of the Ministry of Railways of India.

During the International Transport and Environmental Conference which took place on 12-13 April 2017 at the UN Palace of Nations in Geneva, Deputy Chairman of OSJD Committee,

Viktor Zhukov, made a report on the development of international railway transport. In his speech, the ecological aspects of the railway transport of the OSJD member countries were indicated, *inter alia*.

On 14 April 2017, in connection with the application for obtaining the status of an OSJD affiliated enterprise, Mr., Rector of the Beijing Railway University, Ning Bin, paid a working visit to the OSJD Committee.

On 24-29 April 2017 the OSJD Committee delegation visited the exhibition "Transcaspien 2017" in Baku.

On 14 May 2017, the International High-Level Forum "One Belt - One Road" took place in Beijing, which addressed the issue of the new Silk Road. Within the framework of the session on infrastructure chaired by the Minister of Transport of the People's Republic of China, Li Siapin, a report was made by the Chairman of OSJD Committee Tadeusz Szozda, who emphasized the importance of OSJD in the field of railway transport cooperation. An official meeting of Tadeusz Szozda with the Vice-Minister of Transport of the People's Republic of China, Chairman of the State Administration of the Chinese Railways, Jan Yudong, and Rector of the Beijing University of Communications, Nin Bin, also took place.

On 25-26 May 2017, the OSJD Committee delegation participated in the 4th Asian Railway Summit 2017 in Bangkok.

On 1-2 June 2017, a joint OSJD/FIATA seminar on combined transport "New opportunities for multimodal transport in Europe-Asia-Europe traffic" was held in Odessa (Ukraine).

On 15 June 2017, at the invitation of UNESCAP, Chairman of OSJD Committee, Tadeusz Szozda, participated in the 5th meeting of the Working Group on the Trans-Asian Railway Network in Busan (Republic of Korea).

On 7-8 September 2017 in Astana, OSJD Committee Secretary Attila Kiss took part in the International Passenger Forum, where he made a presentation on the subject "Development of passenger traffic in OSJD member countries".

On 8 September 2017 in Odessa, the II-nd International Conference "Integrated Transport Corridors Europe - Asia" was held, which was attended by a delegation of the OSJD Committee.



In hall of the International Passenger Forum (7-8.09.2017, Astana, Kazakhstan)



Working meeting of Tadeusz Szozda, Chairman of OSJD Committee, with the delegation of the Republic of Korea (01.12.2017, Warsaw, Poland)

On 18-20 October 2017 in Ulan-Bator, an international conference on regional cooperation in the field of transport and logistics - "Way of Development". Mr. Zhang Qun, Deputy Chairman of OSJD Committee, participated in the conference, who in his speech pointed out the importance of regional cooperation in the field of railway transport and the role of OSJD in its development.

On 7 November 2017, a delegation of the South-Western Railway University (Chengdu) paid a working visit to the OSJD Committee to discuss the cooperation issues related to obtaining the status of an OSJD affiliated enterprise.

On 14 November 2017 in Bern, a work-

ing meeting was held between the delegations of the OSJD Committee and the OTIF Secretariat. The subjects of the discussion included the issues of mutual cooperation, taking into account its further development.

On 20 November 2017 in Bern, at the invitation of the Universal Postal Union (UPU), a delegation from the OSJD Committee took part in the Second Meeting of the UPU Task Force on transport of postal items delivered by rail. The OSJD representative made a presentation on the OSJD activities, as well as proposed a number of amendments concerning the UPU documents.

On 20-24 November 2017 in Utrecht (The Netherlands), the 8th session of the Permanent Working Group of Experts of the RID Committee was held, in which a representative of the OSJD Committee took part. Among others, harmonization issues of RID and Annex 2 to SMGS were considered.

On 28-29 November 2017 in Tbilisi, Georgia, the OSJD Committee Secretary, Attila Kiss, participated in the Tbilisi "Belt and Road Forum", dedicated to the development of transport links between Europe and Asia.

On 20-21 December 2017 in Astana, (Republic of Kazakhstan), a UNESCAP/OSJD regional meeting was held to harmonize the rules and regulations to facilitate international rail transport. The delegation of the OSJD Committee took part in the meeting. In her speech, Chairperson of the OSJD Commission on Freight Traffic, Zubaida Aspayeva, stressed the importance of the event for the transport development in the regions of Central, South-East, South and South-West Asia.

On 21 December 2017, the OSJD Committee was visited by the Minister of Transport and Communications of the Republic of Belarus, Anatoly Sivak, and the Head of the Byelorussian Railway, Vladimir Morozov. During the meeting topical issues of cooperation were discussed.



On 6 March 2018, Chairman of the OSJD Committee, Tadeusz Szozda and Secretary General of the World Customs Organisation, Kunio Mikuriya signed in Brussels a Memorandum of Understanding



Delegation of the OSJD Committee visiting the exhibition place of "ADY Express" at the V-th International Exhibition "TransPoland 2017" (08-10.11.2017, Warsaw)



Working meeting between the delegation of the Republic of Belarus headed by Minister of Transport Anatoly Sivak and Head of Byelorussian Railway Vladimir Morozov, from one side, and the delegation of OSJD Committee (21.12.2017, OSJD Committee)

5.2. Publishing Activities

In 2017, publication of the 'OSJD Bulletin' journal was carried out in accordance with the schedule. 4 single and 1 coupled (No. 1-2) issues were published in Russian, Chinese and English languages with the total number of 3300 copies in all three languages.

Topics and subjects of the published materials mostly reflected the key resolutions, decisions and recommendations approved by the Session of the OSJD Ministerial Conference, meetings of the Conference of General Directors, Commissions and Permanent Working Groups, OSJD expert and working groups, various aspects of activities pursued by the OSJD members, observers, affiliated enterprises, other railways and companies.

It is worth mentioning that the interestingness of the OSJD participants and partners on cooperation for publishing articles and materials in the OSJD Bulletin and on the OSJD Website is growing with every passing year.

The Bulletin was dispatched free of charge to all the OSJD member countries, observer railways and affiliated enterprises, to international organisations and individual subscribers, as well as, by way of free exchange, to railway transport publishing agencies of the Euro-Asian countries. Printed materials were distributed at the railway exhibitions, conferences or other international events. Much assistance at the exhibitions and conferences was provided by the partners in cooperation – publishing agencies and other companies, such as Bahnfachverlag (Germany), "Gudok", RZD-Partner, Eurasia-News, Railways of the World, Transport World, Training and Methodological Center on Railway Transport (UMC ZDT), "Business-Dialog" company (Russia), FERRMED and others.

In connection with the issuing of the 'OSJD Bulletin' journal in English, which started in 2015, the interest to it has considerably increased in many countries and international organisations resulting in a significant growth of the number of readers.

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

- mobile stands dedicated to the OSJD activities were designed and produced;
- the OSJD Website materials continued to be updated and added in Russian, Chinese and English languages;
- the biannual OSJD Information Guide was published in Russian, Chinese, German and English languages;
- "Report on the Activities of the Organisation for Cooperation between Railways for 2016" in Russian, Chinese, and English was prepared for posting onto the OSJD Website and printed typographically;
- "OSJD Bulletin of Statistical Data on Railway Transport for 2016" was published in 4 languages: Russian, Chinese, German and English in cooperation with the working staff of the Commission on Transport Policy and Development Strategy;
- "EuroAsia Rail 2018" timetable for international passen-



Diplomas, awarded to OSJD according to the results of the contest of publications "University book – 2017" in the nomination "Best Foreign Journal" in the field of "Engineering and technology of land transport" within the framework of the XXX-th Moscow International Book Fair (08.09.2017, VDNKh Exhibition Center, Moscow, Russian)



OSJD exposition stand at the "TRAKO-2017" railway industry exhibition

ger trains was published in cooperation with the Commission on Passenger Traffic;

- calendars with the schedule of OSJD events for 2018 were posted to the OSJD Website and issued in hard copies.

Considerable work has been performed in cooperation with the working staff of the Commissions and PWGs to prepare printed, video and illustrated materials, which were distributed and demonstrated during CGD meeting XXXII in Minsk (Belarus), session XLV of the Ministerial Conference in Sochi (Russian Federation), in the course of three sessions of the International Conference on the adoption of the text of the Convention on Direct International Railway Traffic, as well as during other events held within the framework of OSJD and organised by other international organisations and partners for cooperation.

Representatives of the editorial staff took part in the exhibitions and conferences in Baku (TransCaspian, April), Geneva (Conference on Innovative Transport Technologies, April), Sochi (Strategic Partnership 1520, June), Scherbinka (Expo 1520, August), Shanghai (Modern Railways 2017, October), Brussels ("Key corridors, main terminals and train features in the "Silk Road" railway network", November).

The working staff of the editorial board took part in the International Exhibition "TRAKO-2017" in Gdansk from 26 till 29 September 2017, where, with the support of the OSJD Commission for Infrastructure and Rolling Stock, a full-scale OSJD exhibition place was organised, at which visual, printed and video materials about the OSJD activities were presented.

In connection with the personnel rotation at the UIC, no activities were performed in 2017 for the development and improvement of the RailLexic Glossary within the framework of the Programme of Cooperation between OSJD and UIC. However, work using the Internet resources for the development and improvement of the RailLexic Glossary resumed at the end of the year with the appointment of a new specialist at the UIC.



Presentation on OSJD activities at the International Conference on the Development of the Silk Road railway network (08.11.2017, Brussels, Belgium)



Thanks to the work, resumed in the UIC in the field of terminology at the end of 2017, it became possible to hold the 15th meeting of the Terminology Group on 8 – 9 March 2018 in Paris, France

6.

International Conference for the adoption of the text of the Convention on Direct International Railway Traffic



In hall of Session IV of the International Conference for the adoption of the text of the Convention on Direct International Railway Traffic
(26-30.03.2018, Warsaw, Poland)

In 2017, the International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic (hereinafter referred to as Conference) continued its work.

From 27 till 31 March 2017 in Warsaw, Session II of the Conference was held, in which representatives of 22 OSJD member states took part, as well as representatives of the Republic of Korea, the European Union and OTIF. The session considered and adopted the texts of the preamble and articles 1-21 of the draft Convention. At the suggestion of the delegation of the People's Republic of China, the Conference decided to introduce the article "Terminology" into the draft Convention, for the preparation of which a working group consisting of the People's Republic of China, Republic of Poland, Russian Federation, Czech Republic and representatives of the European Union was set up chaired by a representative from the Republic of Poland.

Session III of the Conference was held in Warsaw from 27 November through 1 December 2017. It was attended by the representatives of 22 OSJD member states, as well as representatives of the Republic of Korea, European Union, Eurasian Economic Commission and OTIF. During lengthy discussions, the Session considered and adopted by voting the texts of articles 22-27 of the draft Convention.



In presidium of Session IV of the International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic (from left to right): Secretary of the Session – Chairman of OSJD Committee T. Szozda, Chairman of the Session Sergey Aristov, Chairman of the Credentials Committee L. Tsursumiya, Legal Officer of OSJD Committee S. Car (26-30.03.2018, Warsaw, Poland)



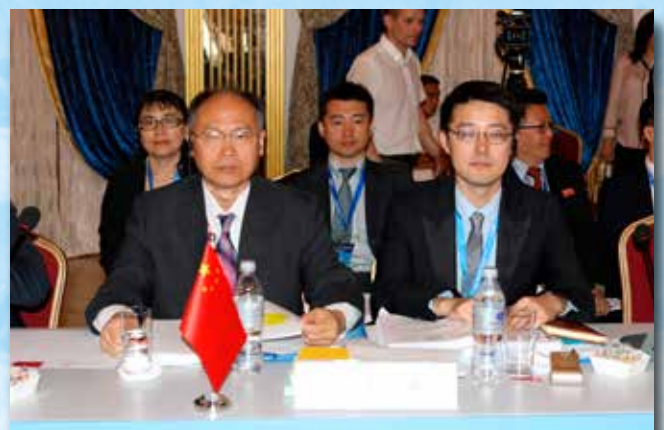
Heads of delegations of Session IV of the International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic (26-30.03.2018, Warsaw, Poland)

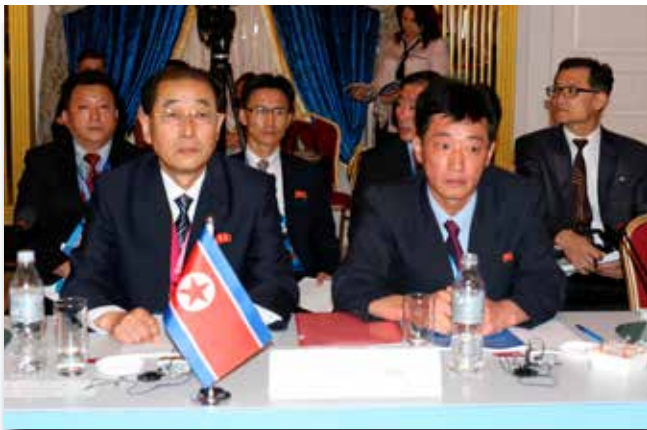
REFERENCE

on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework (as of 13.02.2018)

№ n/n	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
1	2	3	4	5	6	7	8	9	10	11	12
1.	Azerbaijani Republic	AZD	yes	yes	no	yes	yes	no	no	yes	no
2.	Republic of Albania		yes	yes	no	no	no	no	no	no	no
3.	Islamic Republic of Afghanistan	ARA	yes	yes	no	no	no	no	no	no	no
4.	Republic of Belarus	BC	yes	yes	yes	yes	yes	yes	yes	yes	yes
5.	Republic of Bulgaria	Holding BDZ	yes	yes	no	no	yes	no	yes	yes	yes
6.	Hungary	MAV	no	yes	no	no	no	no	yes	yes	yes
7.	Socialist Republic of Vietnam	VZD	yes	yes	yes	no	yes	no	no	yes	no
8.	Georgia	GR	yes	yes	no	yes	yes	no	no	yes	no
9.	Islamic Republic of Iran	RAI	no	yes	no	no	no	yes	yes	no	no
10.	Republic of Kazakhstan	KZH	yes	yes	yes	yes	yes	yes	yes	yes	yes
11.	People's Republic of China	KZD	yes	yes	yes	no	yes	yes	yes	yes	yes
12.	People's Democratic Republic of Korea	ZC	yes	yes	yes	no	yes	yes	yes	yes	no
13.	Kyrgyz Republic	KRG	yes	yes	yes	yes	yes	yes	yes	yes	yes
14.	Republic of Latvia	LDZ	yes	yes	no	yes	yes	yes	yes	yes	yes
15.	Republic of Lithuania	LG	yes	yes	no	yes	no	yes	yes	yes	no
16.	Republic of Moldova	CFM	yes	yes	no	yes	yes	yes	yes	yes	yes
17.	Mongolia	UBZD	yes	yes	yes	yes	yes	yes	yes	yes	yes
18.	Republic of Poland	PKP	yes	yes	no	no	no	yes	yes	yes	yes
19.	Russian Federation	RZD	yes	yes	yes	yes	yes	yes	yes	yes	yes
20.	Romania	CFR	no	no	no	no	no	no	yes	yes	no
21.	Slovak Republic	ZSSK	yes	yes	no	no	no	no	yes	yes	yes
22.	Republic of Tajikistan	TDZ	yes	yes	yes	yes	yes	yes	yes	yes	no
23.	Turkmenistan	TRK	yes	yes	yes	no	no	no	no	no	no
24.	Republic of Uzbekistan	UTI	yes	yes	yes	yes	yes	yes	yes	yes	yes
25.	Ukraine	UZ	yes	yes	yes	yes	yes	no	yes	yes	yes
26.	Czech Republic	CD	yes	no	no	yes	no	no	no	yes	no
27.	Republic of Estonia	EVR	yes	yes	yes	yes	yes	yes	yes	yes	yes
Total number of participants			24	25	13	15	17	15	20	23	15

Session XLVI of OSJD Ministerial Conference
(5-8.06.2018, Bishkek, Kyrgyz Republic)







**Meeting XXXIII of the Conference of General Directors (Authorised Representatives) of OSJD Railways
(16-20.04.2018, Da Nang, Vietnam)**







Statistics

Main indices of railways of the OSJD member countries in 2017

No.	Country	Railway	Code	Length of lines km	Electrified km	Passenger traffic tsd. p.	Passenger- kilometres mln. p-km	Freight traffic in tsd. t	Tonne-kilometres mln. t-km
1	Azerbaijan	AZD	0057	2132,3	1223,6	2490,3	467,4	14558,2	4633,1
2	Belarus	BC	0021	5480,0	1215,2	80549,0	6295,4	146295,1	48538,2
3	Bulgaria	BDZ	0052	4029,0	2925,0	21203,1	1437,5	16089,6	3937,1
4	Hungary ¹	MAV	0055	7686,0	3065,0	146800,0	7669,0	52796,0	11417,0
5	Vietnam	VZD	0032	2347,0	0,0	9752,0	3416,0	5150,0	3190,0
6	Georgia ²	GR	0028	1415,4	1376,4	2396,8	464,6	14142,7	4261,2
7	Iran	RAI	0096	6153,0	194,0	23,9	13,0	45,3	29,2
8	Kazakhstan ³	KZH	0027	15529,8	4217,0	23789,4	19241,2	272118,2	206257,7
9	China	KZD	0033	67277,5	43738,6	1656870,0	685213,0	2355780,0	2144614,0
10	PDRK ²	ZC	0030	4400,0	0,0	0,0	0,0	0,0	0,0
11	Kyrgyzstan	KRG	0059	417,2	0,0	313,8	43,4	7157,0	935,0
12	Latvia	LDZ	0025	1859,6	250,9	17493,8	596,1	43785,0	15015,9
13	Lithuania	LG	0024	1911,0	152,0	4418,7	409,3	52638,2	15413,5
14	Moldova	CFM	0023	1150,8	0,0	1813,7	99,0	4793,9	970,9
15	Mongolia	UBZD	0031	1810,0	0,0	2630,3	973,2	22765,0	13493,0
16	Poland	PKP	0051	19289,9	11864,2	303555,5	20321,0	239885,4	54829,0
17	Russia	RZD	0020	85513,0*	43852,0	1117899,0**	122920,0	1382466,0	2490363,0
18	Romania ⁴	CFR	0053	10766,0	4030,0	56927,0	5097,0	27240,0	5039,0
19	Slovakia ⁵	ZSR	0056	3626,4	1587,6	72473,1	37599	35665,2	7008,4
20	Tajikistan	TDZ	0066	620,4	0,0	530,6	27,9	4646,5	165,1
21	Turkmenistan ²	TRK	0067	3839,9	0,0	5595,0	2336,0	23928,0	13327,0
22	Uzbekistan	UTI	0029	4641,9	1684,5	21591,1	4293,9	86405,6	22939,5
23	Ukraine	UZ	0022	21603,7**	9349,7**	158127,0**	28001,0	339550,0	191914,0
24	Czechia	CD	0054	9567,0	3237,0	183157,1	9514,3	95587,6	15725,0
25	Estonia	EVR	0026	1015,0	132,0	7437,3	366,4	12405,8	1819,1
	TOTAL	OSJD		284081,8	134094,7	3897837,5	922975,5	5255894,3	5275834,9

1 - taking into account the data of MAV CJSC and GySEV

2 - data before 2016

3 - data on the operational length of railway lines (including electrified railway lines) are presented as of 1 January 2017

4 - data from state-owned railway companies

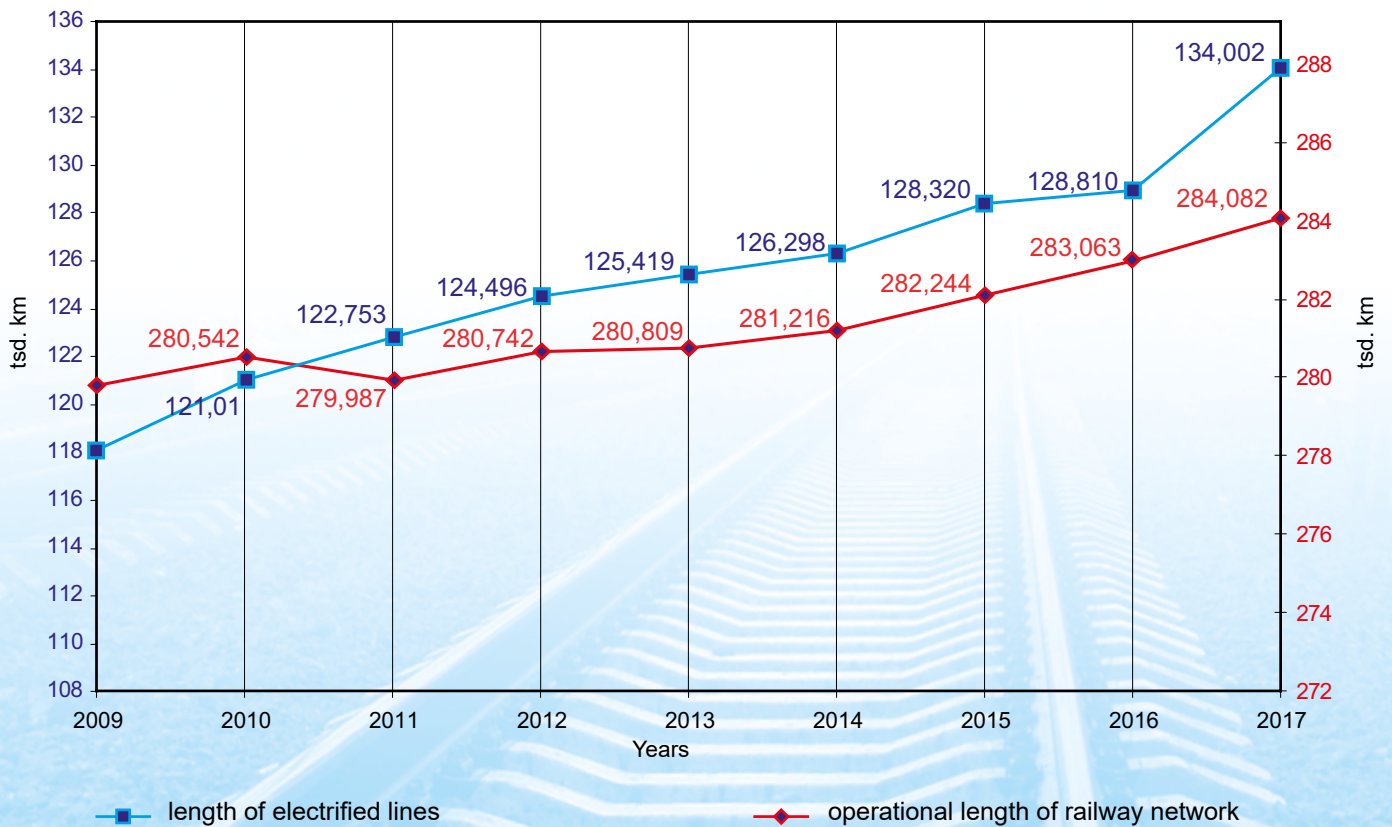
5 - data of ZSSK for passenger traffic, data of ZSSK Cargo for freight traffic

* - preliminary data

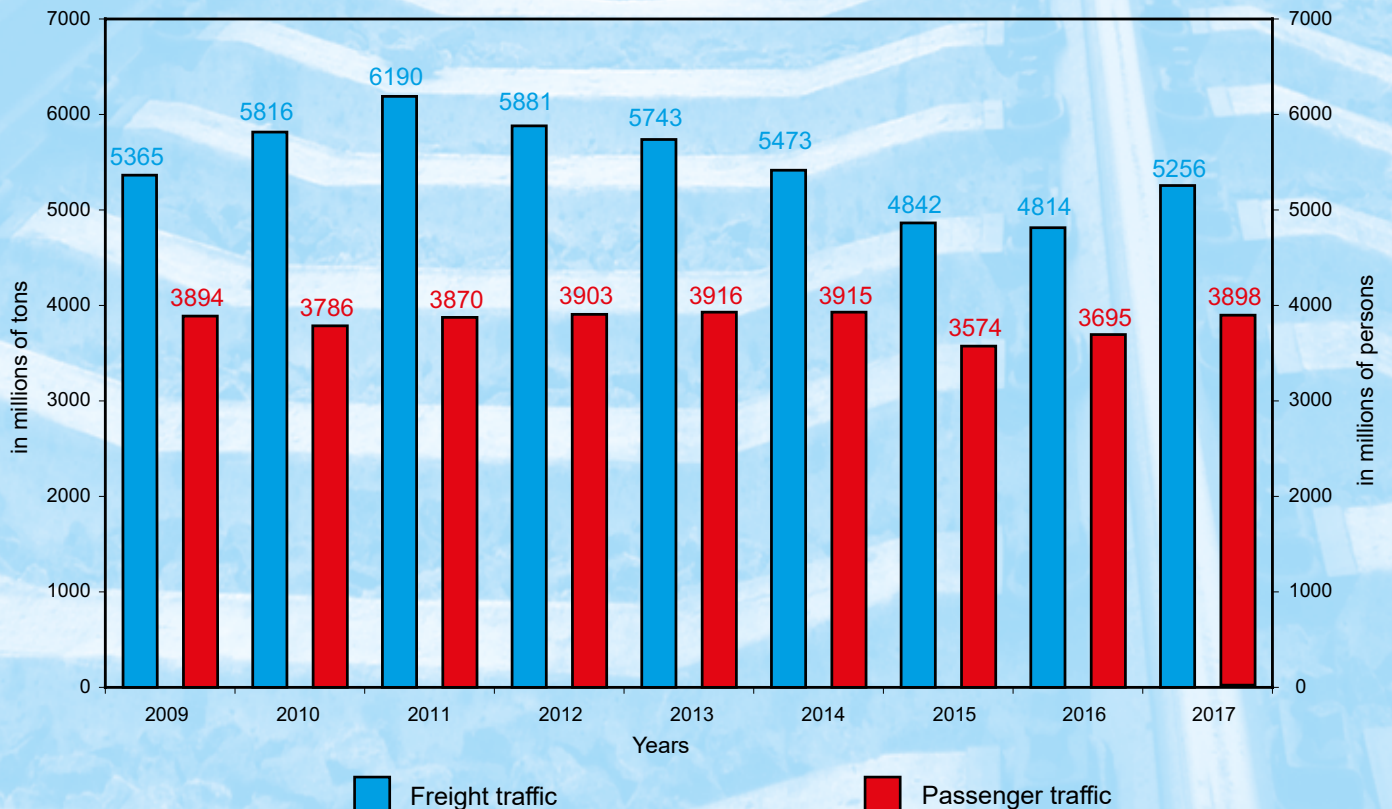
** - data for 2013

*** - data on the departed passengers

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



The dynamics of changes in the traffic volume



Members of OSJD

As of 1 August 2018

The Countries and Railways - Members of OSJD

Countries	Railways
Azerbaijani Republic	AZD - Azerbaijani Railways CJSC
Republic of Albania	
Islamic Republic of Afghanistan	ARA - Afghanistan Railway Authority (ARA) Ministry of Public Works
Republic of Belarus	BC - 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 “National Company ‘Kazakhstan Temir Zholy’” (Railway of Kazakhstan)
People’s Republic of China	KZD - Chinese Railways
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)
Republic of Latvia	LDZ - State JSC “Latvian Railway“
Republic of Lithuania	LG - JSC “Lithuanian Railways“
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 - JSC “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 - State Railways of Turkmenistan
Republic of Uzbekistan	UTI - JSC “Uzbek Railways” (O“zbekiston temir yo“llari“)
Ukraine	UZ - PJSC Ukrainian Railway (Ukrzaliznytsia)
Czech Republic	CD - JSC “Czech Railways“
Republic of Estonia	EVR - JSC “Estonian Railway“

Railways – OSJD observers

DB AG – JSC “German Railway“	ZS – JSC “Serbian Railways“
OSE – Organisation of Greek Railways	GySEV – CJSC “Győr - Sopron - Ebenfurt Railway“ (Raaberbahn) (GySEV - ROeEE)
SNCF – National Society of French Railways	
VR – Finnish Railways	FPC – JSC Federal Passenger Company (Russia)

OSJD Affiliated Enterprises:

AXTONE JSC (Poland)	Kazphosphate LLC (Kazakhstan)
Railtech Slavjana LLC (Czechia)	Freightliner Group LLC (Great Britain/Poland)
CTL Logistics LLC (Poland)	Scientific-Technical Transport Enterprise RAIDO LLC (Ukraine)
Servtrans Invest JSC (Romania)	Faiveley Transport Witten LLC (Germany)
OLTIS Group JSC (Czechia)	South Caucasus Railway CJSC (Armenia/ Russia)
Murom Switch Works JSC (Russia)	Tines JSC (Poland)
„RDM“ Research and Production Enterprise (NPP RDM) (Moldova)	E.R.S. JSC (Estonia)
Grup Feroviar Roman JSC (Romania)	AED Rail Service LLC (Latvia)
Electro-Thermit GmbH & Co. KG (Germany)	V.I.P. Service JSC (Russia)
Unicom Tranzit JSC (Romania)	United Transport and Logistics Company (UTLC) JSC (Russia)
Kertch Switch Works LLC (Kiev, Ukraine)	KORAIL Korea Railroad Corp. (Republic of Korea)
PESA Bydgoszcz JSC (Poland)	Research and Production Corporation “United Wagon Company” PJSC (RPC UWC) (Russia)
CTM LLC (Russia)	Eurosib CJSC (Russia)
Railway Research Institute JSC (Výzkumný Ústav Železniční - VUŽ) (Czechia)	„Track Tec“ JSC (Poland)
PLASKE JSC (Ukraine)	Northeast Asia Railway Corporation CJSC (China)
Dnepropetrovsk Switch Works PJSC (Ukraine)	Non-Commercial Organisation “Association of Transport High Schools” (Russia)
Betamont LLC (Slovakia)	PJSC Center for Cargo Container Traffic “TransContainer” (Russia)
Rail Cargo Hungária CJSC (Hungary/Austria)	CJSC “Firma TVEMA” (Russia)
Freight One JSC (Russia)	SIGIS Ltd. (Latvia)
Train Ukraine LLC (Ukraine)	Mongolian Railway SJSC (Mongolia)



VR GROUP



oltis group



Euro Rail Cargo LLC



МОНГОЛЫН ТӨМӨР ЗАМ



TINES



AXTONE