

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

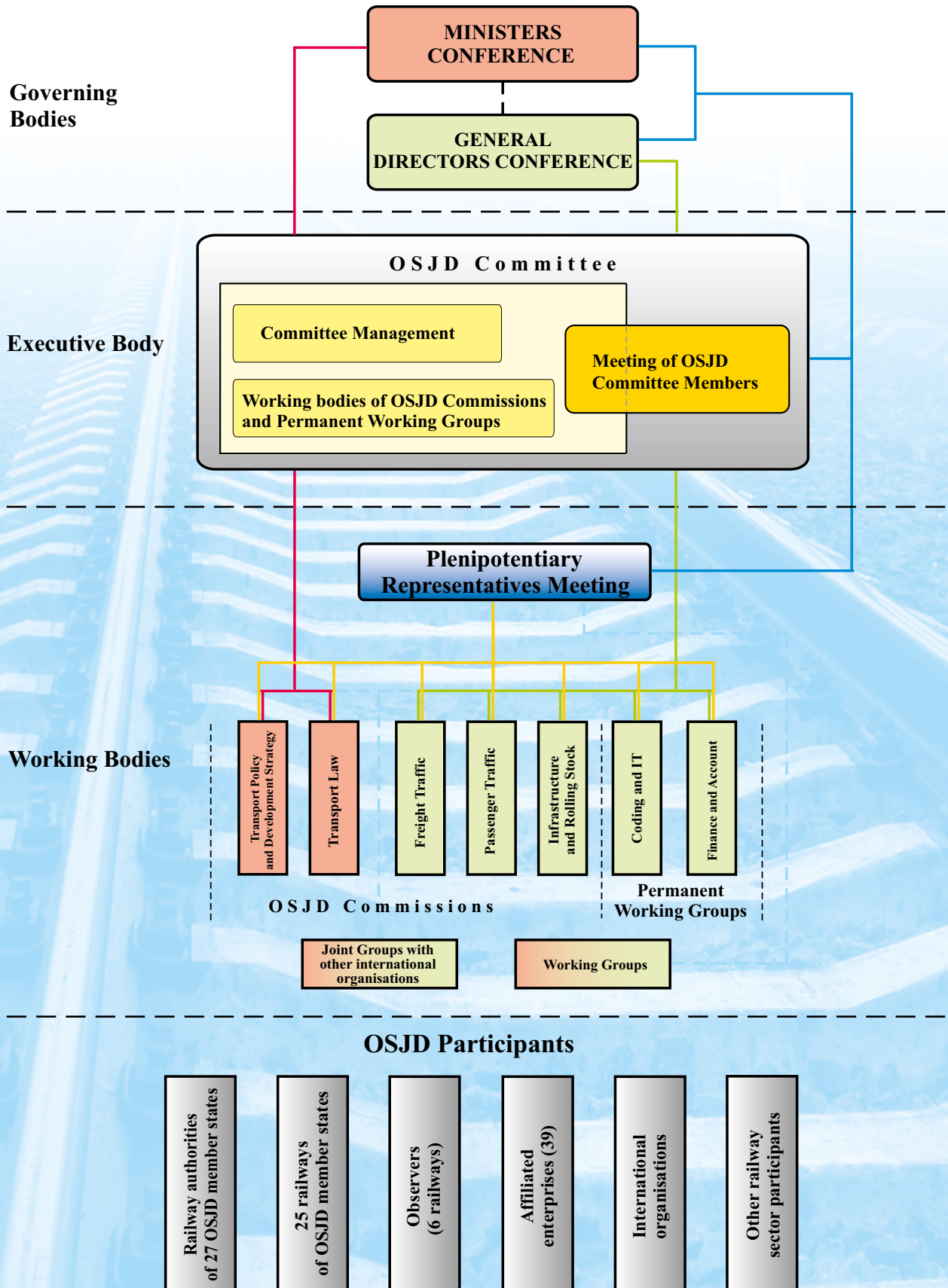


**REPORT
ON THE ACTIVITIES OF THE ORGANISATION
FOR CO-OPERATION BETWEEN RAILWAYS
FOR 2011**

Warsaw
2012

Structure of Organisation for Co-Operation between Railways

(As of 1 August 2012)



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List of Abbreviations Used in the Text

ADB	Automated Database
AWG	Ad Hoc Working Group
CCTT	Coordinating Council for Trans-Siberian Transportation
CGD	Conference of General Directors (Authorized Representatives)
CIT	International Rail Transport Committee
DMU	diesel multiple units
EMU	electrical multiple units
ERA	European Railway Agency
ETT	Uniform Transit Tariff
IT	Information Technology
ITC	Inland Transport Committee
MTT	International Railway Transit Tariff
STI	Scientific-Technical Information
NHM	Harmonized Commodity Code (GNG)
OSJD	Organisation for Co-Operation between Railways
OTIF	Intergovernmental Organisation for International Carriage by Rail
PGW	Rules for the Use of Wagons in International Traffic
PPW	Rules for the Use of Coaches in International Traffic
PWG	Permanent Working Group
PWGC	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 XL Meeting of the OSJD Ministers Conference
(5-8 June 2012, Baku, Azerbaijani Republic)



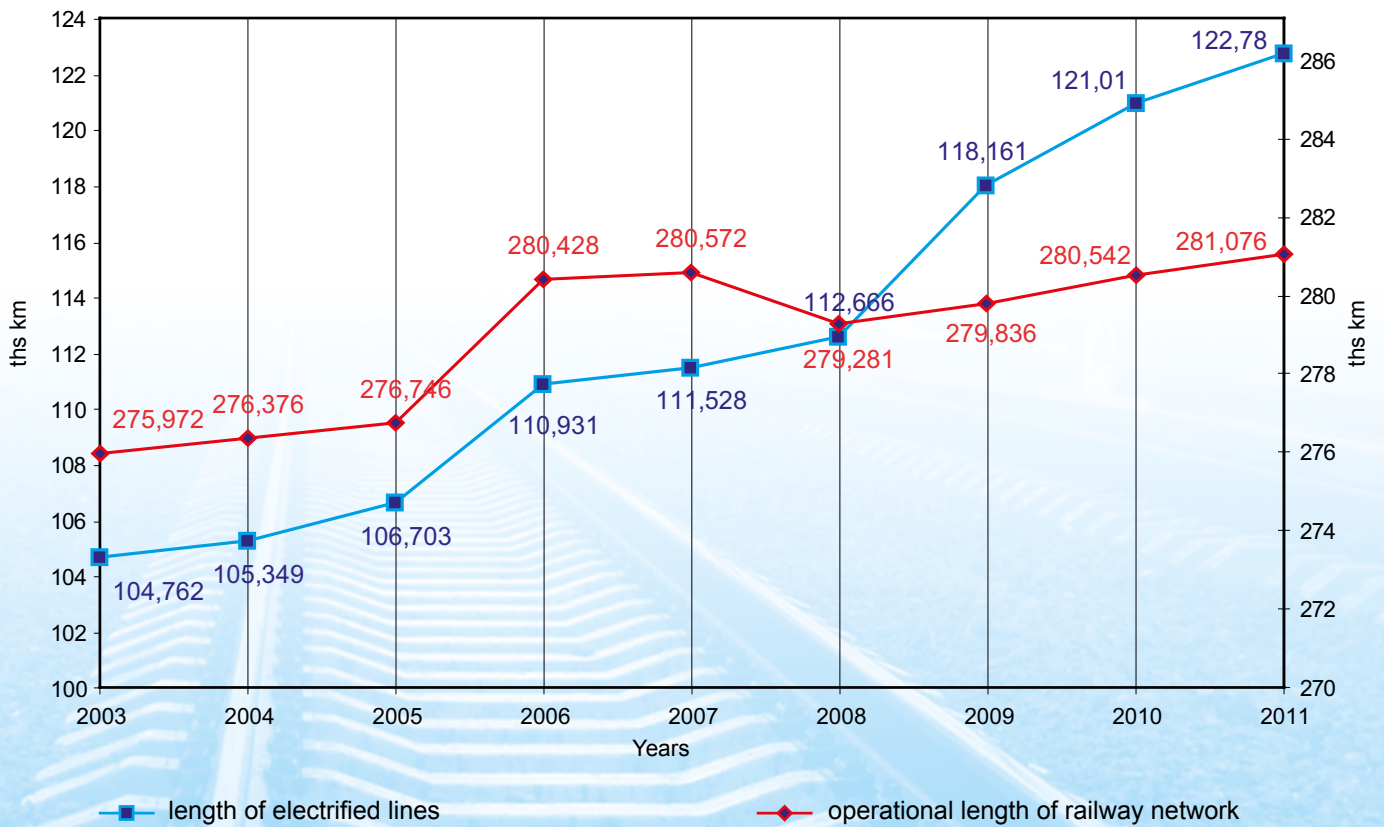
Heads of Delegations and OSJD Committee's top officials at the XXVII Meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways
(16-20 April 2012, Tallinn, Republic of Estonia)

Statistics

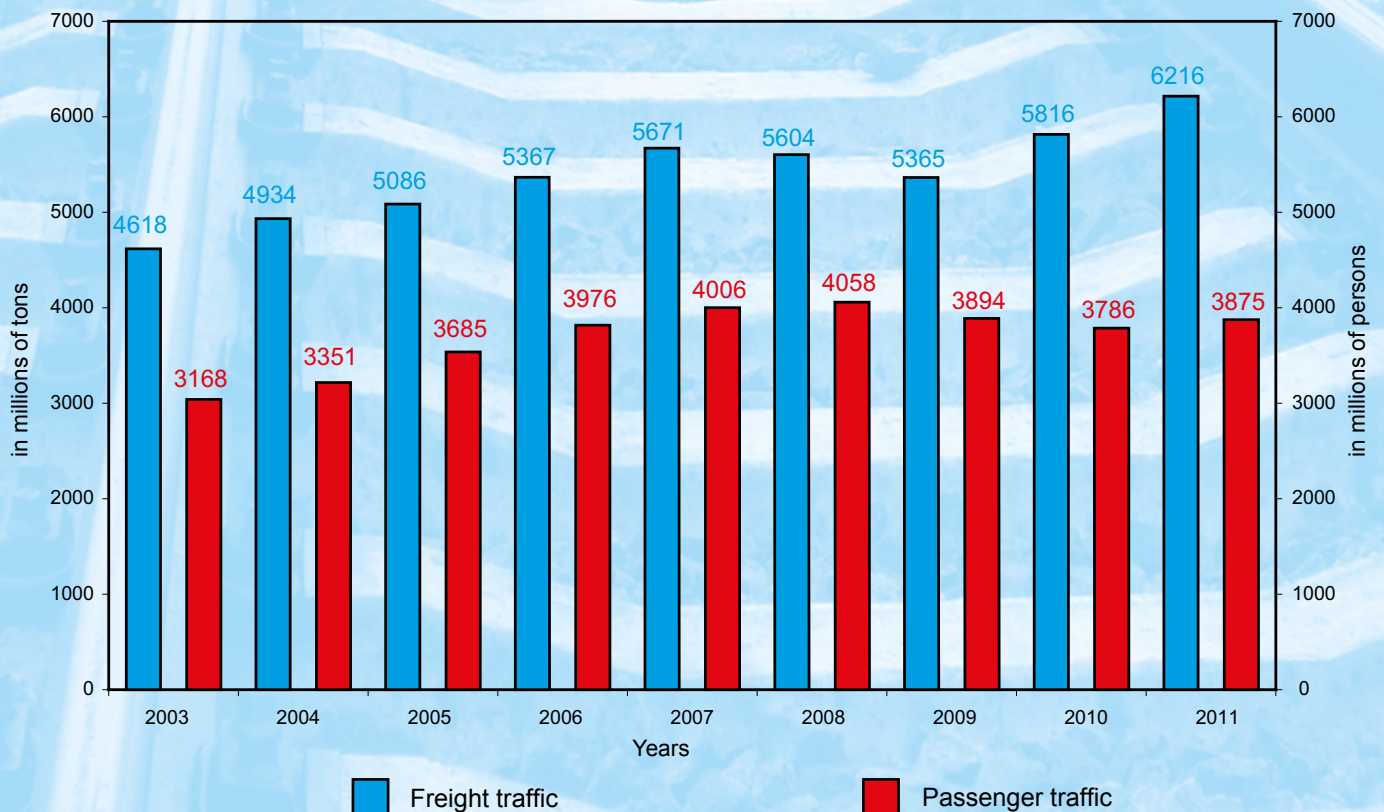
Main indices of railways of the OSJD member countries in 2011

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	2 079,3	1 241,4	3 450,9	660,4	22 203,3	7 845,5
2	Belarus	BC	0021	5 502,6	899,0	88 958,5	7 941,1	152 775,2	49 405,7
3	Bulgaria	BDZ	0052	4 072,0	2 862,0	29 308,2	2 067,5	11 607,0	2 497,3
4	Hungary	MAV	0055	7 395,3	2 591,1	142 092,0	7 645,0	46 868,0	9 010,0
5	Vietnam	VZD	0032	2 347,0	0,0	11 982,0	4 571,0	7 198,0	4 101,0
6	Georgia	GR	0028	1 566,4	1 486,2	3 258,6	641,4	20 123,4	6 054,8
7	Iran	RAI	0096	6 950,0	148,0	28 814,0	17 611,0	33 458,0	21 779,0
8	Kazakhstan	KZH	0027	14 184,1	4 054,4	20 666,7	16 595,3	279 594,7	223 583,5
9	China	KZD	0033	66 049,8	34 330,4	1 542 880,0	815 699,0	3 183 660,0	2 562 635,0
10	PDRK	ZC	0030	4 400,0	0,0	0,0	0,0	0,0	0,0
11	Kyrgyzstan	KRG	0059	417,2	0,0	596,8	82,8	5 878,9	798,3
12	Latvia	LDZ	0025	1 864,7	257,4	20 494,0	741,0	59 385,0	21 462,0
13	Lithuania	LG	0024	1 767,6	122,0	4 655,2	389,1	52 329,8	15 088,0
14	Moldova	CFM	0023	1 156,9	0,0	4 711,3	363,1	4 554,0	1 171,9
15	Mongolia	MTZ	0031	1 815,0	0,0	3 832,1	1 399,7	18 447,7	11 418,7
16	Poland	PKP	0051	19 725,0	11 817,0	184 458,0	15 724,0	140 502,0	37 189,0
17	Russia	RZD	0020	85 167,0	43 198,0	993 144,0	139 842,0	1 395 703,1	2 127 212,0
18	Romania	CFR	0053	10 777,0	4 032,0	52 452,5	4 814,4	36 735,8	6 658,5
19	Slovakia	ZSR	0056	3 593,0	1 578,2	47 500,0	2 431,0	40 868,0	7 600,0
20	Tajikistan	TDZ	0066	620,7	0,0	589,4	31,5	9 256,7	702,9
21	Turkmenistan	TRK	0067	3 115,0	0,0	6 468,0	1 811,0	26 839,0	11 992,0
22	Uzbekistan	UTI	0029	4 258,4	735,4	15 952,0	3 025,0	80 909,8	22 482,0
23	Ukraine	UZ	0022	21 665,4	10 089,2	495 687,0	50 569,0	469 308,0	243 866,0
24	Czechia	CD	0054	9 571,0	3 210,0	167 862,0	6 712,0	87 120,0	14 312,0
25	Estonia	EVR	0026	1 016,0	132,0	4 763,6	242,5	30 531,0	6 035,7
	TOTAL	OSJD		281 076,4	122 783,7	3 874 576,8	1 101 609,8	6 215 856,4	5 414 900,8

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



The dynamics of changes in the traffic volume



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Introduction

The entire activities of the Organisation for Cooperation between Railways in 2011 were marked by the 55th anniversary of its foundation. The previously established transportation system whose rail network provides a link between Europe and Asia, as operating under the existing SMGS and SMPS agreements, treaties and regulations, has been in fact capable of ensuring reliable improvement and development of international rail traffic, increased competitiveness, meeting the demand of the OSJD member countries in carrying goods and passengers across vast Euro-Asian territories.

In recent years, most of the OSJD member countries' railways have fundamentally reorganised and improved their management structure in order to adapt it to market environment and requirements of the 21st century characterised by the trend towards considerable technological development of rail transport. This was furthered by a number of measures and recommendations developed by OSJD in cooperation with ministries and railways, which has allowed for many international railway lines to be rebuilt and infrastructure across many OSJD transport corridors to be upgraded, resulting in a significant effect on the freight and passenger traffic increases across the OSJD member countries' railways, allowing for a more than a 1.5-times growth in the freight volume between 1998 and 2011, 5.6 bn tons of cargo and more than 4 bn passengers to be transported in 2011. These results have been made possible by active and productive operation of all OSJD railways.

For example, in 2011, **China Railways** carried 1.862 bn people (an 11.1% increase compared to the previous year), while carried freight amounted to 3.919 bn tons (an 8% increase compared to the previous year). The length of newly commissioned railway lines was 2,167 km; 1,610 locomotives, 2,440 coaches, 37,818 freight wagons, and 178 electric trains were purchased.

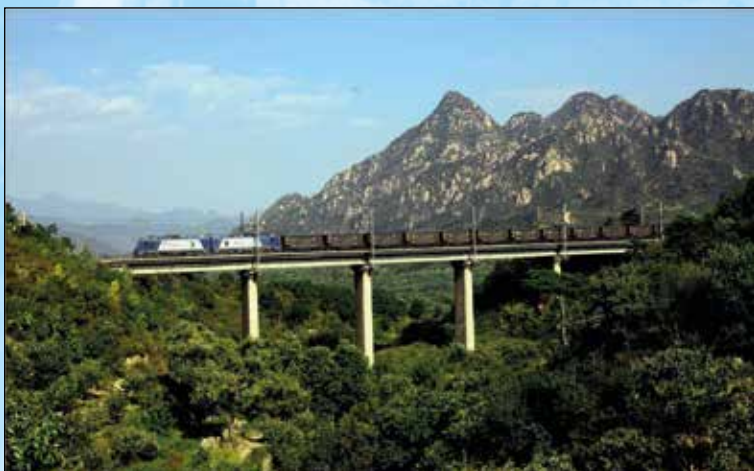
Russian Railways carried 1,390 mn tons of cargo (a 3.7% increase compared to the previous year), 993.1 mn passengers (a 4.9% increase compared to the previous year), rebuilt over 2,710 km of railways, commissioned 188.5 km of siding tracks, 170 km of station tracks, and electrified 190 km of railway lines. 453 locomotives and 526 units of railway vehicle rolling stock were purchased, 2,044 units of traction rolling stock were upgraded.

Azerbaijani Railways, under the Government Program for Development of Rail Transport in 2010-2014, are carrying out a radical reconstruction and renovation of the entire infrastructure, as well as rolling stock modernisation, which would allow for train speeds to be increased initially to 140 km/h. In order to increase capacity along the main two-way line included into the TRACECA railway corridor, reconstruction of a single-way bridge in the Poylu – Saloglu section into a two-way bridge is nearing completion.

Construction of a new railway line between Akhalkalaki and Kars stations, which constitutes an integral part of the Baku – Tbilisi – Kars corridor, continued in 2011, with the Georgian section of the railway line developed under soft loans extended to Georgia by the Republic of Azerbaijan and with the participation of Azerbaijani builders.

A 9.2% growth was observed on **Byelorussian Railway** in the reporting period compared to the previous year, with a 19.5% increase in the international traffic. Passenger traffic increased by 6.5%. As part of the "Rolling stock upgrade" investment project, the following rolling stock was supplied: 2,068 freight wagons, 3 passenger diesel locomotives, 5 electric trains, 10 coaches. 12 new shunting locomotives were manufactured in-house. The container block train traffic increased by 11.4%.

Hungarian State Railways have been successfully renovating a number of sections in OSJD's Corridor No. 6, including upgrade and construction



Heavy-tonnage train on Datong – Qinhuangdao line (KZD)

of structures, signalling facilities, contact network, increases in speed limits of up to 140-160 km/h. 25 double-system Bombardier TRAXX (*Transnational Railway Applications with eXtreme fleXibility*) locomotives were purchased to service international high-speed trains. After the previous years' decline and stagnation, a 15% growth in the international passenger traffic with OSJD member countries had been observed by 2010.

Iranian Railway has successfully continued its efforts to upgrade rail lines; e.g., 200 km of railway lines were built, 320 km –

reconstructed, 230 km of siding tracks were built. New container trains along the Istanbul – Tehran – Islamabad and Bandar Abbas – Almaty routes were launched. A hundred new platforms for container transportation were purchased, the locomotive fleet was augmented with 30 Siemens units; 37 Chinese-made locomotives were purchased, as well as 26 coaches.

Kazakhstan Railway increased its freight traffic by 4.4% and passenger traffic by 7.4% in 2011. Transportation by container trains grew by 16% compared to the previous year. In addition, such new international container routes as Chongqing – Duisburg, Chongqing

– Antwerp, and Chongqing – Cherkessk were set up. In December 2011, construction of the following new railway lines was completed: Uzen – state border with Turkmenistan, 146 km long, and the 293-km long Zhetygen – Korgas line. 69 new TE-33A mainline locomotives, 35 CKD6E Chinese-made shunting locomotives, and 6,331 freight wagons were purchased.

Kyrgyzstan's Railways increased their freight traffic by 8.2%. The company is working to upgrade the operation of Bishkek-2 station by providing a unified border and customs controls and non-stop passenger train passage between Bishkek-2 and Kainda stations.

Latvian Railways increased its freight traffic by 24.9% and international traffic by 21.5%. 35 km of railway tracks were rebuilt, sectional automatic train control system was upgraded, microprocessor centralisation devices were introduced at 54 stations along with centralised traffic control devices at sections with a total length of 600 km. Construction of a siding track at the Skriveri – Krustpils (52 km) started.

In 2011, freight traffic on the **Railways of the Republic of Lithuania** increased by 8.9% compared to the previous year, reaching 52.3 mn tons. International freight traffic grew by 9.8% to 37.2 mn tons. Passenger traffic increased by 6.7%, while international passenger traffic - by 3%. The National Programme of Transport Development is being successfully implemented, along with the project for integrating Lithuania's transport system into the pan-European system through the development of the East-West Transport Corridor connecting transportation centres in southern Sweden, Denmark, Germany, Lithuania with transportation centres in Belarus, Ukraine, Russia and Asia.

As part of the project for developing Rail Baltica, a European gauge line, Railway Construction Centre CJSC (Lietuvos Geležinkeliai's subsidiary) has carried out an overhaul of the Šeštokai – Mockava section in compliance with the European Union standards. The Saule project for delivery of cargoes from China (Chongqing Province) to Belgium (Antwerp) by container trains along the route running through territories of Kazakhstan, Russia, Belarus, Lithuania, and Poland has been successfully completed.

In 2011, upgrade and replacement of rolling stock continued: five Polish-made railcars and six TEM TMX shunting locomotives manufactured by Vilnius Locomotive Repair Depot CJSC were purchased. Radviliškis Freight Wagon Depot has completed upgrading 26 vehicles of the BMZ refrigerator sections into the 918 type insulated boxcars and overhauling 145 freight wagons with their term of service extended.

Railway of Moldova has increased its freight traffic by 15.3%. In order to expand and improve the rail network infrastructure, construction of the Giurgiulesti – Cahul railway line



Gas-turbine locomotive of the Russian Railways



Diesel multiple unit D1 modernized by the company Remar Pascani (Romania) for CFM (Moldova)



Donald Tusk, Prime-Minister of the Republic of Poland, and Sławomir Nowak, Minister of Transport, Construction and Maritime Affairs at the opening ceremony of Warszawa Stadion station and presentation of locomotives, painted in the national colours of the countries participating in Euro-2012 (12.05.2012, Warsaw)

continued successfully to connect the main line network to the Giurgiulesti port complex developed at the Danube river's mouth.

A 9.8% increase in freight traffic was observed on the **Mongolian Railway**; passenger traffic grew by 9.0%, while container traffic - by 65%. In 2011, construction was completed of a second line between border stations in Mongolia and China.

In 2011, **Polish State Railways** carried 140.5 mn tons (a 9% increase compared to the previous year), including international traffic of 48.8 mn tons. A significant component of investment activities undertaken by PKP Cargo SA was the upgrade of 130 diesel locomotives. Vehicle scanning equipment have been commissioned at the Izow – Hrubieszów border crossing to expedite customs and border control.

Romanian Railways transported 36.7 mn tons of cargo, which is 19.7% more than in the previous year, while international traffic increased by 22.5%. Construction of the new Vâlcele – Râmnicu Vâlcea 38-km line has been completed, allowing for the distance between Bucharest and Sibiu to be reduced by 117 km. 166 km of railway lines were rebuilt. 23 new coaches were purchased, and 58 coaches were upgraded. One CoCo 600 kW electric locomotive was purchased. Nine electric locomotives were upgraded.

Railways of Slovak Republic carried 37.48 mn tons of cargo, with 32.9 mn tons of international traffic. Passenger traffic grew by 2%. 13 coaches, 5 railway vehicle rolling stock units, 3 double-decker coaches were purchased; 21 units of traction rolling stock were upgraded.

Twelve container block trains run regularly on the **Railways of Ukraine**. In September 2011, Slavonic Express, a container block train, started operation along the Poland (Sławków – Hrubieszów) – Ukraine (Izow – Zernovo) – Russia (Suzemka – Bryansk) route. In 2011, 11,586 shipments under the CIM/SMGS consignment notes were effected. Six new electric freight trains were purchased, 48 electric locomotives and 34 diesel locomotives were upgraded. In order to provide operational control over the freight wagon fleet, the Ukrainian Transport and Logistics Centre (UTLC) was established.

Uzbek Railways carried 80.9 mn tons of cargo (a 5.8% increase compared to 2010), including international traffic of 25.5 mn tons. Passenger traffic increased by 4.1%. Since the beginning of 2011, Nakhodka Vostochnaya – Sergeli, a new container route, has become operational, and, as of November, Ablyk – Dostyk. A new 35.3-km two-way electrified railway line in the Yangiyer – Dashtabad has been commissioned, and 90 km of the existing railway lines have been upgraded. Seven Chinese-made high-speed passenger electric locomotives and one TEP-70 BS passenger diesel locomotive have been purchased. 250 freight wagons have been built; 1,430 freight wagons have been upgraded. 13 coaches have been built and 57 upgraded at the Tashkent Factory. Two Spanish-made high-speed Talgo-250 electric locomotives were purchased.

Estonian Railway carried 30.5 mn tons of cargo, which is 3.0% more than in the previous year. The 10-track Koidula railway station, equipped with all the necessary ground infrastructure and other technical facilities, was commissioned at the border between Estonia and Russia, allowing for complete trains to be handled with a capacity of 29 pairs of trains per day.

Much attention has been paid by railways of Belarus, Kazakhstan, China, Poland, Russia,



Factory for the production of TE-33A Evolution Diesel Locomotives in Kazakhstan



Achilbay Ramatov, Chairman of the Board of State Railway JSC "Uzbek Railways" and guests at the ceremony of launching the first high-speed train in Uzbekistan on the line Tashkent – Samarqand (26.08.2011)

Slovakia, Ukraine, Uzbekistan, Czech Republic and other countries to the implementation of the Programme for Developing Rapid and High-Speed Passenger Service Network approved by Session XXX of the OSJD Ministerial Conference. In most of the countries, a gradual increase in average speeds of passenger trains is evident, upgrade and replacement occur in passenger rolling stock to make it capable of running at speeds of 160 km/h or higher.

China Railways commissioned 1,421 km of high-speed lines in 2011. Under the Programme for Developing Rapid and High-Speed Passenger Service Network, **Russian Railways** has worked successfully to design the Moscow – Saint Petersburg high-speed line (HSL).

Byelorussian Railway is expected to increase the speed of passenger trains up to 160 km/h at the Osinovka – Minsk – Brest section which is a part of the Berlin – Warsaw – Minsk – Moscow – Nizhny Novgorod route of Pan-European Transport Corridor II.

Between 2012 and 2015, **Kazakhstan Railway** intends to set up high-speed passenger service using Talgo vehicles along the Almaty – Petropavlovsk, Astana – Aktobe, Astana – Atyrau, Almaty – Atyrau, Astana – Kyzylorda, Almaty – Aktobe, and Astana – Zashchita routes.

Lithuanian Railways proceeded actively with its efforts initiated in 2010 to implement a high-speed passenger rail service project between Minsk (Belarus) and Vilnius (Lithuania) aimed at reducing the running time from 4 hours (in 2010) to 2 hours (in 2015).

In 2011 **Uzbek Railways** have put into operation a new high-speed line Tashkent – Samarqand with the train speeds up to 250 km/h.

Ukrainian Railways has adopted a policy of accelerated passenger train movement, under which the Lvov – Kiev – Poltava – Krasnodar – Kharkiv – Donetsk transport corridor is to be established with train speeds between 141 and 160 km/h. High-speed passenger traffic is expected to be set up along the Kiev – Moscow international route with train speeds of 350-400 km/h.

In 2011, a trend towards expanding multimodal transportation was gaining further momentum; 10 new container routes and trains were established on the railways of Belarus, Bulgaria, Hungary, China, Kazakhstan, Latvia, Lithuania, Mongolia, Poland, Russia, Romania, Slovakia, Uzbekistan, Ukraine, Czech Republic and Estonia, which allowed running more than 280 regular international container block trains along the OSJD member countries' railways.

Particular attention has been paid to establishing new container routes using CIM/SMGS consignment notes from China and its western areas to Europe.

Topical issues of facilitating border crossing by rail transport were reflected in OSJD's joint efforts with UNECE, EU, OTIF, UIC, CIT and the OSJD member countries in respect of problems encountered in that area.

These efforts have yielded positive



South Railway Station in Kiev (UZ)



Top officials of transport and railway industries of Estonia, EU and Russia opening new station of Koidula (Estonia, 3 September 2011)

results: as of November 30, 2011, new Annex 9 "Facilitation of borders crossing procedures for international rail freight" to the 1982 International Convention on the Harmonisation of Frontier Controls of Goods entered into force.

Efforts to improve OSJD's legal framework that defines conditions and rules for international transport (SMGS or SMPS agreements) continued in the reporting year; at the same time, work was conducted to revise the SMGS, which allowed for these documents to be updated in response to the present-day demands and realities and for any changes occurring within the system of economic relations between the OSJD member countries to be taken into account.

Along the same lines, also contributing to harmonisation of the two legal systems and border crossing facilitation, work was carried out in cooperation with the CIT on the second stage of the draft unified CIM/SMGS consignment note, which included matters of responsibility and the CIM/SMGS electronic version. Much attention was paid to extending its territory of application, including Kazakhstan, China and Mongolia. The results from using a unified CIM/SMGS consignment note demonstrate the benefits of its application in the Euro-Asian international traffic.

OSJD's activities in 2011 were also focused on continued efforts to harmonise Rules for Transportation of Hazardous Goods with the RID Rules, allowing for Annex 2 to the SMGS to be updated against the 2011 RID Rules.

Intensive efforts were made to develop and match train schedules, implement and coordinate international freight traffic, improve the Rules for Using Freight Wagons in International Transport.

Top-priority activities included development and approval of leaflets on technical aspects of railway operation in respect of rolling stock, clearances, railway tracks and man-made structures, signals and interlocking, communications systems, power supply and electric traction, paperless transportation management, as well as in the area of scientific and technical information.

Considerable benefits were gained from OSJD's efforts to improve financial and accounting operations, review financial and accounting matters in order to reduce mutual debts between the OSJD member countries' railways.

Committed work was carried out by the Joint OSJD/ERA Contact Group to perform comparative analysis of technical parameters between the 1520/1524 and 1435 mm systems, which laid the basis for interaction between railway systems in the EU and OSJD countries.

Cooperation with such international organisations as UNECE, UNESCAP, EU, OTIF, ERA, CIT, UIC, CCTT, etc., featured prominently in OSJD's activities.

The OSJD observers and affiliated enterprises, whose number doubled in the last 5 years and has reached 34 in the reporting year, made a significant contribution to and positive impact on the OSJD activities.

The AWG for Improvement of OSJD's Fundamental Documents has worked persistently, which allowed for the

previously prepared draft Convention on Direct International Transport by Rail to be adjusted, including the attached SMGS and SMPS in the form of General Provisions of agreements on international goods transport by rail and on international passenger transport by rail, as well as the OSJD Statute.

Fruitful, coordinated work to implement the intended comprehensive measures aimed at improving and developing rail transportation, increasing their competitiveness, has enabled the majority of the OSJD member countries to expand significantly their passenger and freight traffic in 2011.



Main administrative building of AZD CJSC in Baku

1. Progress of OSJD Activities by Subjects

1.1. Transport Policy and Development Strategy

Activities of the OSJD Commission on Transport Policy and Development Strategy were focused on addressing the issues of railway transport policy, implementation of comprehensive measures aimed at improving transportation and developing OSJD's transport corridors, facilitating border crossing for the international passenger and freight railway traffic, as well as increasing railways' competitiveness in order to secure additional amounts of international transit traffic.

Railway lines are being comprehensively rebuilt and electrified, siding tracks were and are being developed, high-speed lines are being built, speeds of passenger and freight trains are being increased along with strengthening of engineering structures, lines are being equipped with centralised traffic control and new safety systems of rail traffic management.

In the reporting year, the expert meeting reviewed the progress in implementing measures under comprehensive plans to improve transportation and develop OSJD's rail transport corridors No. 1, 2, 4, 6, 11 until 2010.

The expert meeting has developed a new structure of comprehensive plans to improve transportation and develop OSJD's transport corridors until 2020. The meeting of the OSJD Commission on Transport Policy and Development Strategy considered it feasible to develop a model draft Memorandum of cooperation in the area of the OSJD's transport corridors development. The Russian Federation took up the leading role in developing the model draft Memorandum.

With regard to the on-going efforts to improve transportation and develop OSJD's transport corridors, for the purpose of developing proposals for consistent integration thereof into a system of rail corridors in the Euro-Asian space (Pan-European corridors, Euro-Asian corridors, UNESCAP, etc.), the OSJD Commission meeting resolved that it would be reasonable to integrate the "Comparative analysis of OSJD corridors with the officially approved Pan-European corridors (Crete 1994, Helsinki 1997) and Euro-Asian corridors (Saint Petersburg 2000, 2003)" topic into the 2012 Activity Plan of the OSJD Commission on Transport Policy and Development Strategy. The Russian Federation took up the leading role in respect of this topic. Monitoring of operational data sheets of OSJD's rail transport corridors will be provided in the future.

Work continued on the development of the Atlas of the OSJD Member Countries' Railways (designer: Associated Cartographic Centre – M CJSC, Russia).

Continuing efforts were made to promote rapid and high-speed passenger train traffic, which envisage development of a schedule for implementing national programs to manage introduction of high speeds in the OSJD member countries.

Note was made of the information supplied by representatives of the People's Republic of China, Republic of Poland, Russian Federation, Republic of Uzbekistan, Ukraine, and the Czech Republic on the current situation and progress in the implementation of national policy measures to improve the speed of passenger trains.



Railway bridge over the Amu-Darya river on the new line Turkmenabat – Atamurat – Kerkechi (Turkmenistan)



Chairman of OSJD Commission on Transport Policy and Development Strategy
K. Mamarakhimov

At an expert meeting under the "Development of comprehensive measures to facilitate border crossing in international rail transport between Europe and Asia" agenda, analysis was given by representatives from the Republic of Belarus, Republic of Kazakhstan, Republic of Lithuania, Republic of Poland, Russian Federation, Romania, Ukraine, and the Czech Republic of the reasons for passenger and freight train detention, and information was provided on the implementation of measures aimed at facilitating border crossing.

During the discussion, the participants exchanged views on facilitating border crossing by rail freight and passenger transport.

The following measures were suggested to facilitate border crossing:

- strengthening control over the quality of executing carriage and accompanying documents for international transport when accepting goods for shipment;
- ensuring acceptance of goods for transportation on the technically sound rolling stock.

In the railways' structural reform environment, among the factors that facilitates the passage of goods across borders and reduces the time to perform control procedures and to optimise the transit cargo processing time at the checkpoints is the introduction of information technologies and electronic document flow, improved quality of information when exchanging electronic data between railway administrations.

Work was completed on draft Annex 9 "Facilitation of borders crossing procedures for international rail freight" to the 1982 International Convention on the Harmonisation of Frontier Controls of Goods. This draft Annex 9 was considered at the 5th meeting of the Administrative Committee of the ITC UNECE. The Administrative Committee approved and forwarded the draft Annex 9 to the UN Headquarters in New York for the subsequent procedures to be performed under the UN Charter. The Secretary-General of the United Nations, acting in his capacity as depositary, issued Depositary Notification C.N.534.2011.TREATIES-1 on September 1, 2011, whereby it was communicated that the new Annex 9 to the Convention on Harmonisation in respect of borders crossing by railway transport will enter into force on November 30, 2011.

Executives of the OSJD Commission on Transport Policy and Development Strategy informed the meeting about the current status of the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage Carried by Rail of January 10, 1952.

Participants deemed it appropriate to continue consultations in their respective countries about the possibility and advisability of acceding to the 1952 International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage Carried by Rail.

Work continued on the railway transportation policy whose strategic objective is the coordinated development of the OSJD railway system and increased competitiveness of the railways in order to secure additional amounts of international transit traffic.

Note was taken at the expert meeting of the reports made by representatives of the Republic of Kazakhstan, Russian Federation, Romania, Republic of Uzbekistan, and the Czech Republic on the strategic development of railway transport.

Reports on railway transport reforms were made by the representatives of the Republic of Kazakhstan and the Russian Federation on the topic of "Studying the experience and analysing railway transport reforms in the OSJD member countries, including operations by managers of public railway infrastructure".

The leading duty holder from the Republic of Kazakhstan made a Questionnaire-based presentation on the topic of "Studying the experience and analysing railway transport reforms in the OSJD member countries, including operations by managers of public railway infrastructure".

The meeting stressed the need to address problems arising in the process of reforming railway transport in the OSJD member countries.



Specialists of OSJD Commission on Transport Policy and Development Strategy (from left to right): I. Cutieru, A. Glonti, A. Mamytov



Freight train on the Iranian Railways (RAI)



New super-high-speed experimental EMU of Chinese manufacturing (KZD)



VII-th International Meeting for Facilitation of Railway Border Crossing in Cross-Border Freight and Passenger Traffic
(26-27 June 2012, Sankt Petersburg)

Note was taken at the expert meeting of the presentations submitted by representatives of the Republic of Latvia, Russian Federation, Ukraine, and the Czech Republic on the public-private partnership in the area of railway transport.

The leading duty holder of the Republic of Kazakhstan made a Questionnaire-based presentation on the topic of "Studying trends and opportunities for public-private partnership in railway transport"; an Integrated Bibliography Index on this topic was prepared on the basis of the data provided by the Scientific, Technical and Economic Information Centres of the Republic of Kazakhstan, Republic of Poland, and the Russian Federation.

Following the discussion of this topic, the OSJD Commission meeting came to the unanimous opinion that the activities may be brought to a conclusion at this stage. The meeting took note of a presentation on the topic of "Status of the OSJD/ERA Contact Group work on interfacing between 1520 mm and 1435 mm gauge railway systems" made by a leading duty holder of the Republic of Lithuania. At present, the OSJD/ERA Contact Group has finalised the following:

- Document 1 "Analysis of key parameters defining the continued technical and operational compatibility between the 1520 mm and 1435 mm gauge railway systems at the border between the CIS and the EU. Subsystem: infrastructure, rail track and track facilities" (ca. 150 pages);
- Document 2 "Analysis of key parameters defining the continued technical and operational compatibility between the 1520 mm and 1435 mm gauge railway systems at the border between the CIS and the EU. Power supply";
- Document 6 "Analysis of key parameters defining the continued technical and operational compatibility between the 1520 mm and 1435 mm gauge railway systems at the border between the CIS and the EU. Locomotives and railway vehicle rolling stock".

The completed Documents 1, 2, and 6 are available at the OSJD website.

Work continued in the reporting period on Document 3 "Signals, interlocking, and communications" and Document 5 "Coaches".

Document 3 "Signals, interlocking, and communications" was almost completed. This document was to be finally approved at the first meeting to be held in 2012.

On October 19-20, 2011, a kick-off meeting was held of subgroups 1520 of the ERA working groups in respect of the "Infrastructure", "Power supply", and "Locomotives and railway vehicle rolling stock" sub-systems. These subgroups will start integrating the 1520 mm gauge system into the respective EU TSI on the basis of documents developed by the OSJD/ERA Contact Group.

The Contact Group has stressed that consistency of the Group composition had a positive impact on



New 844-series RegioShark EMU manufactured by PESA
(OSJD affiliated enterprise) on CD (Czech Republic)

the Group's operation and mission accomplishment. The expert meeting and the OSJD Commission on Transport Policy and Development Strategy have stressed the importance of the Contact Group operation and have spoken in favour of the continuation of its activities.

Executives of the OSJD Commission on Transport Policy and Development Strategy summarised the OSJD member countries' statistics and published the "OSJD Bulletin of Statistical Data on Railway Transport for 2010". It is observed that in 2010 the length of tracks in use was 280,542 km, while the growth of electrified lines amounted to 2,849 km with their total length reaching 121,010 km.

In general, the freight traffic growth rate in 2010 increased by 8.4% compared to 2009 and amounted to 5,816 mln tons. 3,786 mn passengers were carried in 2010. Passenger-kilometres indices decreased by 6.14%.

The total number of diesel and electric locomotives was 55,468. The coach fleet reached 102,053 units. The freight wagon fleet amounted to 2,285,533 units.

The number of employees decreased by 4.16 % to 3,668,655 people. The summarised data contained in "OSJD Bulletin of Statistical Data on Railway Transport for 2010" were discussed and approved by the AWG expert meeting on railway statistics issues and the Commission meeting.

Ukraine's leading duty holder presented for consideration the key summarised indicators of the OSJD railway transport corridors 1-13 operation in 2008 and 2009. Ukraine's leading duty holder presented the software and a spreadsheet template in the Excel format developed jointly with Uzbekiston Temir Yullari State Joint-Stock Railway Company for generating key indicators of the OSJD railway transport corridors operation in accordance with the developed draft guidelines.

The meeting discussed and approved the operation of the presented software intended to generate key indicators of the OSJD railway transport corridors operation and agreed the spreadsheet template in the Excel format.

The OSJD Commission meeting resolved that the key indicators of the OSJD railway transport corridors operation in 2010 and 2011 be submitted in the Excel format.

The meeting also asked the Russian Federation's leading duty holder to consider the possibility of separating the international cargo transit share from the total traffic on the OSJD railway transport corridors.

In connection with the liberalisation of transport market in the OSJD member countries and access to the public railway transport infrastructure granted to licensed private carriers, a proposal by representatives of the Republic of Bulgaria to include the freight and passenger traffic for all carriers into the "Key indicators of the OSJD member countries' railways' table was considered.

During the discussion, the participants expressed their views and considered it reasonable to examine further this issue as regards the following:

- definition of "licensed private carrier";
- legality of publishing data in the "Key indicators of the OSJD member countries' railways' table;
- ability to collect information;
- determining the set of indicators.

The meeting suggested that the AWG prepares the information on the above issues and discusses them at the next AWG meeting in March 2012.

In 2011, the STEI Centres of the OSJD member countries proceeded with generation and development of national scientific, technical and economic information databases, the combination of which constitutes a distributed international databank – the OSJD ADB.



New coach of RIC-gauge, manufactured by Siemens for Russian Railways



Meeting of the AWG on Statistical Issues of OSJD Commission I (27-29.03.2012, OSJD Committee)



Participants of the expert meeting on the subject "Creation of International OSJD STEI Data Bank on Transport on the Basis of Modern Information Technologies" (20-22 September 2011, OSJD Committee)

The Russian Federation's leading duty holder performed the analysis of furnishing and using in 2010 the international distributed STEI databank, based on the data received from the STEI Centres of the OSJD member countries participating in the project.

According to the STEI Centres, as of December 30, 2010, the overall content of the international distributed databank of scientific and technical information comprised 1,675,132 documents. In 2010, the annual supply of the international distributed database included 90,368 documents.

During 2010:

- 22,206 persons were subscribing users of the international distributed databank maintained by the STEI Centres of the OSJD countries;
- the total number of queries to the OSJD ADB was 360,071;
- the total number of documents issued in 2010 from the OSJD ADB (number of documents found in the database on the users' queries) was 1,430,943.

The results of repeated analysis show the growing importance of the STEI Centres' information activities.

The meeting stressed the need for the annual review of international supplies to the international distributed OSJD ADB, since it allows for the dynamics in the development of information activities in the OSJD countries to be defined, as well as for the scope of this scientific and technical information resource utilisation by experts to be assessed.

The leading duty holder of the Republic of Kazakhstan prepared an Integrated Bibliography Index on the topic of "The experience of public-private partnership (PPP) and its efficiency" generated on the basis of the data submitted by the STEI Centres. The data was provided by Kazakhstan, Poland, and Russia. This collection comprised documents on PPP in the area of transportation published nationally from 2007 until the present time – 38 documents in total. Bibliographies are provided with brief abstracts. In addition, the leading executive of the Republic of Kazakhstan prepared a full-text thematic selection of materials on the issue of PPP.

The expert meeting discussed the topic of the next joint bibliography. After the discussion, the following topic was accepted for development: "National programmes for managing rapid and high-speed passenger train traffic". The meeting accepted the proposal of Polish representatives to undertake supervision of the joint bibliography compilation.

In 2011, the Russian Federation's leading duty holder provided support for the software operating under the OSJD Scientific and Technical Information Unified Search Engine pilot project.

The Search Engine is implemented in two languages: Russian and English.



New EMU on Georgian Railway for suburban traffic



New diesel locomotive of CFR Marfa (Romania)

Description of Unified Search Engine operating modes, functional components and types of the software was provided by the leading duty holder in the Summary to the OSJD STI USE pilot project.

At present, the national database of the Russian Federation's STEI Centre is connected to the OSJD STI USE.

Those OSJD members countries who have databases implemented under the Web-hosted technology and made available in the Internet have been requested to join the OSJD STI USE pilot project.

In 2011, the Russian Federation's leading duty holder provided maintenance and support for the OSJD STEI Centres' website temporarily deployed on the Latvian Railways' server for the purpose of making the website's resources available at the following address: <http://www.rail-net.org/>. Transfer of the STEI Centres' website to another server is currently considered. The OSJD website home page has a link to the STEI Centres' website.

During 2011, in accordance with the data provided by respective countries, web pages of the STEI Centres in Belarus, Poland, and Russia were updated. Under a resolution of the AWG meeting, minutes were made available in the "Information" section of the AWG meeting dedicated to technical, software and information aspects of the OSJD scientific, technical and economic information (February 15-16, 2011, OSJD Committee, Warsaw), along with a list of foreign journals processed by the STEI Centres and included into the OSJD ADB.

The 2011 Activity Plan of the OSJD Commission on Transport Policy and Development Strategy in respect of topic No. 6 (STEI matters) was included into the "Plans" section.

Address Directory of the OSJD member countries' STEI Centres was updated and reissued (10th edition). Minutes of the meetings held by the OSJD Commission on Transport Policy and Development Strategy with attachments thereto are made available in the restricted section of the OSJD website.



Railway bridge in Riga (LDZ)



Joint expert meeting of PWGF, representatives of AWG on PGW Revision and AWG on Updating OSJD Fundamental Documents (12-14.09.2012, OSJD Committee)



New double-decker EMU of LG at Vilnius station



New rolling stock on Hungarian Railways

1.2. Transport Law

November 2011 marked the 60th anniversary of the Agreement on International Passenger Transport (SMPS) and the Agreement on International Goods Transport by Rail (SMGS) becoming effective. The scope of the SMPS application extends to 23 European and Asian states. The same number of countries with a length of railway lines exceeding 240,000 kilometres is covered by the SMGS scope of application. Improving these Agreements has been one of our Commission's primary tasks which was performed systematically during the reporting period.

During 2011, the Commission was actively developing provisions of the draft Convention on Direct International Transport by Rail. Cooperation continued between OSJD, OTIF and CIT, aimed at harmonisation of international transport law.

Previous year's meetings of experts and of the Commission on Transport Law on the SMPS Issues discussed and approved modifications and amendments to the SMPS, which will become effective as of May 1, 2012.

Guided by the resolution of Session XXXIX of the OSJD Ministerial Conference, the Ad-Hoc Working Group on the SMPS Revision of the OSJD Commission on Transport Law has completed development of the draft General Regulations for the Contract of International Carriage of Passengers as an annex to the Convention and the draft Rules of the International Carriage of Passengers and Luggage, as provided for by respective articles of these Regulations.

The AWG for the SMPS Revision held four meetings in the reporting period, during which the following items were developed and introduced into the General Passenger Regulations:

- Article 9 regulating certain conditions for managing transport by special trains or vehicles;
- Articles 18 to 27, which provide for the carrier's liability and payment of damages in the event of personal injury to passengers, train delay or cancellation, loss, shortage or damage to luggage or hand luggage;
- Section V "Complaints and Claims".

The draft Rules of Relations Between Carriers in International Carriage of Passengers were developed. These Rules govern relations between carriers during international carriage of passengers and luggage by rail in accordance with the General Passenger Regulations and Rules of Carriage of Passengers.

The Rules of Relations Between Carriers set forth the procedure for agreeing passenger train routes, processing passenger tickets, using the ticket reservation system, acceptance for transportation, labelling, luggage transportation and claim, service in vehicles on international routes and dispute resolution.

Draft texts of the General Regulations for the Contract of International Carriage of Passengers, the Rules of the International Carriage of Passengers, and the Rules of Relations Between Carriers in International Carriage of Passengers were agreed at a meeting of the Commission on Transport Law on the SMPS Issues held between November 15 and 17, 2011.

Work continued on converging the provisions of international transport law documents in the passenger transport between East and West.

During the reporting period, two joint expert meetings between OSJD, OTIF, and CIT were held, where information was provided about the key liability components as set forth by the provisions of the SMPS, CIV, CIV PRR; the 2012 Activity Plan was agreed aiming at harmonisation of these provisions.

During the meetings of experts and of the Commission on Transport Law on the SMGS Issues held in 2011, modifications and amendments to the SMGS and Service Regulations thereto were discussed and approved, becoming effective as of July 1, 2012.

Under the instructions of Session XXXIX of the OSJD Ministerial Conference, the Ad-Hoc Working Group on



Chairman of OSJD Commission on Transport Law
N. Nosenko



Expert meeting of AWG on SMGS Revision of OSJD Commission on Transport Law (17-20.04.2012, Helsinki, Finland)



Expert meeting of AWG on SMPS Revision of OSJD Commission on Transport Law (28-30.05.2012, OSJD Committee)

the SMGS Revision of the OSJD Commission on Transport Law continued development of the draft General Regulations for the Contract of International Carriage of Goods as an annex to the draft Convention and of the draft Rules of the Carriage of Goods, as provided for by respective articles of the draft General Goods Regulations.



Specialists of the OSJD Commission on Transport Law (from left to right):
Je. Antonevič, A. Niinepuu, E. Arfa, D. Mirzoev

During six meetings of the AWG for the SMGS Revision held in 2011, texts of the following Rules of the Carriage of Goods sections were developed, reviewed and approved: "Amendments to the Contract of Carriage", "Carrier Statement", "Special Conditions for Transport of Certain Types of Goods", as well as the Annex "Statement of Amendments to the Contract of Carriage" to these Rules.

A resolution was approved to delete the following sections from the Rules of the Carriage of Goods:

- "Calculation and Levying of Carriage Charges and Penalties", subject to the agreed amendments to Articles 1, 10, 20, 24, 25, 26, 29 of the General Goods Regulations, as well as to the section "Operations with Cargo En Route" of the Rules of the Carriage of Goods associated with carriage charges and penalties;
- "Time of Goods Delivery", subject to the agreed amendments to Articles 18 and 39 of the draft General Goods Regulations, imposing requirements on the times of goods delivery and on the amount of compensation for changes in the time of goods delivery, respectively;
- "Electronic Consignment Note": with regard to the fact that matters related to the use of electronic consignment notes shall be governed by special agreements (electronic data exchange agreements);
- Given the specific nature of developing such documents, adjustments were made concurrently to the General Goods Regulations, as well as to the already developed sections of the Rules of the Carriage of Goods.

Amendments were made to Articles 19, 23, 31 of the General Goods Regulations; these articles are related to variations in the contract of carriage, carrier statement, and the carrier's liability.

Versions of Paragraphs 15.2 "Operations with Cargo En Route", 19.2 "Carrier's Actions in the Event of Overload at Railway Connecting Stations", 20.2 "Carrier's Actions When Transhipping From One to Two or More Vehicles of the Same Gauge", 21.1 "Carrier's Actions When Removing a Vehicle from Route or Batch Shipping" of the Rules of the Carriage of Goods were agreed.

New Paragraphs 26.3 and 26.4 were included into the "Cargo Release Procedure" of these Rules, which determine carrier's actions upon arrival at the receiving station at different times of a portion of the cargo together with a consignment note or of an additionally forwarded portion of the cargo.

In developing and updating all of the above sections in the Rules of the Carriage of Goods, as well as the articles of the General Goods Regulations, respective amendments and modifications were made to the consignment note section of these Rules.

A draft document framework governing the relationship between international carriers of goods by rail was developed as a basis.

The AWG for the SMGS Revision has complied with the instructions of Session XXXIX of the OSJD Ministerial Conference to prepare a draft text of "General Regulations for the Contract of



New tank wagon of State Railway JSC "Uzbek Railways" (UTI)



Participants of expert meeting of AWG of OSJD Commission on Transport Law for updating Annex 2 to SMGS "Rules for the Transportation of Dangerous Goods" (20-24 August 2012, OSJD Committee)

International Carriage of Goods” as an annex to the Convention.

In recent years, railways of most countries in the SMGS transport legal environment have implemented major reforms related to technical upgrade and reorganisation of their structures. It has brought about a clear delimitation between spheres of interests of railway companies and the state, as well as between the infrastructure and the process of transportation. A possibility emerged of liberalising the transport market and making its open for entry of new transport companies.

Unfortunately, requirements of the existing SMGS fail to measure up in full to the transport market’s changed environment.

In connection with the above, and recognising the need for urgent changes to be made to the SMGS, the Commission resolved that, concurrently with the development of the Convention provisions, amendments and modifications to the existing SMGS and the Service Regulations thereto shall be adjusted and made effective in accordance with the procedure set forth by Article 37 of SMGS, based on the available provisions in the draft Convention. The AWG for the SMGS Revision has been charged with the task of preparing such amendments and modifications.

In accordance with the Commission’s approved 2012 Activity Plan, the AWG for the SMGS Revision will continue to develop the Rules of the Carriage of Goods and a document governing relations between the carriers.

According to the amendments and modifications made to the international and national regulations, work continued in 2011 to update the Rules for Transportation of Dangerous Goods (Annex 2 to the SMGS) based on the UN recommendations, Standard Regulations (16th edition) and 2011 RID Rules, with regard to specific features of operating railways in the SMGS member countries.

During the reporting period, the following results were achieved at the meetings held by the AWG for the Rules for Transportation of Dangerous Goods, experts and the Commission on Transport Law:

- the text of Annex 2 “Rules for Transportation of Hazardous Goods” to the SMGS, which came into force on July 1, 2011, was reviewed, approved and also updated with regard to amendments and modifications;
- the “List of Fundamental Differences between Annex 2 to the SMGS and the International Transport of Dangerous Goods (RID)” table was prepared for the subsequent use of this material in further efforts to harmonise the requirements of Annex 2 with the SMPS and the International Transport of Dangerous Goods (RID).

On the basis of a resolution approved by Session XXXIX of the OSJD Ministerial Conference to continue the development of the draft “General Requirements as to International Transportation of Dangerous Goods” as an annex to the Convention, a table was prepared and reviewed containing provisions of Annex 2 to the SMGS, with links to the SMGS available for future use in the development of this draft in 2012.

During the reporting period, at the meetings held by the AWG for the Development of Annex 14 “Rules for Fitting and Securing Cargo in Wagons and Containers” to the SMGS, experts and the Commission on Transport Law, Chapter 11 “Stowing and Securing Cargo in Boxcars” was developed, approved and accepted as part of Annex 14 to the SMGS.

Amendments and modifications were made to Chapter 1 “Requirements as to Stowing and Securing Cargo on the



Participants of expert meeting of AWG of OSJD Commission on Transport Law on development of Annex 14 to SMGS “Rules for Fitting and Securing Cargo in Wagons and Containers” (16-20 July 2012, OSJD Committee)



EMU FLIRT in inter-regional communication on BC (Belarus)



Traction stock of MTZ (Mongolia)

1520 mm Gauge Open Rolling Stock” and Chapter 9 “Stowing and Securing Containers and Swap Bodies” of Annex 14 to the SMGS.

These materials underwent the established procedure and will become effective as of July 1, 2012.

The development of Chapter 4 “Stowing and Securing Construction Goods” of Annex 14 to the SMGS started and will continue in 2012.

Guided by a resolution approved by Session XXXIX of the OSJD Ministerial Conference, the AWG for the Development of Annex 14 to the SMGS continued its work on the draft “Rules for Fitting and Securing Cargo in Wagons and Containers”, as provided for by respective articles of the General Goods Regulations.

For example, efforts were made to split Annex 14.1 “Stowing and Securing TPPWks, Motor Vehicles, Tractors, Trailers, Semitrailers and Swap Vehicle Bodies on 1520 Gauge Model 13-9003, 13-4095 and 13-9004M Platforms” to the SMGS into technical and legal parts for the purpose of integrating the technical part into Annex 14, and the legal part – into the articles of the General Goods Regulations or the Rules of the Carriage of Goods.

The development of a new chapter of Annex 14 to the SGMS has started, as well as of the materials for the Rules of the Carriage of Goods that govern stowing and securing oversized goods and goods on transport. In order to carry out this work, provisions of the “Guidelines for transportation of oversized and heavy goods on the railways of the CIS member countries, Republic of Latvia, Republic of Lithuania, Republic of Estonia” were used along with OSJD/UIC Leaflet O 502-3 “Carriage of exceptional consignments in cross-border traffic between railways with gauges of 1435 mm and 1520 mm”.

In 2011, coordinated work was carried out by OSJD and CIT as part of the “CIM/SMGS Transport and Legal Harmonisation” project.

Guided by resolutions of Session XXXIX of the OSJD Ministerial Session, the OSJD participants to the project worked to improve the “CIM/SMGS Consignment Note Manual” (Annex 22 to the SGMS) and to further promote widespread adoption of CIM/SMGS consignment notes during transportation on rail networks.

This work resulted in the approval of amendments and modifications related to the area of the CIM/SMGS consignment note application, routes where such consignment note is used, lists of reforwarding locations.

Following the required procedures, Paragraph 15.1 “Application of Customs Regulations and Customs Security Procedures” of Annex 22 to the SMGS (as amended) will become effective on July 1, 2012.

In 2011, more than half of the international traffic associated with re-issuance of documents under different transport laws (CIM/SMGS) was carried through the use of the CIM/SMGS consignment note without performing such operations. It should be noted that the overwhelming majority of these shipments were containerised.

The benefit of using the CIM/SMGS consignment note, which has an effect on the interest displayed by carriers towards it, includes the equivalent recognition of this consignment note and its related documents in the territories of both the SMGS and CIM legal environments.

Using the CIM/SMGS consignment note allows for the time of goods delivery to consignees to be significantly reduced.

In 2011, the Railway of Moldova was included in the territory of the CIM/SMGS consignment note application. Domestic approval is sought for the possibility of managing transport using the CIM/SMGS consignment note on China’s railways.

In the previous year, the legal team completed, and, during the current year, the expert team will complete their designated tasks to address which these teams had been established as part of the “CIM/SMGS Transport and Legal Harmonisation” project.

It should be noted that this project has become one of the most efficient ones over the last decade, extending across a large area of the Euro-Asian continent and covering large amounts of traffic.



New and modernized rolling stock of CD JSC (Czech Republic)

1.3. Freight Traffic

In 2011, activities of the OSJD Commission on Freight Traffic were focused on efforts aimed at improving the existing international agreements and treaties in the field of managing combined transport in the Europe – Asia direction and transit freight tariffs; updating the applicable Rules of Mutual Use of Freight Wagons in International Carriage by Rail in order to ensure their harmonisation with comparable international regulatory documents, harmonising the unified system of cargo description and coding in transport on the OSJD railways; scheduling and managing container block trains along the Europe – Asia – Europe routes; cooperating in the field of railway operations for the purpose of improving efficiency and competitiveness of international rail transport against other modes of transport.

Topics within the Commission's authority were discussed and reviewed at meetings, workshops and conferences in accordance with the Commission's approved 2011 Activity Plan.

Tariff issues were discussed as part of the "Improving the Agreement on Uniform Transit Tariff (ETT) and the ETT Itself" and "Improving the Agreement on International Railway Transit Tariff (MTT) and the MTT Itself" topics.

Coordinated amendments to the ETT Agreement were declared under the ETT Agreement by the OSJD Committee acting as the ETT Administration and became effective on July 1, 2011.

The Parties to the ETT Agreement approved amendments and modifications to the ETT Tariff with the subsequent entry into force in respect of the following:

- the "General Provisions" section and other sections related to a change in the BDZ name (as of 01/07/2011);
- procedure for publishing the ETT Tariff by the Parties to the Agreement (as of 01/07/2011);
- inclusion of the new Section VI "Procedure for Clearance of Goods Transported via Transit Railway Stations Where Subsequent Reforwarding of Goods by Road is Performed" (as of 01/07/2011);
- Section VII "Tariff Rules, Calculation and Levying of Freight Charges" (as of 01/10/2011);
- tariff rules for passage of attendants (as of 01/10/2011);
- table of transit distances on railways of Azerbaijan, Georgia, Kyrgyzstan and Uzbekistan (as of 01/07/2011), Kazakhstan (as of 01/07/2011 and 01/10/2011), Latvia (as of 15/11/2011), Russian Federation (as of 01/07/2011 and 15/10/2011), Tajikistan (as of 01/07/2011 and 01/08/2011), and Estonia (as of 01/09/2011 and 01/11/2011);
- editorial revisions throughout the ETT text according to the agreed amendments and modifications.

The ETT classes were agreed in connection with amendments and modifications to the GNG introduced as of July 1, 2011.

In accordance with the provisions of the Agreement, the OSJD Committee acting as the ETT Administration prepared an updated text of the ETT Agreement and the ETT Tariff with regard to the approved amendments and modifications as of January 1, 2012.

In order to improve the MTT Agreement and the MTT Tariff, the Parties to the MTT Agreement approved amendments and modifications to the MTT with the subsequent entry into force in respect of the following:



Chairperson of OSJD
Commission on Freight Traffic
Z. Aspayeva



Participants of annual meeting of OSJD Commission on Freight Traffic (11-14 October 2011, OSJD Committee)

- procedure for publishing the MTT Tariff by the Parties to the Agreement (as of 25/08/2011);
- refinements to the basic provisions of paragraphs "Type of Shipment and Carriage Speed", "Levying of Freight Charges", "Transportation in the East – West Direction" and "Transportation in the West – East Direction" (as of 01/10/2011);
- tariff rules for passage of attendants (as of 01/10/2011);
- levying of freight charges in carriage of oversized cargo (as of 01/10/2011);
- Section VI "Carriage of Goods in Transit on Railways in Kazakhstan and Ukraine Involving Pipeline Transportation" (as of 01/10/2011);
- tariff rates for carriage of high-capacity and intermediate multi-purpose containers by Lithuanian Railways (LG) (as of 25/08/2011);
- amount of additional fees charged for securing goods (as of 01/10/2011);
- table of transit distances on railways of Belarus (as of 25/08/2011), Kazakhstan (as of 01/07/2011), Latvia (as of 15/11/2011), Lithuania (as of 25/08/2011), Russian Federation (as of 01/07/2011 and 15/10/2011), Tajikistan (as of 01/08/2011), and Estonia (as of 01/09/2011 and 01/11/2011);
- notes to the tables of transit distances of the Parties to the Agreement (as of 25/08/2011 and 01/10/2011);
- editorial revisions throughout the MTT text according to the agreed amendments and modifications.



Specialists of OSJD Commission on Freight Traffic (from left to right):
A. Caunitis, Pak Chol Ho, A. Tsevegsuren



Meeting of the Parties to ETT Agreement (15-18.05.2012, OSJD Committee)

In accordance with the provisions of the Agreement, the OSJD Committee acting as the MTT Administration prepared and published an updated text of the MTT Tariff with regard to the approved amendments and modifications as of January 1, 2012.

In the reporting period, the Agreement on Organisational and Operational Aspects of Combined Transport in the Communication between Europe and Asia (the "Agreement") was updated.

Under the procedure provided for in Article 11 of the Agreement, amendments and modifications to Annex I "Railway Lines of Importance for International Combined Transport" and to Annex II "Installations Important for International Combined Transport" to the Agreement were approved and became effective as of June 24, July 1, and December 28, 2011.

The OSJD Committee acting as the Agreement Depositary forwarded the information about the amendments and modifications becoming effective to all Parties to the Agreement for the purpose of practical application.

Experts of the Commission reviewed the materials on the differences between the data reflected in the Annexes to the Agreement and the respective Annexes to the European Agreement on Important International Combined Transport



New high-sided wagon of RZD
(Russia)



Container train on the leg Zamyn-Uud – Erlian
(Mongolian-Chinese border)

Lines and Related Installations (AGTC), which were prepared by Russian Railways JSC, and resolved that efforts shall continue to harmonise further these Agreements.

The "Improving the Agreement on the Rules for Using Freight Wagons in International Transport (PGW) and Updating the PGW" topic was discussed by the Parties to the Agreement at the meetings of Expert Working Subgroup, representatives of the Parties to the Treaty and of the AWG for the PGW Revision. A total of eight meetings were held resulting in the following:

- Annexes 7 and 7a to the PGW were updated;
- a new revision of Sections 1-10 of Annex 1 "Technical Requirements as to the Freight Wagon Fleet in International Transport" to the PGW was approved and becomes effective as of January 1, 2012;
- amendments and modifications to the PGW were approved and become effective as of January 1, 2012;
- a review was made of the calculation of rates for using freight wagons in international transport in 2012 prepared by the leading duty holder, Russian Railways JSC.

The indexed rates were not approved.

The Ad-Hoc Working Group on the PGW Revision continued its activities in the reporting period. Six meetings took place, three of which were meetings held by the Joint Working Group (JWG) of leading executing agencies for the PGW revision established under a resolution of the annual meeting of the OSJD Commission on Freight Traffic (October 5-8, 2010, OSJD Committee).

At the meetings of the AWG for the PGW Revision:

- a new revision of the PGW draft structure was preliminarily approved;
- a new revision of Paragraphs 1-11 of the PGW was prepared and preliminarily approved in accordance with the new revision of the PGW draft structure and with regard to newly agreed terms and definitions;
- a new revision of Sections 1-11 of Annex 1 "Technical Requirements as to the Freight Wagon Fleet in International Transport" to the PGW was agreed.

The AWG for the PGW Revision coordinated its work with the AWG for the SMGS Revision and the AWG for Improvement of OSJD's Fundamental Documents.

The meetings of the AWG for the PGW Revision also discussed the matters associated with the preparation of the Convention on Direct International Transport by Rail as regards the use of freight wagons. Preliminary approval was given to a new version of the draft "General Regulations for Using Freight Wagons in International Carriage by Rail".

Executives of the Commission prepared and forwarded to the railways who are the Parties to the PGW Agreement all amendments to the Agreement on the Rules for Using Freight Wagons in International Transport (PGW) and the PGW in accordance with the established procedure.

According to the Commission's Activity Plan, a meeting of the Commission's experts on the topic of "Use of Freight Wagons in International Rail Transport" was scheduled for 2011.

As a result of the on-going revision of the PGW and review of all provisions of the Rules for Using Freight Wagons, and because of the failure to provide sufficient materials for discussion, a decision was made to cancel this expert meeting.



Participants of the expert meeting of the OSJD Commission on Freight Traffic on the subject "Carrying out of Work Aimed at the Organisation of Freight Traffic with the Use of Unified CIM/SMGS Consignment Note" (25-27.08.2011, Sankt Petersburg, Russia)



Heavy-duty coupled electrical locomotive BKG-1 of Chinese manufacturing for BC

During 2008-2010, the Commission's experts prepared a number of amendments and modifications (corrections) to the Joint OSJD/UIC Leaflet O 402/430-5 "Regulations for the exchange and use of new generation freight wagons between railways with gauges of 1435 and 1520 mm", which were approved by the Commission. These corrections were subsequently approved by all the OSJD railways and forwarded to UIC for its approval. In its letter dated April 5, 2011, UIC informed the OSJD Committee that, of the 135 amendments approved by OSJD, 89 had been supported.

The Commission's executives prepared a draft consolidated version – the second edition of the Leaflet with regard to the amendments and modifications approved by OSJD and UIC.

Under a resolution approved by the Commission's final meeting, this draft is to be submitted for approval by XXVII Meeting of the CGD and will become effective as of July 1, 2012.

The work dedicated to the "Improving and updating the Harmonised Commodity Code (GNG)" topic produced the draft amendments and modifications to the GNG prepared by Russian Railways JSC, the GNG lead developer, integrating the proposals made by the OSJD railways that use the GNG, which were approved by a resolution of XXVI Meeting of the CGD (April 18-22, 2011, Republic of Tajikistan, Dushanbe) and entered into force on July 1, 2011.

The Commission's executives prepared and forwarded to all OSJD railways using the GNG an updated GNG text as of July 1, 2011.

The subject of "Examination of the issue of compiling a list of freight stations on the OSJD railways" was discussed at a meeting of representatives of the OSJD railways using the GNG (March 29 – April 1, 2011, Republic of Azerbaijan, Baku). The meeting stressed the relevance of compiling the List of Freight Stations on the OSJD Railways. Proposals were submitted by the railways in respect of the draft List structure, which were forwarded to Russian Railways JSC as a leading railway for summarisation (at an initial stage). Under a resolution of XXVI Meeting of the CGD, work on this topic will continue in 2012.

The Commission's expert meeting discussed the matters examined as part of the "Organisation of high-capacity container transport in the communication between Europe and Asia" topic.

Russian Railways JSC, a leading duty holder, completed updating the database of container trains and piggyback transport in international traffic, based on the data received from the railways of Belarus, Bulgaria, Hungary, Kazakhstan, China, Latvia, Lithuania, Mongolia, Poland, Russia, Romania, Slovakia, Ukraine, Uzbekistan, Czech Republic, and Estonia.

At present, 188 container and piggyback trains are established and run on a permanent basis on OSJD's railways, with 94 trains dispatched when ready.

The summary data on the running container trains and carriage by combined transport on OSJD's railways prepared by Russian Railways JSC, a leading duty holder, together with the executives of the OSJD Commission on Freight Traffic



Participants of the XXIII. Meeting of representatives of the Parties to the MTT Agreement (26-29.06.2012, Almaty, Kazakhstan)



Expert meeting of the OSJD Commission on Freight Traffic on the subject "Organization of large-container traffic between Europe and Asia" (10-13.07.2012, OSJD Committee)



Meeting of representatives of railways – Parties to the Agreement on PGW on the subject "Updating of the Agreement on PGW, changes and amendments to the PGW Rules" (14-17.06.2011, OSJD Committee)



Participants of the meeting on Harmonized Nomenclature of Goods (GNG)
(27-30.03.2012, Vilnius, Lithuania)

was published in the 6/2011 edition of the "OSJD Bulletin" and on OSJD's website.

Under the "Creating a database of container transport volumetric indices" subtopic, UZ, a leading duty holder, completed the task of creating a database of containerised freight volumes carried by rail in 2010 on the basis of the data provided by the railways of Azerbaijan, Belarus, Bulgaria, Kazakhstan, Latvia, Lithuania, Moldova, Mongolia, Poland, Russia, Slovakia, Tajikistan, Ukraine, Czech Republic and Estonia; the analysis of the data compared to 2009 was also provided.

In 2010, railways accepted more than 1,648 thousand TEUs and released more than 1,636 thousand TEUs, which is 52% and 55% more compared to 2009, respectively.

It has been suggested by experts that the data on the containerised freight volumetric indices be made available in the annual OSJD Statistics Bulletin.

Due to the fact that new types of high-capacity containers – whose parameters do not comply with the ISO Series 1 standard and the use of which has not been defined by the SMGS – are currently used in international transport, the Commission's experts prepared a proposal for an amendment to be made to Paragraph 2 of Annex 8 to the SMGS in a relevant version, which was approved at the Commission's final meeting.

Approval of this proposal regarding the Rules of Container Carriage in International Transport was given in order to attract additional container traffic by rail.

The Commission's final meeting approved amendments and modifications to the Rules for Using High-Capacity Multi-Purpose Containers Owned by the OSJD Member Countries in International Transport by Rail (the "Rules") developed by the Commission's experts. The updated text of the Rules was published by the OSJD Committee as OSJD Leaflet R 421 "Rules for Using High-Capacity Multi-Purpose Containers in International Transport by Rail".

The Commission's meeting agreed on definitions of "Container Train", "Piggyback Train" and "Combined Transport Train" and resolved that these terms be included into the "High-Capacity Container and Piggyback Carriage in Transport Between Europe and Asia" Directory.

In the reporting period, experts of the railways involved took part in carrying out the work under the UNESCAP – OSJD joint projects:

- "Planning and organisation of demonstration runs of container block trains along the Trans-Asian Railway Northern Corridor" ("Project 1");
- "Operationalisation of Euro-Asian rail routes with particular reference to landlocked countries in Asia and Caucasus" (Phase III) ("Project 2").

In respect of Project 1, the KZH and MTZ representatives provided the information on the preparatory work for scheduling and subsequent passage of container block trains as they become ready.

In the reporting year, the railways involved – the Project 1 participants – did not perform any demonstration runs



Freight train of PKP Cargo JSC (Poland)



High-sided wagon of Chinese manufacturing on Kazakhstan Railway



Participants of the OSJD-CIT International Workshop „Practical Implementation of CIM/SMGS Consignment Note in Eurasian Railway Freight Traffic” (6-7.04.2011, Astana, Kazakhstan)

of container block trains along the routes established by Project 1.

A demonstration container train was organised and run by railways of China, Kazakhstan, Russia, Belarus, Poland, and Germany along the Chongqing (China) – Duisburg (Germany) route in March 2011. This container train included 36 units of 40-foot containers with “office equipment”, the total carrying distance in excess of 11 thousand km was covered by the train in 15 days and 23 hours at an average speed of 726 km/day. It was followed by 10 more container trains along the same route.

In respect of Project 2, KZH, a leading duty holder, and experts of the railways concerned (RAI, KRG, TRK, UTI) in cooperation with Turkish Railways suggested that possibility be considered of organising a demonstration run of container trains along the Istanbul (Turkey) – Tehran – Tashkent – Almaty (Kazakhstan) and Bandar Abbas (Iran) – Almaty (Kazakhstan) routes. The KRG representatives suggested that a possibility of establishing a branch to the Kyrgyz railways be considered for these routes.

In 2011, the Commission started its activities on the “Work of organising carriage of goods using the unified CIM/SMGS consignment note” topic. The purpose of this work is to expand the geography of the unified CIM/SMGS consignment note actual application across the Euro-Asian railway space.

In connection with the routes for using such consignment notes opened by Kazakhstan and Mongolia in their networks and for the purpose of exchanging the experience of actual application of such consignment notes, the International OSJD-CIT Workshop was held on April 6-7, 2011, in Astana (Republic of Kazakhstan), with representatives of such international organisations as UNECE, OTIF, CIT and UIC invited. At the end of the Workshop, its participants adopted an Appeal that emphasises positive results of implementing, since September 1, 2006, of the unified CIM/SMGS consignment note, which allowed for the international carriage of goods between the countries – parties to the SMGS and the COTIF members to be carried out without reissuing consignment notes which also constitute customs documents.

This topic was discussed at the Commission’s expert meetings (February 17-18, 2011, OSJD Committee, and August 25-27, 2011, Russian Federation, St. Petersburg), where Russian Railways JSC, a leading duty holder, provided analysis and assessment of possible routes from China to European countries using the unified CIM/SMGS consignment note, including return routes, with regard to the proposals submitted by the railways concerned.

Participants to the topic approved an action plan to implement a pilot project for organising a demonstration run of container block trains using the unified CIM/SMGS consignment note, under which Russian Railways JSC, a leading duty holder, with regard to the proposals made by railways of Belarus, Bulgaria, Hungary, Kazakhstan, China, Latvia, Lithuania, Poland, Ukraine, and the Czech Republic, has identified promising routes from Western China to Western Europe, which are divided into a number of stages. The sequence of completing each individual stage will depend on the readiness for carriage by the participants to the topic.



Freight trains of Railways of the Democratic People’s Republic of Korea

The participants to the topic discussed matters related to further efforts to expand the application of this consignment note in the Euro-Asian railway direction; in particular, they expressed interest in such OSJD member countries as the People’s Republic of China, Turkmenistan, Republic of Tajikistan, Republic of Uzbekistan joining the CIM/SMGS project,



Presidium of the VIII-th OSJD International Conference (30-31.05.2011, Odessa, Ukraine)

as well as in organising carriage by rail with the Republic of Kyrgyzstan, Mongolia, and the Republic of Moldova that joined the project on September 1, 2011.

Representatives of Chinese Railways confirmed their willingness to a project-based use of the unified CIM/SMGS consignment note in carriage between China and Western European countries after domestic approval has been granted.

The participants to the topic stressed that the Chinese participation in this project is of key importance, since China's rapidly developing economy and the manufacturing market allow for a large-capacity cargo base to be relied on.

The 2011/2012 international freight trains timetables were developed and approved for the first group of OSJD railways, European railways and for rail operators (carriers) in Austria, Bulgaria, Bosnia and Herzegovina, Germany, Hungary, Macedonia, Poland, Romania, Serbia, Slovakia, Slovenia, Turkey, Croatia, Montenegro, the Czech Republic, and Switzerland. The meeting's sessions dedicated to this topic were also attended by representatives of the OSJD Committee and the international organisation Forum Train Europe (FTE).

It was agreed that efforts shall continue in 2012 to develop freight train timetables in Europe as part of further cooperation with Forum Train Europe (FTE).

The subject of "Reconciliation of Volumes of Goods in International Carriage" was discussed at a meeting of representatives of railways and foreign trade organisations, which took place between February 28 and March 4, 2011, in Almaty (Republic of Kazakhstan). This meeting was attended by representatives of such OSJD railways as VZD, KZH, KZD, ZC, MTZ, and RZD JSC, as well as by representatives of foreign trade organisations from the Socialist Republic of Vietnam, Republic of Kazakhstan, People's Republic of China, Democratic People's Republic of Korea, Mongolia, and the Russian Federation.

The results of foreign trade goods carriage in 2010 were reviewed. The volumes of export, import and transit goods in 2011 were agreed, with a breakdown thereof by quarters and types of goods at each border crossing; technical and administrative measures were developed to ensure that the agreed volumes are achieved.

In May 2011, OSJD's VIII-th International Freight Conference was held in Odessa, hosted by Ukrzaliznytsya and PLASKE JSC, OSJD's affiliated company. The Conference was attended by representatives of ministries of transport, railways, international organisations, research institutes, transport and forwarding companies and associations, mass media and transport publishers from 16 countries in Europe and Asia. Following the discussion and exchange of experience, the Conference adopted its Recommendations. The importance of this forum was emphasised in respect of further development of carriage of goods by rail and of ensuring competitiveness thereof in the Euro-Asian space.



Freight traffic on Byelorussian Railway

1.4. Passenger Traffic

The OSJD Commission on Passenger Traffic carried out its work in 2011 out in accordance with the Programme and Plan approved by the joint meeting of the Authorized Representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (authorized representatives) of OSJD Railways, with its focus on management of passenger trains, drafting and approval of timetables, train makeup procedures, ensuring the necessary conditions and services for passengers, development of passenger traffic, compliance with the timetable of international passenger trains.

In the reporting year, the OSJD Commission on Passenger Traffic agreed the 2011/2012 timetables, procedures for passenger train makeup and provision of vehicles in such trains in international carriage for Railway Group 1: BC, BDZ, MAV, KZH, LG, CFM, PKP, RZD JSC, CFR, ZSSK, UZ, CD; and for 2012/2013 for Railway Group 2: VZD, KZH, KZD, ZC, MTZ, RZD JSC.

A new Train No. 23/24 Moscow – Paris, composed of FPC JSC wagons, was launched, along with the additional Train No. 409/408 – 409/410 Moscow – Prague, as well as additional trailer vehicles Moscow – Kosice (in winter) and Moscow – Bratislava (in summer) through the Chop station. Timetables for extra train services during Euro 2012 have been agreed across the Mostiska 2 – Przemysl (5 pairs) and the Yagodina – Dorohusk crossings (5 pairs).

BC and PKP have agreed the destination and timetable for the additional Train No. 119 Brest – Terespol.

KZD and RZD JSC have agreed the running of Train No. 309/310 Grodekovo – Suifenhe, made up by FPC JSC, as well as the route extension for Train No. 322/321 Irkutsk – Zabaikalsk to Manchuria.

Based on the proceedings of the above meetings, EuroAsia Rail 2012, a timetable of international passenger trains has been published.

At the meetings, the issue of compliance with international passenger train running time at border crossings was discussed.

Some delays up to 20% in traffic of Train No. 101/102 Minsk – Varna crossing Romanian and Bulgarian border were observed.

Beginning from June 2011, Train No. 60 Sofia – Moscow arrived at UZ with delays between 3 and 6 hours, which affected compliance with the timetable both for international and domestic passenger trains and resulted in financial losses. Instances of poor compliance with international passenger train timetables also occurred at the crossings between LG and PKP, BC and PKP.

The following issues were discussed by railway experts at the meetings dedicated to systems of seat reservation, information and inquiry service for passengers and mutual accounting for transportation:

- interaction between the CD and RZD JSC electronic reservation systems as regards provision of information about availability and price of reserved seats;
- changes to reservation systems in accordance with the updated OSJD/UIC Leaflets 918-0, 918-1, 918-2;
- interaction between electronic reservation systems as regards unified charges;
- application of UIC Leaflet 361 for the purpose of common approach to the travel document control;
- travel document issuance with regard to a flexible tariff adjustment system.

Proposals for travel document issuance with regard to a flexible tariff adjustment system for limited-mobility passengers were discussed.

On the LG, LDZ, PKP, RZD JSC, and UZ websites the information for limited-mobility passengers has been made available, allowing for the necessary assistance service to be ordered.



Chairman of OSJD Commission on Passenger Traffic
V. Kashanau



Specialist of OSJD Commission on Passenger Traffic
Tran Truong Giang



Meeting Participants of the IV-th OSJD Commission on the topic "Systems of Seat Reservation, Information and Inquiry Service for Passengers and Mutual Accounting for Transportation" (3-5 April 2012, OSJD Committee)



Signing of „Memorandum of Collaboration between Railway Carriers of Belarus, Poland, Russia and Ukraine in the Organisation of Passenger Traffic during the European Football Championship Euro 2012” (from left to right): General Director of FPC JSC M. Akulov, Chairman of the Board of PKP Intercity JSC J. Malinowski, Head of Main Passenger Department of UZ A. Ivanko, Deputy Head of BC V. Mikhailyuk (13.04.2012, Warsaw)



Participants of the meeting of representatives of railways – Parties to the PPW Agreement (7-9 June 2011, OSJD Committee)

Reserved Seats in Wagon-Lits the cost of empty runs of special trains and vehicles and charges for vehicles in the train, which are not intended for carriage of passengers, Railways of Kazakhstan in respect of Article 6 of the MPT Agreement and Section 2 of the MTT were discussed.

These proposals were reviewed and approved at the final meeting of the OSJD Commission on Passenger Traffic in October 2011.

One meeting was held in 2011 on the subject of “Agreement on the Rules for Using Coaches in International Transport (PPW) and the PPW themselves”. The meeting discussed and agreed amendments and modifications to Article 9 of the PPW, to Annex 1 to the PPW, which were approved at the final meeting of the OSJD Commission on Passenger Traffic in October 2011.

LG developed a procedure for highlighting trains in the ticket reservation lists, for which sales of tickets by ticket reservation systems continue along the whole train route.

Sales of international travel documents via the Internet continue to expand.

On June 1, 2011, sales of travel documents started for the Russia – Finland service at the RZD JSC website, and as of September 14, 2011, Finnish Railways process travel documents for the Finland – Russia service via the Internet.

In 2011, Ukrainian Railways started automated ticket processing for international services.

UZ continued its efforts to develop software that would enable connection of ASC PP UZ to European reservation systems via the HOSA data network for the purpose of processing tickets for trains departing from European stations, primarily from Germany and Poland.

Unfortunately, participation by the railways of China and Mongolia in this important work was almost negligible.

At a meeting dedicated to improving the International Passenger Tariff (MPT) Agreement and the MPT itself, a proposal by Belarusian Railways to provide discounts from rail fares for organised groups, a proposal by Russian Railways to include into the Base Table of Passenger Fares and Prices of



New train Astana – Petropavlovsk of NK KTZ JSC (Kazakhstan)



Central railway station in Riga (LDZ)

1.5. Infrastructure and Rolling Stock

The OSJD Commission on Infrastructure and Rolling Stock continued its operation in difficult conditions (long absence of a Commission expert – an OSJD member from the Republic of Moldova – between 01/10/2010 and 14/11/2011) to address current and future challenges in the technical area with regard to modern trends in certain areas of infrastructure and diagnostics thereof, as well as rolling stock maintenance facilities.

The Commission's field of concern was primarily defined with regard to the results of the Commission's work in 2010, as well as to the resolution by the joint meeting of the Authorized Representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (authorized representatives) of OSJD Railways held in December 2010.

In 2011, experts of the Commission on Infrastructure and Rolling Stock worked on six topics, as well as in the "Development of technical requirements as to infrastructure and rolling stock" Ad-Hoc Working Group (as part of the mission set by the Ad-Hoc Working Group on Improvement of OSJD's Fundamental Documents). During the year, a total of 12 expert meetings and the annual meeting of the Commission were held. One meeting dedicated to Subtopic 3.1 "Signals and Interlocking" had to be cancelled due to the failure by RZD JSC, a leading duty holder, to prepare the materials.

Thanks to close cooperation between experts from the majority of the 18 subjects of the OSJD member countries' railways working on the Commission topics in 2011, their high professionalism and human understanding displayed in the process of coordinated work, the Commission on Infrastructure and Rolling Stock, without any question, achieved significant results: 7 new and 8 updated technical documents – leaflets of recommendatory nature – were approved. The Commission also agreed and submitted for approval by the XXVII CGD Meeting, to be held in 2012, three leaflets of an obligatory recommendatory nature.

Coordinated work was carried out together with UIC and in cooperation with OTIF on the "Rolling stock clearance in international carriage with regard to interoperability" subject.

The experts completed their work to update the joint root obligatory OSJD/UIC Leaflet O 500/V 505-6 "General rules for interoperable rolling stock gauges in cross-border traffic". The Commission's annual meeting agreed the Russian version of this Leaflet and decided to submit it for the CGD's approval following a positive outcome of the expert meeting to compare the Russian and German versions of this Leaflet.

The expert meeting also approved the following materials for further development:

- draft joint UIC/OSJD Leaflet "Coordination of rolling stock transportation as freight on its axles";
- draft OSJD Leaflet "General requirements as to obstruction and rolling stock clearance in interoperable international carriage during high-speed running";
- updated Leaflet P 500/1 "Procedure for collecting and maintaining data on clearance-based railway route passing ability and permissible axle weight per track running metre" (3rd edition).

Topic 2 "Railway track and engineer structures" was divided into four subtopics because of the wide range of technical issues and their specifications due to the diversity of raw building materials used in track structures and substructures and constructional works, as well as due to the diversity (distinct climatic and other conditions) of the OSJD member countries' railways.

In 2011, the experts worked on the following subtopics:



Chairman of OSJD Commission on Infrastructure and Rolling Stock
M. Hrebacka



Specialists of OSJD Commission on Infrastructure and Rolling Stock: S. Shikhiyev (left) and V. Gutovski



Participants of expert meeting of the V-th OSJD Commission on the subject "Consideration of a complex of issues relating to track foundation and engineer structures" (7-9.08.2012, OSJD Committee)



Bulgarian President R. Plevneliev and other high-ranking officials during the opening ceremony of section Plovdiv – Dimitrograd for fast traffic at speeds of up to 160 km/h of the railway line “Trakia” (1 July 2012, Katunitsa station, Bulgaria)

- 2.1. Development of a complex of questions relating to rails, rails fastenings, jointless track and mechanizing of engineering work;
- 2.2. Reviewing a set of issues related to foundation and engineer structures and comprehensive diagnostics thereof;
- 2.3. Railway track standard specifications and diagnostics for rapid/high-speed running;
- 2.4. Ferroconcrete sleepers, timbers, turnout switches and their diagnostics.

Active work on the above subtopics was primarily carried out by the experts from such OSJD member countries' railways as BC, NRIC, MAV CJSC, KZH, KZD, LDZ, LG, PKP, RZD JSC, ZSR, UZ, CD/SZDC.

Great contribution into the coordinated efforts of the expert meeting was also made thanks to participation by representatives of OSJD's affiliated enterprises: Dnipropetrovsk Railway Switch Factory JSC, Kerch Railway Switch Factory LLC, Elektro-Thermit GmbH & Co.KG, and Railway Research Institute JSC (VUZ).

Closely coordinated efforts by railway experts within the OSJD framework on the subject of “Railway track and engineer structures” showed good results. We would like to point out that the approved Activity Plan has been implemented in full, with about 25 individual technical issues reviewed.

The Commission's annual meeting, following the work carried out by the experts, approved two new and one updated leaflet of a recommendatory nature, and also agreed and submits for the CGD's approval the following Leaflet: O+R 750 “A Leaflet System for Design of Crossing Pieces” (1st edition)

Based on a detailed analysis of applicable leaflets, the Commission's annual meeting resolved, as part of the topic, to cancel 28 leaflets of a recommendatory nature, and also agreed and submits for cancellation by the CGD three leaflets of an obligatory recommendatory nature.

The coordinated resolution of technical issues related to the design, maintenance and reconstruction of track structures and substructures and engineering works benefits the railways and plays a particularly important role in ensuring the safety of train services, increased speeds, as well as efficient investments.

In the field of communications, railway experts on the subject of “Signals, interlocking and communication systems” developed, and the Commission by its resolution approved, a leaflet governing the procedure for using radio facilities in train radio communications and the requirements as to such facilities in order to ensure coordinated work in the border areas of the OSJD member countries. Compliance with the guidelines contained in this leaflet will improve interaction between border stations when handling international traffic.

Railway experts on the “Power supply and electric traction devices” developed a new



Participants of the expert meeting of the V-th OSJD Commission on the subject „Development of a complex of questions relating to rails, rails fastenings, jointless track and mechanizing of engineering work” (10-12.07.2012, OSJD Committee)

leaflet aimed at improving the design of traction substations and traction power supply line equipment on the basis of state-of-the-art hardware components. In addition, obsolete leaflets were updated and new guidelines were developed for rational catenary types and geometric, dynamic, and electromechanical parameters of overhead contact systems, pantographs and collector components for rapid and high-speed electric stock. After conducting a written survey of railways on this matter, practical application of OSJD leaflets in force as of October 22, 2011, was reviewed. Results of this review were discussed at meetings of experts and the Commission; by the Commission's resolution, 30 of the 83 leaflets were cancelled as being no longer relevant.

Activities of the experts on the "Railway rolling stock. Technical requirements as to its components" subject were focused in 2011 on harmonisation and convergence of technical requirements as to the railway rolling stock, with regard to the intensive development of innovative technical solutions applied in the design of railway rolling stock in cross-border traffic.

Such railways as LDZ, LG, PKP JSC, RZD JSC, CFR Marfa, ZSSK Cargo, UZ, along with the UIC representatives, attended the meetings dedicated to a wide range of technical issues associated with subtopics.

Under the approved Activity Plan of the Commission on Infrastructure and Rolling Stock, a meeting of the "Automatic Gauge Changeover Systems (AGCS)" joint UIC/OSJD Group was held at the OSJD Committee on November 15-16, 2011. Apart from the OSJD railways, in accordance with the 2011 Activity Plan, this meeting was attended by such UIC representatives as ADIF, DB Systemtechnik, DB Schenker, VR.

The meeting reviewed a presentation of the "Automatic Gauge Changeover Systems" project, approved the Joint Group Regulations, discussed and agreed the 2012 Activity Plan on the basis of the UIC proposal.

The 2012 Expert Activity Plan in respect of the "Railway rolling stock. Technical requirements as to the components thereof" includes the development and update of leaflets that will provide for the unification of technical requirements and regulations, introduction of new designs and technical solutions involving resource-conserving technologies aimed at saving costs and ensuring the safety of railway services.

Work on the "Integrated infrastructure diagnostics system" topic was carried out as part of the Commission's expert meetings dedicated to Topic 2 "Railway track and structure" and Topic 4 "Power supply and electric traction devices" on the basis of Leaflet O 733 "The concept for developing an integrated system to diagnose technical state of railway infrastructure components" (2nd edition of 22/04/2011).

The Commission's annual meeting agreed and submits for approval by XXVII Meeting of the CGD one new and one updated leaflets of an obligatory recommendatory nature. O+R 760/2 "Foundation diagnostics" (1st edition); O+R 752 "Crossing piece diagnostics system" (2nd edition).

Under a resolution by the AWG for Improvement of OSJD's Fundamental Documents and in accordance



President of the Islamic Republic of Iran Mahmoud Ahmadinejad and other high-ranking officials at an opening ceremony of the locomotive production works in Iran



Modern track-repair equipment of Plasser & Theurer (OSJD affiliated enterprise, Austria) on Azerbaijani Railways



Mounting of a free-support balk of 900 tons in weight and 32 m in length on a high-speed line of the Chinese Railways

with the approved 2011 Activity Plan, the Ad-Hoc Working Group on Development of Technical Requirements as to Infrastructure and Rolling Stock operated as part of the Commission.

In the course of three meetings, the Subgroup A and B experts agreed the following documents submitted for consideration by XXVI Meeting of AWG for Improvement of OSJD's Fundamental Documents:

- draft "General technical requirements as to the 1520 and 1435 mm gauge railway infrastructure in international carriage";
- draft "General technical requirements as to the railway rolling stock";
- draft "General technical requirements as to the railway rolling stock" (abridged version);
- draft "Technical requirements as to the 1520 and 1435 mm gauge railway infrastructure in international transport";
- draft "Technical requirements as to the rolling stock running on the 1520 and 1435 mm gauge railway tracks in international carriage".

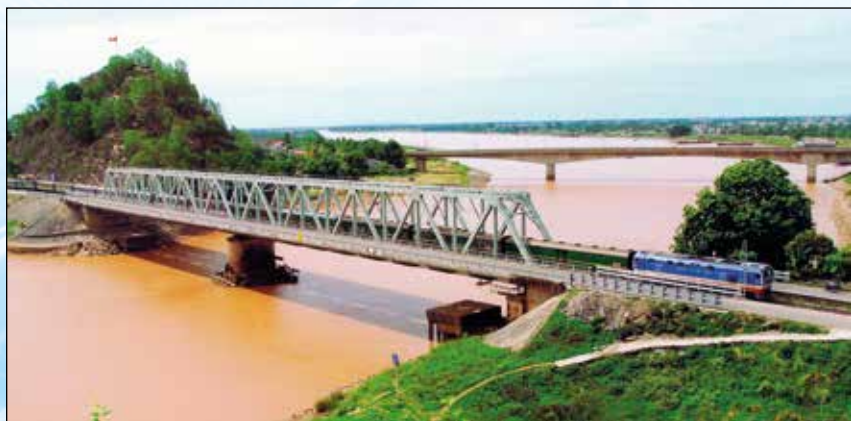
Within the context of the report by the Commission on Infrastructure and Rolling Stock, it should be noted that all applicable leaflets developed by the Commission have been uploaded to the OSJD website at <http://www.osjd.org/>, section Documents – Leaflets – Infrastructure and Rolling Stock.

Based on the foregoing, it should be obvious that the Commission on Infrastructure and Rolling Stock conducted its work in 2011 in difficult and complicated conditions; nevertheless, this work was of a wide-scope, varied and successful nature, and yielded a number of specific, positive results.

These achievements represent a starting point on a complex path of convincing those persons who play a crucial role in establishing the unbiased position that, within a unified system of public transport policies, rail services are and will always remain an absolute priority, for example, in terms of "3E": environment, economy, efficiency.



Participants of expert meeting of OSJD Commission V on the subject „Ferroconcrete sleepers, timbers, turnout switches and their diagnostics“ (22-26.03.2012, OSJD Committee)



A train on the railway bridge of the North-South trunk line in Vietnam



Track maintenance works on the Kyrgyzstan's Railway



Locomotive type Bombardier TRAXX on Hungarian Railways

1.6. Coding and IT

The OSJD Permanent Working Group on Coding and IT (PWGCI) carried out its work in 2011 under the resolutions of the Conference of General Directors (authorized representatives) of OSJD Railways, in cooperation with UIC, CIT, and CCTT in the interests of developing the Euro-Asian railway services.

In particular, work was carried out along the following lines (topics):

- "Coding and information technologies";
- "Paperless technologies in international carriage of goods";
- "Security of information resources, information and telecommunications infrastructure";
- "Information support for freight traffic – technical specifications for interoperability (TAF TSI)"; "Information support for passenger traffic – technical specifications for interoperability (TAP TSI)";
- "OSJD website".

The PWGCI experts worked on four joint UIC/OSJD leaflets, one of which is submitted for approval by Conference XXVII of General Directors.

The UIC/OSJD Joint Working Group on interaction between the two freight wagon marking systems drafted the following documents:

- Leaflet "Procedure for the unified electronic data interchange during freight wagon conversion between the 1435 mm and the 1520 mm gauges";
- "The list of vehicle specifications data for electronic interchange between railways of different gauges";
- Amendments to Leaflets O 920-13 and O 404-2 associated with coding the vehicle types and kinds, bogie types, clearances, etc.;
- Amendment to Leaflet O 582-2 (UIC 438-2) on the 8-digit to 12-digit conversion algorithm with a check symbol maintained for freight wagon marking.

Two UIC leaflets were adapted for the OSJD railway conditions. Leaflet O 419-2, under a resolution by XXVI CGD Meeting to change the status for the OSJD railways, was published as O+R 419-2 in June, 2011. Leaflet O 407-1, following a collation of the Russian version with the original text, will be submitted for approval by XXVII CGD Meeting.

Within the framework of liaison between the PWGCI and UIC, the 65th meeting of the "Coding and IT" UIC/OSJD Joint Group was held. The meeting discussed and adopted resolutions on the following matters:

- A list of joint leaflets and a list of persons in charge of the leaflets;
- A new procedure for amending the joint UIC/OSJD leaflets;
- Current situation with UIC/OSJD joint Leaflets 404-2, 920-13, 920, 920-5, 912-2, 916-1, 407-1, 419-2;
- Up-to-date information on the TAF TSI introduction, in particular, development of the Common Components software;
- Maintenance of the ENEE database: border crossings were updated according to requests from the OSJD railways;
- Vehicle numbering: options were discussed for transition from the 8-digit to the 12-digit vehicle marking.

Under a RICS joint project in collaboration with UIC, work was carried out to assign 4-digit codes at the request of railway companies. In 2011, 62 new codes were distributed.

At the OSJD website homepage in the "PWGCI documents" section, the data in the "Infrastructure management



Specialist of OSJD PWG
on Coding and IT
P. Šabik



New passenger rolling stock of Slovakian Railways (ZSR)



Annual meeting participants of the OSJD PWG on Coding and IT (7-10 November 2011, OSJD Committee)



PWGCI expert meeting on paperless technology in international traffic (19-21.06.2012, Vilnius, Lithuania)

companies and other companies involved in carriage by rail according to RICS" Table was updated as of February 23, 2011. The data in this Table is updated on an annual basis at the beginning of the year.

The PWGCI experts on paperless technology carried out the work to update OSJD Leaflets O+R 943 and O+R 944. The PWGCI final meeting agreed to publish the updated version of Leaflet O+R 944 without changing the edition number or submitting it to XXVII Meeting of the CGD in 2012. This edition of the Leaflet was made available at the OSJD website in November 2011, with hard copies of the Leaflet issued in January, 2012. Updating Leaflet O+R 943 will continue in 2012 as a new kind of communication.

The meeting of the PWGCI experts in June 2011 reported on the progress in implementation of the "Information support for international transport of cargo by rail to the extent of the SMGS consignment note, CIM/SMGS consignment note, as well as the willingness to provide information on trains in accordance with the EU Customs Code" project. The OSJD PWGCI final meeting requested the railways of the OSJD members (BDZ EAD, KZD, CFM, CFR Marfa, as well as Rail Cargo Hungaria - OSJD affiliated enterprise) to consider a possibility of joining this project.

A representative of the BC leading duty holder informed the PWGCI expert meeting dedicated to the "Security of information resources, information and telecommunications infrastructure" subject of the results achieved in the development of the dual TTP (Trusted Third Party) technical specifications.

An extended meeting of the RZD JSC and BC experts was held in Moscow in June 2011, which approved the following resolutions:

1. that the dual TTP engineering solution concept suggested by the Belarusian side be taken as a basis; the Belarusian side presented the draft TTP technical specifications for subsequent development;
2. that a specific route be approved at the BC – RZD JSC test site where the solutions under development are to be implemented. The Kovdor station (Oktyabrskaya Railway) – Tsentrolit station (Belarusian Railways) route was selected for these purposes;



Railway station in Dushanbe (TDZ)



New double-decker EMU type 675, manufactured by Škoda Vagonka, on Ukrainian Railways



Rolling stock of OSJD observer railways: high-speed train TGV (SNCF, France) and passenger trains of Finnish Railways (VR)

3. business units of BC and RZD JSC were charged with responsibility for practical accomplishment of the mission associated with the dual TTP design and implementation;
4. technical documents were determined, which are to be developed additionally in order to enable the dual TTP operation. The deadline for developing the documents was set.

After the necessary consultations, BC and RZD JSC have developed the dual TTP hardware and software systems and will agree the mechanism of interaction between the BC and RZD JSC information systems handling the electronic shipping documents and will perform a test exchange of electronic SMGS consignment notes with the EDS (electronic digital signature) check.

RZD JSC provided a report on the potential applications of the PEPPOL (Pan-European Public Procurement Online) project in managing the cross-border electronic interaction involving EDS.

BC, the leading railway, upon summarising the results of the work performed at the BC – RZD JSC test site, will forward its findings to the railway executives for the analysis and review thereof at the PWGCI expert meeting to be held in 2012.

The UZ representatives informed the meeting about the efforts made by the railways of Ukraine in the field of the EDS and electronic shipping documents implementation, specifics of the Ukrainian laws in this area, technologies of the public key signature distribution used by UZ.

RZD JSC and UZ decided to investigate jointly the technology presented by UZ in terms of its subsequent application to the work on this topic. The PWGCI expert meeting, upon hearing a report by the CCTT representative on the “E-Train” project implementation, considered it advisable to use the EDS verification mechanism in order to make relevant in law the electronic documents used in this project. The PWGCI final meeting fully endorsed the proposals made by the PWGCI experts.

UZ, together with the PWGCI executives in the Ukrainian territory, held the Joint UIC/OSJD Workshop on Technical Specifications for Interoperability (TAF TSI and TAP TSI), with contributors from 5 countries (railways and companies). The Workshop was attended by representatives of 11 OSJD member countries and one observer. The Workshop proceedings were forwarded to all OSJD railways and published at the OSJD website.

The OSJD PWGCI experts, as part of the “OSJD website” topic, discussed the current status and implementation of the OSJD CGD resolutions. The PWGCI acted in this connection as the OSJD Committee’s independent expert group.

Experts from 14 OSJD member countries participated in the PWGCI activities.



Rolling stock of OSJD observer railways: high-speed train ICE-3 (DB AG, Germany) and passenger train of Hungarian-Austrian company Raaberbahn (GySEV - ROeEE)

1.7. Finance and Accounting

In the reporting year, the activities of the PWG on Finance and Accounting (the “PWGF”) were mainly focused on updating the existing Accounting Rules in International Transport of Passengers and Goods by Rail (the “Accounting Rules”), with regard to the current economic environment of the OSJD railway operations, on dispute settlement and on efforts to settle the amounts outstanding between the railways.

Under the 2011 Activity Plan, two meetings of the railways – parties to the Accounting Rules Agreement, and two PWGF expert group meetings were held. The meetings were attended by representatives of the majority of the parties to the Accounting Rules Agreement (the average attendance was at 70%), which contributed to informed decision-making. Neither of the above meetings was attended by representatives from VZD or CD.

Following a constructive and reasoned discussion at the meetings, a resolution was approved to introduce the appropriate amendments and modifications to the Accounting Rules, which were forwarded to the parties to the Accounting Rules Agreement and entered into force in due time. A Glossary of terms and definitions used in the Accounting Rules was also prepared and appended.

With regard to the amendments and modifications introduced, work was carried out to issue the updated version of the Accounting Rules Agreement and the Accounting Rules themselves as of 20/02/2012. The OSJD Resource Book on Mutual Settlements in International Transport of Passengers and Goods by Rail was reissued, which contains the updated bank details and legal addresses of accounting organisations, as provided by the railways – parties to the Accounting Rules Agreement.

Through the year, the PWGF’s work to settle the amounts outstanding between the railways represented an important area of activities. As of 31/01/2012, the total amounts outstanding between the parties to the Accounting Rules Agreement were 230 mn Swiss francs. The amounts outstanding in the comparable conditions decreased by 1.6% against the previous year’s amounts (31/01/2011). KZH, LDZ, LG, PKP, RZD JSC, ZSSK, UZ, CD, and EVR had no debts. Small amounts outstanding (less than two thousand Swiss francs) were due from MAV, CFM, and TDZ.

The PWGF’s meetings discussed the current state of affairs in respect of debts, followed by the OSJD Committee letter to AZ and UTI requesting that steps be taken to settle the amounts outstanding. With the assistance of the Committee members from the Republic of Tajikistan and Republic of Uzbekistan, a bilateral meeting was held to address the controversial and problematic issues of amounts outstanding between these two railways.

In view of the current state and structure of debts and in accordance with the CGD instructions, much attention was paid to the issue of long-term amounts outstanding, which, unfortunately, has not been resolved completely for many years. This issue was discussed both at the expert meetings and at the PWGF meetings.

The current state of long-term amounts outstanding by ZC and RAI was reviewed. It was noted that the amount outstanding by ZC before RZD JSC was agreed; however, the repayment schedule for the agreed amount outstanding has not been signed yet. At the meetings, KZD and ZC reiterated that the issue of the long-term debt between them would be settled bilaterally.

It may also be noted that, over the past year, the amount owed by RAI to the railways – parties to the Agreement already



Specialist of OSJD PWG
on Finance and Accounting
D. Petkov



EMUs of OSJD observer railways: JIS (Serbia) and OSE (Greece)



Meeting of the representatives of railways – participants of the Agreement about the “Rules for Accounting in International Passenger and Freight Railway Traffic” (18-20 October 2011, OSJD Committee)

decreased to 3.1 mn Swiss francs (49.5%).

Under the assignment given by the XXVI Meeting of the CGD, the PWGF developed and approved amendments and modifications to the Regulations for the Commission on Mutual Account Settlement Between the Member Railways of the OSJD Agreement on Accounting Rules in International Transport of Passengers and Goods by Rail. A new composition of the Commission was approved, with personal representatives from KZH, PKP, RZD JSC, CFR Marfa, and UZ.

The Commission held its first meeting in a new composition on March 2, 2012.

Work continued to improve mutual settlements; file structures of six payment lists were developed. The railways will notify the

OSJD Committee and each other of their readiness to apply the developed file structures. Efforts in this field will also continue in 2012.

According to the CGD resolution, the PWGF discussed the matter of developing and introducing new forms of liability for delays in payment along with arrangements (including economic) that would prevent any occurrence of amounts overdue between the railways of the OSJD member countries.

Under the CGD instructions, the OSJD Permanent Working Group on Finance and Accounting completed the work to revise the Accounting Rules Agreement with regard to liberalised railway services market environment and structural changes that have occurred in the railways of the OSJD member countries. The principles of the Accounting Rules Agreement revision were developed at the expert level and during the PWGF meetings, although the railways failed to reach consensus when discussing this matter. Some parties to the Agreement were of the opinion that the work to revise the Accounting Rules Agreement was untimely and should commence only after the PGW Agreement has been revised. Despite this, it was decided that this work should go on in 2012.

As a continuation of cooperation with UIC in the field of finances and payments, a working meeting with Ms Marie-Eve Lim, UIC Finance Director, was held at the OSJD Committee. Cooperation between OSJD and UIC in the area of finances and payments was discussed.

Following an expert meeting held in Varna, the already traditional OSJD/UIC International Finances and Accounting Workshop took place, during which Dr. Kurt Gründler, Chairman of the UIC Accounting Group (RCF2), presented the “Using Vehicles – a Business Model” topic and commented on the UIC Mutual Settlement System in international transport of goods by rail.



Boggie-changing points: top – at Byelorussian-Polish border, below – at Turkmenistanian-Iranian border

2. Activities of OSJD Governing Bodies

2.1. OSJD Ministers Conference

Session XXXIX of the OSJD Ministerial Conference (September 6-9, 2011, Beijing, People's Republic of China) reviewed the key areas of the OSJD activities and adopted the respective resolutions:

– that the work by the OSJD Commission on Transport Policy and Development Strategy in 2010 be approved. Particular emphasis was made on the importance of continuous exchange of information on railway service reforms between the OSJD member countries, since due regard should be given to the results of such reforms in setting up a new regulatory framework governing the seamless transport of goods and passengers between Europe and Asia. A recommendation was issued to

the OSJD member countries to pay special attention, following the approval of Annex 9 “Facilitation of borders crossing procedures for international rail freight” to the 1982 International Convention on the Harmonisation of Frontier Controls of Goods, to liaising with competent authorities in their respective countries for the purpose of making this Annex effective on their territories. Instructions were issued to examine the opportunity of setting up new OSJD rail transport corridors, including a corridor between Kazakhstan and Iran via Turkmenistan, as well as to promote the implementation of strategic missions associated with improvements in the efficiency and competitiveness of the OSJD member countries’ railways in the transportation services market of the Euro-Asian transportation area;

– that the work of the OSJD Commission on Transport Law in 2010 be approved;

– the AWG for the SMPS Revision was instructed to continue the development of the draft General Regulations for the Contract for the International Carriage of Passengers as an annex to the draft Convention on Direct International Transport by Rail and of the draft Rules for Carriage of Passengers, as provided for by respective articles of the currently developed draft General Regulations for the Contract for the International Carriage of Passengers;

– instructions were issued to continue the work carried out by the OSJD Commission on Transport Law together with OTIF and CIT and aimed at converging the provisions of international transport law documents in the passenger transport between East and West;

– the AWG for the SMGS Revision was instructed to continue the development of the draft General Regulations for the Contract for the International Carriage of Goods as an annex to the draft Convention on Direct International Transport by Rail and of the draft Rules for Carriage of Goods, as provided for by respective articles of the currently developed draft General Regulations for the Contract for the International Carriage of Goods;

– the AWG for Development of Annex 14 to SMGS was instructed to continue its work on the draft Rules for Stowing and Securing Cargo in Vehicles and Containers and to develop draft Rules for Stowing and Securing Cargo in Vehicles and Containers for the respective articles of the General Regulations for the Contract for the International Carriage of Goods, as currently drafted;

– the AWG for the Rules for Transportation of Hazardous Goods was instructed to continue



In the hall of the plenary meeting of the XXXIX-th session of Ministers Conference in Beijing



In Presidium of the XXXIX MC session (from left to right):

Chairman of OSJD Committee T. Szozda, Minister of Railways of CPR Sheng Guangzu, Deputy Minister Wang Zhiguo, Head of International Cooperation Department of MoR of CPR Chen Juemin, Deputy Chairman of OSJD Committee V. Zhukov



China's Minister of Railways Sheng Guangzhu hands over the symbolic challenge cup to Iqbalu Husseyinov – head of delegation of Azerbaijan, where later in 2012 the XL-th jubilee session of Ministers Conference was held (08.09.2011, Beijing, China)



Chairman of JSC "AZD" Arif Askerov hands over the symbolic challenge cup to Pärasmäe Eero, Vice-Chancellor of the Ministry for Economic Affairs and Communications of Estonia, where in 2013 the XLI-st session of Ministers Conference is due to take place (07.06.2012, Baku, Azerbaijan)

its work on updating Annex 2 to SMGS and to commence drafting the General Requirements in Respect of the International Carriage of Dangerous Goods as an annex to the draft Convention;

- the OSJD Commission on Transport Law was instructed to continue, jointly with CIT, its efforts to improve the "CIM/SMGS Consignment Note Manual" and to further promote widespread adoption of CIM/SMGS consignment notes in transportation across rail networks;

- the AWG for Improvement of OSJD's Fundamental Documents, chaired by the Russian Federation, was instructed to continue drafting the Convention text in cooperation with OSJD's executive bodies, including Ad-Hoc Working Groups for the Revision of SMPS, SMGS, and PGW. At the same time, a number of important issues was agreed, including that, upon the Convention on Direct International Transport by Rail becoming effective, the existing OSJD is to be transformed, rather than a new Organisation be established. A system of the OSJD acts was also approved as a basis for further work on the draft Convention by the AWG for Improvement of OSJD's Fundamental Documents;

- note was taken of the work carried out by the UNECE on the subject of "Towards Unified Railway Law in the Pan-European region and on Euro-Asian transport corridors", and the OSJD Committee's proposal that OSJD joins this work was approved. In the event that a political document in respect of the Unified Railway Law is adopted, the OSJD Committee Chairman, in coordination with the OSJD working bodies, including the AWG for Improvement of OSJD's Fundamental Documents, shall be charged with reviewing any incoming documents on this matter;

– recommendation was issued to the OSJD member countries to participate actively in the work carried out by the ITC UNECE group of experts on the "Towards Unified Railway Law in the Pan-European region and on Euro-Asian transport corridors" subject;

- note was taken of the information provided by the OSJD Committee Chairman on the progress in developing the draft Memorandum of Understanding on cooperation in the field of railway transport between OSJD and the European Commission, and the OSJD Committee was instructed to continue work to seek approval thereof by the OSJD members and the EC Directorate-General for Mobility and Transport.

The session approved the 2010 OSJD Report and the 2010 Audit Committee Report, as well as the OSJD Committee Budget (2011 final, and 2012 preliminary) and the OSJD Programme of Work for 2012 and subsequent years.



New locomotive on the Railway of IRI (RAI)

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

XXVI Meeting of the Conference of General Directors (authorized representatives) of OSJD Railways (CGD) was held in Dushanbe, Republic of Tajikistan, between April 18 and 22, 2011. The meeting was attended by 21 delegations of the Conference members' railways, as well as by representatives of observers and the OSJD affiliated enterprises.

The Conference meeting approved the work carried out by the OSJD working bodies within their respective scope of activities. In particular, the following resolutions were adopted:

- amendments to the Harmonised Commodity Code (GNG) and to the Rules for Using Freight Wagons in International Transport (PGW) were approved, as well as modifications to Leaflet O+R 401 "General terms and conditions for registration and operation of private freight wagons in international traffic";
 - a number of OSJD leaflets and joined OSJD/UIC leaflets in the area of infrastructure and rolling stock, as well as coding and informatics were approved, a number of obsolete leaflets were cancelled;
 - instructions were issued to revise the Agreement on Accounting Rules in International Transport of Passengers and Goods by Rail with regard to liberalised railway services market environment and structural changes that have occurred in the railways of the OSJD member countries, to develop and introduce new forms of liability for delays in payment along with arrangements (including economic) that would prevent any occurrence of amounts overdue between the railways of the OSJD member countries;
 - instructions were issued to develop and approve amendments and modifications to the Regulations for the Commission on Mutual Account Settlement Between the Member Railways of the OSJD Agreement on Accounting Rules in International Transport of Passengers and Goods by Rail and to elect new members to the Commission;
 - OSJD's Programme of Work for 2012 and subsequent years as regards the Conference activities was approved;
- At UIC's suggestion, the Conference set up a joint OSJD/UIC group on the "Automatic Gauge Changeover Systems (AGCS)" topic.

The Conference granted the "affiliated" status to three companies.

The Conference appointed Mr Kalman Somodi, a representative of the OSJD member from the Republic of Hungary, the OSJD Committee Secretary for a period between June 1, 2011, and June 30, 2014.

The Conference reviewed the materials to be presented before the OSJD Ministers Conference and prepared recommendations for the session in respect of such materials, in particular, related to the OSJD 2010 Report, the Committee's Budget, suggestions by the AWG for Improvement of OSJD's Fundamental Documents. An exchange of views took place in respect of the draft "Memorandum of Understanding between OSJD and the European Commission on cooperation in the field of railway transport between the EU and the non-EU countries – OSJD members'.

By written agreement, the Conference of the OSJD General Directors on September 15, 2011, approved the Memorandum and the OSJD-UIC Cooperation Programme for 2011–2015. These documents were approved by the UIC General Assembly on June 7, 2011.



In hall of the XXVI-th CGD meeting in Dushanbe



Administrative Building of SUE "ROT" (Railway of Tajikistan) in Dushanbe



Presidium of the XXVI-th CGD meeting

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

3.1. Cooperation with Observers

The OSJD observer status was enjoyed by the railways from Germany (DB AG), Greece (OSE), France (SNCF), Finland (VR), Serbia (JIS), and the Győr-Sopron-Ebenfurt railway (GySEV - ROeEE CJSC).

Active participation in the OSJD activities on behalf of the observers was noticeable in the work of the OSJD commissions and during expert meetings dedicated to individual topics of the Activity Plan. This was particularly evident in the work dedicated to developing and coordinating the OSJD member countries' action plans to set up a rapid and high-speed service network, developing comprehensive measures aimed at facilitating border crossing for the international passenger and freight railway traffic between Europe and Asia, addressing the issues of the OSJD railway transport policy, updating and improving the SMGS and Service Regulations thereto, carrying out the activities in the area of the Rules for Transportation of Dangerous Goods, improving the Agreement on Uniform Transit Tariff (ETT) and the ETT itself, improving the Agreement on International Railway Transit Tariff (MTT) and the MTT itself, improving and updating the Harmonised Commodity Code (GNG), management of high-capacity container transport in the communication between Europe and Asia, harmonising freight train timetables in international carriage, power supply and electric traction devices.

Representatives of the observers also attended the meetings of the OSJD Governing Bodies.



Representatives of UIC, SNCF, VR and DB AG at the XXVII-th CGD meeting (16-20 April 2012, Tallinn, Estonia)

3.2. Cooperation with Affiliated Enterprises

Affiliated enterprises have traditionally included railways' providers in the area of technical facilities manufacture, transport construction, and services. They have actively participated and continue to participate in the efforts associated with infrastructure and rolling stock to develop technical regulations concerning the track facilities and rolling stock matters, in the coding and informatics efforts.

Last year, a number of companies, which are licensed carriers, rolling stock operators or freight forwarders, have joined. In this connection, affiliated enterprises are increasingly involved in the work associated with freight traffic and, to some extent, with passenger traffic and seek to participate in discussions on matters of transport law related to carriage of goods. Some of these railway companies took the initiative of acceding to some agreements concluded within OSJD, but so far without any positive outcome because of unresolved issues related to the plurality of parties to railway services.

Affiliated companies not only joined the activities and attended the meetings of the OSJD working bodies, but, in some cases, initiated such events themselves. Representatives of affiliated enterprises attend the sessions of the Conference of General Directors (Authorized Representatives) of OSJD Railways on a regular basis.

The number of affiliated enterprises that have an agreement of cooperation with OSJD in force had reached 32 by the end of 2011.



Representatives of "Railway Research Institute" (Výzkumný Ústav Železniční - VÚŽ) and CJSC "Rail Cargo Hungaria" at the XXVII-th CGD meeting in Tallinn



Representatives of CJSC "TransTeleCom" at the international conference "Railway Telecommunications" (11-13.10.2011, Warsaw)

Activities of OSJD Affiliated Enterprises



1. Products of "AX-TONE" LLC
2. Products of "Railtech Slavjana" for aluminothermical welding of rails
3. Freight train with oil cargo of SE "Neftekhimtrans"
4. Exhibition stand of JSC "PLASKE"
5. Process of steel production in the steel-casting foundry of JSC "Murom Switch Works"
6. Freight train of "Servtrans" JSC
7. Exhibition stand of LLC "JERID"
8. Freight train of "CTL Logistics" LLC
9. Ultrasonic defectoscope of Scientific-Production Enterprise "RDM"
10. Electric locomotive of "Grup Feroviar Roman"



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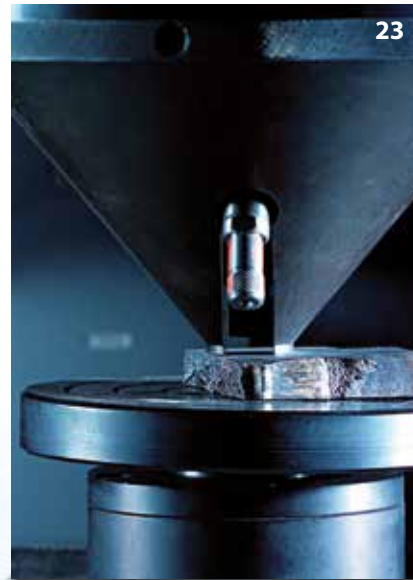
11. Construction works performed by "MostGeoCenter"
12. In the manufacturing workshop of "Dnepropetrovsk Switch Works" JSC
13. Overloading of heavy, long and oversized cargoes, performed by "Zakarpattinterport" JSC at Chop station
14. New tank wagon of "Freight One" JSC
15. Locomotive of the company "Freightliner"
16. LLC "Train Ukraine": competent logistics of freight transportation
17. Mining of phosphate rock performed by LLP "Kazphosphate"
18. Loading of oil cargoes in wagons of "Niroo Rail" company
19. Rail fastenings of "Tines" JSC, used in the construction of the railway line to the underground station "Warsaw-Okęcie Airport"
20. Renovation of the railway bridge on the South-Caucasian Railway



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21. Tank wagons of "Unifertrans" company

22. Preliminary electronic declaration - one of the activities of LLC "AED Rail Service"

23. Electrical welding systems of "Elektro-Thermit" GmbH and Co. KG

24. Construction Equipment of "Max Bögl" GmbH and Co. KG

25. Transport of hazardous goods - one of the fields of activities of "Scientific and Technical Transport Enterprise Raido" LLC

26. UDS-707 automatic welding machine at "Kerch Switch Works" LLC

27. EMU "Elf" manufactured by "PESA Bydgoszcz" JSC

28. Exhibition stand of CJSC "V.I.P. Service", which is specialised in selling of air and railway tickets

29. Transportation of goods by JSC "E.R.S." in Estonia

30. General Director of "CTM" LLC O. Andreev addressing the VIII-th OSJD International Freight Conference in Odessa

4. Cooperation with International Organisations

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

Recognising the importance of the UNECE efforts to develop Euro-Asian transport links, improve the efficiency of rail transport, facilitate border crossings in international carriage by rail, develop combined and intermodal carriage, handling of hazardous goods, OSJD has actively collaborated and participated in the work of the following UNECE Working Parties:

- on Rail Transport (SC.2);
- on Customs Questions affecting Transport (WP.30);
- on Intermodal Transport and Logistics (WP.24);
- on the Transport of Dangerous Goods (WP.15).

The OSJD Committee Chairman attended the 73rd session of the Inland Transport Committee (ITC UNECE), during which he informed the participants about the efforts made by OSJD to improve international carriage by rail, as well as about the work carried out by OSJD in collaboration with UNECE.

Productive areas of cooperation included the activities to bring the OSJD corridors in line with the requirements of the European Agreement on main international Railway Lines (AGC), as well as coordinated efforts to facilitate border crossings in international carriage by rail, within the scope of which a large-scale purposeful work was carried out to convene, under the UN auspices, the International Conference on Facilitation of Railway Border Crossing, and to develop Annex 9 "Facilitation of borders crossing procedures for international rail freight" to the 1982 International Convention on the Harmonisation of Frontier Controls of Goods (as of November 30, 2011, Annex 9 entered into force).

For the same purpose, in 2007 the UN adopted for signature the new Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes. The issue of signing this Convention by the OSJD member countries still remains open and requires a respective resolution to be adopted by them.

In 2010, UNECE initiated the launch of "Towards Unified Railway Law" activities. An informal expert group established under a resolution by the 63rd session of the UNECE Working Party on Rail Transport (SC.2) drafted a position paper on the unification of railway law and forwarded it to all countries for consideration. Then, in November 2010, this document was reviewed and approved at the 64th Working Party (SC.2) session. In February 2011, the 73rd ITC UNECE session approved this position paper and decided to establish a formal "Towards Unified Railway Law" working group of experts.

In 2011, this group held two sessions at which an attempt was made to draft a policy document reflecting the will of countries to create a unified railway law.

In order to coordinate the work carried out by OSJD to harmonise and update the Rules for Transportation of Dangerous Goods (Annex 2 to SMGS) with the RID rules, an OSJD representative managing the work in this area attended in 2011 all sessions of the ITC UNECE Working Party on the Transport of Dangerous Goods (WP.15).

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

In the reporting period, cooperation with the UNESCAP continued on the following two joint projects:

- Project 1 "Planning and organisation of demonstration runs of container block trains along the Trans-Asian Railway Northern Corridor";
- Project 2 "Operationalisation of Euro-Asian rail routes with particular reference to landlocked countries in Asia and Caucasus" (Phase III).

In respect of Project 1, the KZH and MTZ representatives provided the information on the preparatory work for scheduling and subsequent passage of container block trains as they become ready.

It was noted that, in 2011, the railways involved



23 meeting of the OSJD/ERA Contact Group
(15-17.05.2012, OSJD Committee)



Minister of Transport of the Russian Federation M. Sokolov and Chairman of OSJD Committee T. Szozda at the "Railway Leaders" Summit" (18.09.2012, Berlin)

– the Project 1 participants – did not perform any demonstration runs of container block trains.

In respect of Project 2, Kazakhstan Railway, a leading duty holder, and experts of the railways concerned (RAI, KRG, TRK, UTI) in cooperation with Turkish Railways suggested that possibility be considered of organising a demonstration run of container trains along the Istanbul (Turkey) – Tehran – Tashkent – Almaty (Kazakhstan) and Bandar Abbas (Iran) – Almaty (Kazakhstan) routes. The KRG representatives suggested that a possibility of establishing a branch to the Kyrgyz Railway be considered for these routes.

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

Cooperation with OTIF dates back to 2002, when the joint "Common Standpoint" document was signed by OSJD and OTIF. This cooperation is based on the Parties' participation in the development and improvement of two legal systems in the area of international carriage of passengers and goods across the Euro-Asian space.

For example, in 2011, representatives of OTIF participated in efforts to improve the SMPS, to improve railway services and develop the OSJD rail transport corridors, to work out measures aimed at facilitating border crossing in carriage across the Euro-Asian space, in the activities associated with the Rules for Transportation of Dangerous Goods.

OSJD attended meetings of the OTIF Commissions to facilitate rail services.

4.4. Cooperation with the European Railway Agency (ERA)

Under the General Section of the OSJD working bodies' 2011 Activity Plan, and within the framework of the OSJD Commission on Transport Policy and Development Strategy, four meetings of the OSJD/ERA Contact Group were held to analyse interaction between the 1520/1524 and 1435 mm gauge EU and non-EU railway systems.

In particular, such joint efforts had the following objectives at this stage:

- review of technical requirements as to the continued technical and operational compatibility between the 1520 and 1435 mm gauge railway systems at the border between the CIS and the EU;
- comparing these requirements with the key parameters of the 1435 mm railway system;
- drafting the materials (technical information) that might serve as a basis for including the key parameters of the 1520 mm railway system into the EU TSI;
- defining measures to preserve and improve the existing technical and operational compatibility at the border between the CIS and the EU;

The OSJD/ERA Contact Group has finalised the following:

- Document 1 "Subsystem: infrastructure, rail track and track facilities";
- Document 2 "Power supply";
- Document 6 "Locomotives and railway vehicle rolling stock".

The completed Documents 1, 2, and 6 are available at the OSJD website.



Representatives of SNCF (France) and Finnish Railways (OSJD Observers) receive international transport Golden Chariot Award for the outstanding achievements in the development of railways (19.09.2012, Berlin)



Representatives of OTIF, UIC (left) and CCTT (right) at the VIII-th OSJD International Freight Conference (30-31.05.2011, Odessa)

Work continued in the reporting period on Document 3 “Signals, interlocking, and communications” and Document 5 “Coaches”.

Document 3 “Signals, interlocking, and communications” is almost completed. This document will be finally approved at the first meeting to be held in 2012.

On October 19-20, 2011, a kick-off meeting was held of subgroups 1520 of the ERA working groups in respect of the “Infrastructure”, “Power supply”, and “Locomotives and railway vehicle rolling stock” subsystems. These subgroups will start integrating the 1520 mm gauge system into the respective EU TSI on the basis of documents developed by the OSJD/ERA Contact Group.

The Contact Group has stressed that consistency of the Group composition had a positive impact on the Group’s operation and mission accomplishment.

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

By written agreement, the Conference of the OSJD General Directors on September 15, 2011, approved the Memorandum and the OSJD-UIC Cooperation Programme for 2011–2015. These documents were approved by the UIC General Assembly on June 7, 2011

The Programme provides for cooperation in 13 areas and in various forms, from exchange of information and documentation to joint development. The key idea behind such collaboration is a global approach to the development of the Euro-Asian transport system with regard to the interests of railways, harmonisation of the rail transport operational and technical requirements. Representatives of the railway industry are also involved in this process in order to enhance interoperability and improve efficiency of rail transport.

In 2011, joint work was carried out on the unified system of cargo description and coding in international carriage by rail, on technical requirements as to rolling stock, on clearances, on ticket reservation and sale systems, and on other issues.

The “Coding and IT” UIC/OSJD Joint Group continued its successful activities.

At UIC’s suggestion, the Conference set up the joint OSJD/UIC group on the “Automatic Gauge Changeover Systems (AGCS)” topic; at its first meeting held in November 2011, the group approved its activity plan and programme, as well as its regulations.



At the meeting with the representatives of DB AG (OSJD Observer), which took place on 18 September 2012 in Berlin, T. Szozda, Chairman of OSJD Committee, discussed further prospects of cooperation development



Delegation of CIT Secretariat at the XL-th session of OSJD Ministers Conference (5-8 June 2012, Baku, Azerbaijan)

5. Activities of the OSJD Committee

5.1. Key Issues

The OSJD Committee performed its tasks stemming from the functions of the OSJD executive body, as defined by the fundamental documents and resolutions of the OSJD governing bodies, including coordinated development of the Work Programme and plans for the OSJD working bodies.

The OSJD Committee acted as the Secretariat in preparing and holding XXVI Meeting of the Conference of General Directors (authorized representatives) of OSJD Railways in Dushanbe, as well as Session XXXIX of the OSJD Ministerial Meeting in Beijing.

In 2011, eight meetings of the OSJD Committee members were held, at which results of the work carried out by the commissions and PWGs during the year were reviewed,

including draft resolutions to be submitted for approval by the OSJD governing bodies on the matters of transport policy, transport law, cargo and passenger services, infrastructure and rolling stock, coding and informatics, finances and accounting, as well as proceedings of the meetings held by the OSJD working bodies or other international organisations, which were attended by members of the OSJD Committee.

The key issues addressed within OSJD included the on-going work to improve OSJD's legal framework: the SMPS, SMGS and other agreements governing the international transportation. The Convention on Direct International Rail Service is being drafted, developed by the AWG for Improvement of OSJD's Fundamental Documents.

Efforts were also made to expand further the application of the Unified CIM/SMGS consignment note.

Under the concluded agreements and on a mutually advantageous basis, the OSJD Committee cooperated with international organisations, observers and affiliated enterprises. In accordance with a resolution of XXVI Meeting of the Conference of General Directors, the OSJD Committee entered into three agreements with affiliated enterprises.

In 2011, representatives from 24 OSJD member countries worked in the OSJD Committee, although a representative of Turkmenistan was still absent, and, as of March 1, 2011, Iran's representative was no longer available, which affects the activities associated with the Rules for Transportation of Dangerous Goods.

During the year, rotation of representatives from such OSJD members as the Republic of Hungary, Socialist Republic of Vietnam, People's Republic of China, Republic of Moldova, and Mongolia took place, including the positions of the Committee Deputy Chairman, the Committee member from the People's Republic of China and the Committee Secretary, the Committee member from Hungary.

Rotations also occurred in the position of the editor of "OSJD Bulletin" from the PRC and four technical personnel.



Delegation of JSC "RZD" in OSJD Committee
(08.12.2011, Warsaw)



Delegation of "FPC" JSC in OSJD Committee during a working meeting
(22.11.2011)



Secretary of OSJD Committee Kalman Somodi receives the international transport Golden Chariot Award, which the OSJD Committee was awarded in the nomination "For Strengthening International Relations"
(12.09.2011, Moscow)

102 meetings of the OSJD working bodies were held in 2011, including 63 of the OSJD Committee. In recent years, the trend has continued towards higher number of meetings held at the Committee, which allows for the Committee's budget and potential to be used more efficiently.

As in previous years, the OSJD Committee reviewed participation by the OSJD member countries in the activities of the OSJD commissions and permanent working groups aimed at optimisation of OSJD's work.

In January 2011, the OSJD Committee was visited by Mr A. Alekseev, Ambassador of the Russian Federation to the Republic of Poland. During the visit, exchange of information took place on the current work performed by OSJD and the importance of rail transportation between countries in Europe and Asia.

On January 25, 2011, the OSJD Committee was visited by a delegation from Mongolia, which was headed by Mr A. Gansukh, Vice Minister, Ministry of Road, Transport, Construction and Urban Development of Mongolia. Issues of cooperation with OSJD and international traffic development were discussed.

The OSJD Committee delegation headed by Mr Tadeusz Szozda, Chairman of the OSJD Committee, attended the UIC 78th General Assembly held in Warsaw on June 6-9, 2011.

On June 8, 2011, the OSJD Committee was visited by a delegation led by Mr A. Saltanov, Vice President of RZD JSC, with the participation of Mr A. Stolyarov, Head of the RZD JSC International Cooperation Department, to discuss interaction between the OSJD Committee and RZD JSC in fulfilling the missions stemming from the OSJD Activity Plans.

On July 6, 2011, consultations were held with the MAV delegation headed by Mr László Mosóczi, MAV Deputy CEO, on the transport corridor-based development of rail services between China and Europe and expansion of the CIM/SMGS consignment note scope of application.

On August 18, 2011, a meeting took place at the OSJD Committee with representatives of the European Commission's Directorate-General for Mobility and Transport (DG MOVE), during which a draft Memorandum of Cooperation in Railway Transport was discussed.

On September 12, 2011, at the Kremlin Palace in Moscow, the OSJD Committee was honoured with the Golden Chariot Award and the diploma for strengthening international relations.

On November 22, 2011, a meeting took place at the OSJD Committee with the delegation of Federal Passenger Company JSC headed by Mr M. Akulov, the Company's CEO and Vice President of RZD JSC. During the visit, issues of the international passenger traffic development were discussed.

On December 8, 2011, the OSJD Committee was visited by a KZD delegation headed by Mr Chen Juemin, Director of the International Cooperation Department, Ministry of Railways of China. During the meeting, exchange of information took place on the issues of rail services, including the development of rail transport in China, expanding the scope of the CIM/SMGS consignment note application and strengthening further cooperation within the OSJD.

5.2. Publishing Activities

In 2011, the "OSJD Bulletin" journal was published according to schedule. Four single editions and one double (Nos. 3-4) edition of the journal were published in Russian, Chinese, and German. German translation was provided mainly by the DB AG experts.

The Bulletin was dispatched free of charge to all the OSJD member countries, observer railways and affiliated enterprises, and to international organisations (European Commission, UNECE, UIC, TER, OTIF, CCTT, UNESCAP, ERA, CIT, ECO, UAR) or individuals for a (subscription) fee, as well as, by way of free exchange, to rail transport publications of the Euro-Asian



OSJD Committee members and Deputy Director General of "MAV" CJSC László Mosóczi (in the middle) after the working meeting (06.06.2011, Warsaw)



Delegation of KZD (right) and OSJD Committee's top officials during a working meeting (08.12.2011, Warsaw)



Delegation of the Ministry of Road, Transport, Construction and Urban Development of Mongolia in OSJD Committee (25 January 2011)

countries. Printed materials were distributed at the railway exhibitions, conferences and other international events.

In 2011, the journal published articles and news reports from Austria, Belarus, Hungary, Germany, Spain, Italy, Kazakhstan, China, DPRK, Latvia, Lithuania, Poland, Russia, Slovakia, Tajikistan, Uzbekistan, Ukraine, France, Czech Republic, Switzerland, Estonia, OSJD Committee, CCTT, CIT. Two editions of the journal were published on the eve of the opening session of the Ministerial Conference in China and the Conference of General Directors in Tajikistan and were circulated at the time these important events were held.

Topics of the published materials mainly reflected the key resolutions approved by the Session of the OSJD Ministerial Conference, Conference of General Directors, Committees and Permanent Working Groups, OSJD expert and working groups. The journal printed articles by top executives and experts from ministries and railways of the OSJD member countries, observers, affiliated enterprises, OSJD Committee, etc.

In addition to publishing the journal, the editorial board carried out the following work:

- stands dedicated to OSJD were designed, produced and mounted in the OSJD Committee building, including the OSJD 55th anniversary stand;
- materials on the OSJD website were continuously updated, the Chinese version was launched, and preparations were under way to launch the English version;
- the OSJD Information Guide was published in Russian, Chinese, German, and English;
- the 2010 OSJD Report in four languages was prepared for uploading to the OSJD website;
- in coordination with the OSJD Commission on Transport Policy and Development Strategy, "OSJD Bulletin of Statistical Data on Railway Transport for 2010" and the four-language "Map of OSJD Railway Transport Corridors" were published;
- in coordination with the OSJD Commission on Passenger Traffic, "EuroAsia Rail 2012" - timetable of international passenger services, was published;
- collection of materials, their editing and translation into Chinese and English continued for the purpose of publishing a reference book about OSJD;
- calendars with the OSJD meetings schedule, published in Russian, Chinese and German languages and on OSJD website.



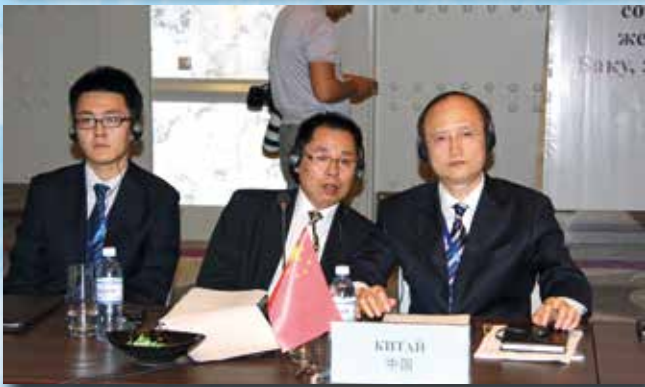
Participants of the joint meeting of the Plenipotentiary Representatives of Members of OSJD Ministers Conference and Conference of General Directors (Authorized Representatives) of OSJD Railways (6-9 December 2011, OSJD Committee)

REFERENCE

on participation of OSJD members in agreements and treaties, being in force within the OSJD framework (as of 15.02.2012)

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

XL session of OSJD Ministers Conference
(5-8 June 2012, Baku, Azerbaijan)





**XXVII Meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways
(16-20.04.2012, Tallinn, Estonia)**





Members of OSJD

As of 1 August 2012

The Countries and Railways - Members of OSJD

Countries	Railways
Azerbaijani Republic	AZD - Azerbaijani Railways CJSC
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
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	MTZ - Mongolian 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) (represented in OSJD by JSC “ZSSK Cargo“)
Republic of Tajikistan	TDZ - State Unitary Enterprise “Rohi Ohani Tojikiston” (Tajik Railway)
Turkmenistan	TRK - State Railways of Turkmenistan
Republic of Uzbekistan	UTI - State Railway JSC “Uzbekistan Railways” (O“zbekiston temir yo“llari“)
Ukraine	UZ - State Administration of Railway Transport of Ukraine (Ukrzaliznytsia)
Czech Republic	CD - JSC “Czech Railways“
Republic of Estonia	EVR - JSC “Estonian Railway“

Railways – OSJD observers

DB AG – joint-stock company “German Railway“	VR – Finnish Railways
OSE – Organisation of Greek Railways	JIS – Public Enterprise “Serbian Railways“
SNCF – National Society of French Railways	GySEV – CJSC “Gyor – Sopron – Ebenfurt Railway” (ROeEE)

OSJD Affiliated Enterprises:

Plasser & Theurer (Austria)	Railway Research Institute JSC (Výzkumný Ústav Železniční - VÚŽ) (Czechia)
Polcont Ltd. (Poland)	Dnepropetrovsk Switch Works JSC (Ukraine)
AXTONE Sp. z o.o. (Poland)	Betamont LLC (Slovakia)
Railtech International JSC – (France/Czechia)	Rail Cargo Hungária Zrt. (Hungary/Austria)
Railtech Slavjana LLC	“MostGeoCenter“ LLC (Russia)
State-owned enterprise “Neftechimtrans” (Russia)	Polzug Intermodal GmbH (Germany)
JSC CTL Logistics S.A. (Poland)	Freight One JSC (Russia)
JSC KPM Consult (Czechia)	SC “Zakarpattinterport” (Ukraine)
TransTeleCom CJSC (Russia)	SC “Traine Ukraine” (Ukraine)
ServtransInveST JSC (Romania)	“Kazphosphate” LLC (Kazakhstan)
“JERID, spol. s r.o” LLC (Czechia)	Freightliner Group Limited (Great Britain/Poland)
Murom Switch Works JSC (Russia)	“Federal Passenger Company” JSC (FPC) (Russia)
„RDM“ Research and Production Enterprise (NPP RDM) (Moldova)	Niroo Rail Transport Co. (Iran)
JSC “Grup Feroviar Roman” (Romania)	JSC “Tines” (Poland)
Electro-Thermit GmbH&Co.KG (Germany)	JSC “E.R.S.” (Estonia)
Unifertrans S.A. (Romania)	“AED Rail Service” LLC (Latvia)
Kertch Switch Works LLC (Ukraine)	LLC “Scientific-Technical Transport Enterprise RAIDO” (Ukraine)
Max Bögl GmbH & Co. KG (Germany)	“South Caucasus Railway” Close Joint-Stock Company (“SCR” CJSC) (Armenia/ Russia)
PESA Bydgoszcz SA (Poland)	“V.I.P. Service” CJSC (Russia)
CTM LLC (Russia)	
“PLASKE” JSC (Ukraine)	

