

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



**REPORT
ON THE ACTIVITIES OF THE ORGANISATION
FOR CO-OPERATION BETWEEN RAILWAYS
FOR 2016**

**Warsaw
2017**



ОСЖД 铁组

OSJD

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List of Abbreviations Used in the Text

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



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



Heads of delegations at meeting XXXII of the Conference of General Directors (Authorised Representatives) of OSJD Railways (17-21.04.2017, Minsk, Republic of Belarus)

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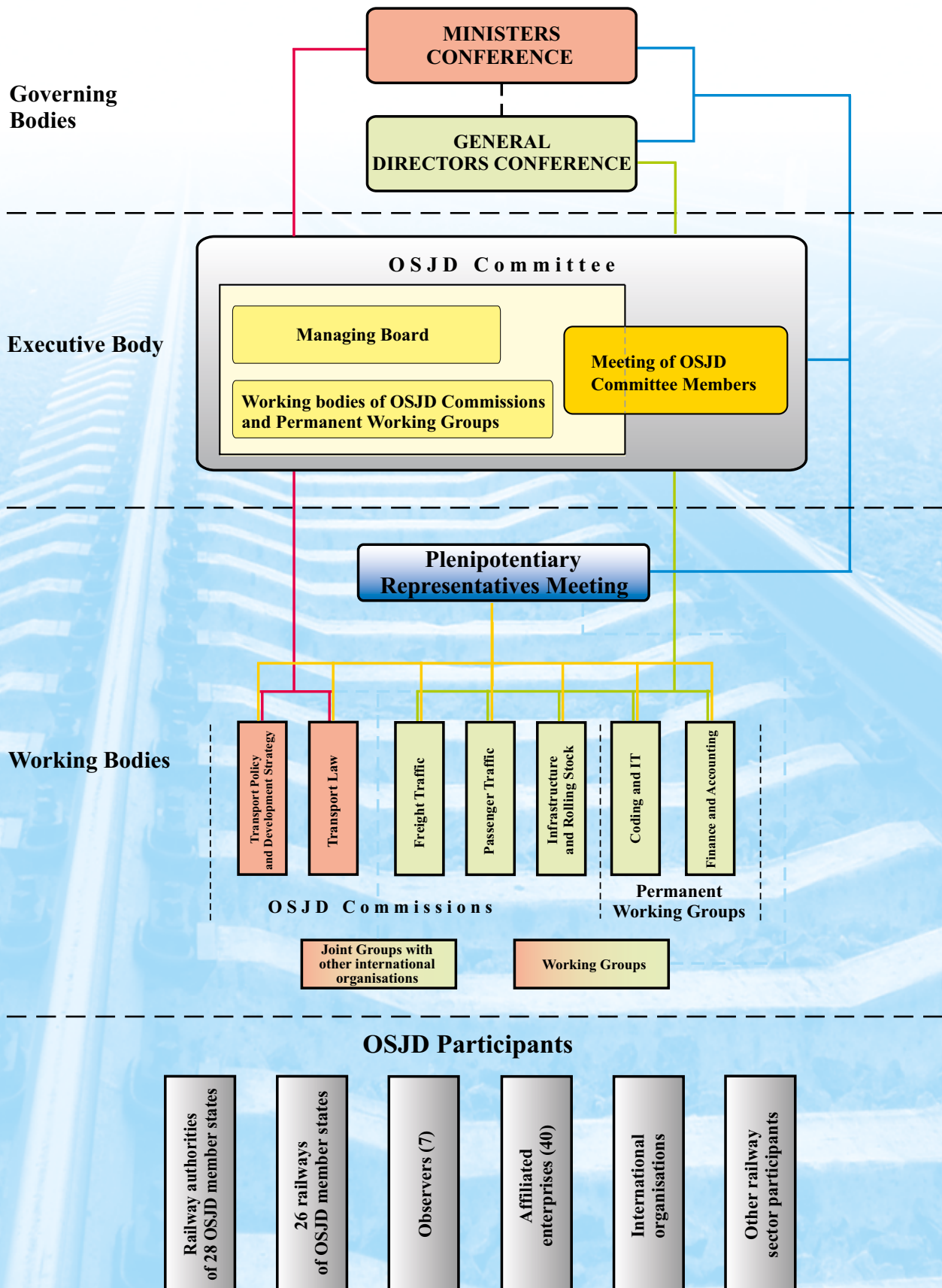
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*Secretary of OSJD Committee
Attila Kjss*

Structure of the Organisation for Co-Operation between Railways

(As of 1 September 2015)



Introduction

In 2016, all OSJD activities were highlighted by the 60th anniversary of foundation of the Organisation for Co-Operation between Railways. During this period, the cooperation of transport ministries and railways of the OSJD member countries, the railway network of which connects Europe and Asia, has strengthened. The previously established railway transport system, supported by the existing SMGS and SMPS agreements, contracts and regulations, was able to ensure the improvement and development of international railway traffic, increasing its competitiveness, and meeting the countries' needs for the transport of goods and passengers in the vast Eurasian space.

In 2016, the Organisation focused on the fulfillment of the main task aimed at the development of international railway traffic in the communication between Europe and Asia, the improvement of regulatory and legal frameworks, and the enhancement of the competitiveness of railway transport.

Over the recent period, most of the railways of the OSJD member countries have made a substantial reorganisation and improvement of their management structure to adapt it to the market conditions and requirements of the 21st century, marked by the desire for significant technological progress in the development of railway transport.

This was facilitated by a number of activities and recommendations developed by OSJD in cooperation with ministries and railways, which allowed the reconstruction of many railway lines, the construction of new promising railway routes, and the renewal of rolling stock.

Thus, in 2016 the **railway transport of Azerbaijan** transported 11.36 million tons of goods and 1.97 million passengers. Great attention is paid to the implementation of North – South and West – East projects. The existing railway lines, sections, stations and railway infrastructure facilities are being modernized. The Azerbaijani side began to construct a strategically important line to the border of Iran and the railway bridge across the Astarachay river on the railway section of Astara (Azerbaijan) – Astara (Iran). The single-track railway line from Astara station to the Iranian state border, which is 8.3 km long, has been completed.

An international fast train began to run on the route Nakhichevan – Mashhad – Nakhichevan.

In order to provide citizens with an access to the public services in the regions, a completely new project of a unique innovative service was created: the “ASAN Train”. This train will provide citizens in the regions with nine types of services of four state bodies of Azerbaijan: the Ministry of Justice, the Ministry of Internal Affairs, the Ministry of Labour and Social Protection of Population and the State Property Committee.

In 2016, 3000 new freight wagons of various types and 10 modern TE33A series mainline locomotives were put into operation.

In 2016, 3.54 million tons of goods were transported on the **Afghanistan Railway**. A new “Port Akina” station was opened, a railway line with a length of 2 km to Akina station was put into operation.

In 2016, the **Byelorussian Railway** transported 126.8 million tons of goods. One of the strategic directions of the Byelorussian Railway's activities is the development of container transportation, which made it possible to double the volume of container transit traffic in the China – EU – China communication and transport 146 thousand TEUs of container goods.



“Strizh” train of the FPC JSC formation with an automatic gauge changing system on the route Moscow – Berlin at the Brest-Central station on the Byelorussian-Polish border

Particular attention was paid to the development of perishable goods traffic in refrigerated containers, including refrigerated couplings.

In 2016, the electrification of the Osipovichi – Zhlobin – Gomel sections was completed. 557.9 km of railway lines were modernised. 2 freight electric locomotives, 4 diesel trains, 1 electrical train, 161 freight wagons were purchased.

Work was carried out to organise fast passenger traffic on the Moscow – Brest – Berlin route using the fast-speed rolling stock of the Spanish TALGO company



President of the Republic of Azerbaijan, Ilham Aliyev inspecting a new coach, accompanied by Chairman of AZD CJSC, Cavid Qurbanov

equipped with automatic gauge changing system. The implementation of the joint project has made it possible to reduce the en-route time between Moscow and Berlin by 5.5 hours.

The unified CIM/SMGS consignment note in the direction of West – East and back is widely used on the Byelorussian Railway for the carriage of goods.

On the **Hungarian State Railways**, reconstruction and modernisation of the Budapest – Zahony line being part of the OSJD railway transport corridor No. 5 continued in order to raise the speed limit up to 160 km/h.

On the railway lines of OSJD corridors Nos. 4, 5 and 6, GSM-R radio communication has been introduced. The reconstruction of the largest railway node of the Szekesfehervar station has been completed. Electrification of the Gyor-Sopron-Ebenfurt railway line from Raika station (border with Slovakia) to Zalasentivan station (MAV network) has been completed. The rolling stock was renewed. The total volume of both freight and passenger traffic remained unchanged compared to the previous year.

In 2016, **Iranian Railways** carried 39.44 million tons of cargo, which is 13% more as compared to the level of 2015. A new 81 km-long Sangan – Shamtig railway line (to Afghanistan) was put into operation.

21 new locomotives, 92 passenger coaches, 724 new freight wagons were purchased.

In 2016 the following main projects continued to be implemented:

- the construction of the 164-km Gazvin – Resht – Anzali railway line, the 132-km Mianet – Bostanabad railway line, of the railway lines Tehran – Hamedan of 267 km long, Chabahar – Zahedan of 580 km long, of Tehran – Isfahan high-speed railway line of 410 km long for the train speeds of 250 km/h;
- electrification of the Tehran – Mashhad railway line (926 km long) for the train speeds of 200 km/h;
- electrification of the Garmsar – Incheburun railway line (460 km long) for the passenger traffic with a speed of 160 km/h and for freight traffic at a speed of 120 km/h.

In 2016 the **Railway of Kazakhstan** reached a turnover of 188.2 billion tons-km. At the same time, the volume of transit container traffic in the China – Europe – China communication has doubled and amounted to 105 thousand TEUs against 2015. Passenger turnover amounted to 16.5 billion pass-kilometers, which is 6% higher than in 2015.

In the Republic of Kazakhstan, traffic of 12 high-speed trains composed of the coaches manufactured by the Tulpar-Talgo LLP plant were successfully completed, which significantly reduced the traveling time of passengers by more than 1.5 times.

Large-scale infrastructure projects are being successfully implemented on the railway. In 2016 the construction of the new railway line Borzhakty – Ersai (16.6 km) and the first launching complex of the second tracks on the Almaty-1 – Shu section (53.2 km) were completed. The first start-up complex of the Kuryk port was put into operation.

In 2016, the “KTZ NC” JSC upgraded 354 km of railway lines. 25 new locomotives, 116 passenger coaches, 4 electrical multiple units for commuter traffic were purchased.

The **Chinese Railways** transported 2.81 billion passengers and 3.33 billion tons of goods in 2016.

The State Administration for Railway Transport of the People’s Republic of China developed the “13th Five-Year Plan” for railways, as well as continues its activities in the following areas:

- development of railway legislation and standardisation systems;
- further simplifying the administrative procedures and transferring authority to lower-level bodies, as well as strengthening control and management;
- deepening of structural reform in regard to the railway investments, improving the project quality control system to ensure the development of railway construction.

Railway transport enterprises have improved the ways of processing freight carriage, introduced and improved the function of processing transactions via the Internet, simplified the procedure for the registration of freight traffic; the ways of organising transportation and the development of the transport market for small and bulk cargo trans-

portation have been changed; the possibilities for passenger traffic have increased, the opportunities for ticket purchasing and seat reservation have been optimised and expanded, the quality of services has improved, etc.

In 2016, the **Latvian Railway** transported 47.81 million tons of goods, including 46.33 million tons of goods in international transit. 17.228 million passengers were carried (100.9% against 2015). 53.9 km of railway lines have been modernised.

Together with CZ LOKO, the first main cargo diesel locomotive of the 2M62UM series was upgraded with the installation of a diesel internal combustion engine and the main alternator/direct current generator, which increased the main traction characteristics of the locomotive.

In 2016, the **Railways of the Republic of Lithuania** transported 47.7 million tons of goods, of which international transportation amounted to 32.6 million tons. 4.4 million passengers were carried, which is 4.8% higher than against the level of 2015.

Following the strategy for the development of the Lithuanian transport system, work continued in 2016 towards the implementation of the Rail Baltica project.

The Lithuanian Railways JSC purchased 56 new freight wagons, 7 new three-section diesel trains Pesa730ML and one shunting locomotive.

The Lithuanian Railways JSC takes part in the preparation and updating of the regulatory and legal base, as well as in the organisation of transport of goods under the unified CIM/SMGS consignment note. To this end, in Annex 1 to the CIM/SMGS consignment note (Annex 6 to SMGS), Lithuanian Railways JSC has announced routes for the transport of goods under the unified CIM/SMGS consignment note, which includes all transit directions.

In 2016, the **Railway of Moldova** transported 3.493 million tons of cargo, modernised 17.3 km of railways.

In 2016, the Ministry of Transport and Road Infrastructure of the Republic of Moldova signed a financing agreement with the European Investment Bank in the amount of 50 million euros for the implementation of the project "Reconstruction of the Railways of Moldova" in cooperation with the EBRD. The total amount is 105 million euros and 5 million euros as a grant from the EU to purchase new locomotives and modernise the railway infrastructure.

The total amount of the project for a 15-year period until 2021 amounts to 106.75 million euros, including 5 million euros as a grant from the EU to purchase new locomotives and modernise the railway infrastructure, 1.5 million euros from the EBRD's Technical Cooperation Fund for advisory technical assistance in reforming the railway sector of the Republic of Moldova in general and the CFM in particular.

The **Ulan-Bator Railway** carried 19.9 million tons of cargo in 2016, which is 104.38% as compared to the level of the previous year.

The reconstruction of the railway tracks at the stations of Darkhan and Olon-Ovoo was carried out to provide the running of long trains composed of 102 wagons.

The PKP Intercity JSC of the **Polish State Railways** transported 38.5 million passengers in 2016 (+ 123% to the level of 2015).

Within the framework of the new strategy until 2020, the



On 28 November 2016 at the border station of Ymamnazarin Turkmenistan HE Gurbanguly Berdymukhamedov, President of Turkmenistan, and HE Ashraf Ghani, President of the Islamic Republic of Afghanistan tightened the bolts of "a golden link" of rails and gave start to the first train on the new railway line Atamyrat – Ymamnazar (Turkmenistan) – Akina (Afghanistan)



The first train on the line Atamyrat – Ymamnazar (Turkmenistan) – Akina (Afghanistan)



A passenger train on the Vietnamese Railway

newest trains of Pendolino, FLIRT3 and PesaDART have been employed on the new routes.

Last April, PKP Intercity JSC increased the number of routes served by the Express InterCity Premium (EIP) trains, which began to provide regularly service to the cities of Zielona Gora and Kolobrzeg.

Thanks to the newest trains, modernized coaches and an attractive pricing policy for 2016, PKP Intercity JSC noted a remarkable growth in the number of passengers, which made up 27% for the economic segment last year.

Successful work was carried out to create new container routes in the traffic between the People's Republic of China and the Republic of Poland.

PKP LHS LLC carried out extensive activities towards the creation of new container routes along the Trans-Caspian transport route to Western Europe through the territory of Poland using the PKP LHS line.

In 2016 the PKP Cargo JSC procured 12 multisystem electric locomotives manufactured by Siemens. Successful work was continued to modernise the railway lines that are part of the OSJD corridors, such as:

- E 75 Rail Baltica: Warsaw – Bialystok – border with Lithuania;
- E 30 C-E30 section of Krakow – Rzeszow;
- E 65 on the Warsaw – Gdynia section.

On the **Russian Railways** passenger turnover reached 124.46 billion pass-km in 2016, which is 3.4% higher as compared to the previous year.

In 2016, on the Russian Railways 1,326,561.7 thousand tons of goods were transported (100% to the level of 2015), including 527,974.9 thousand tons (100.3%) in international traffic. Freight turnover grew by 1.7%, in international traffic – by 4.7% against the level of the previous year.

In 2016, passenger turnover reached 124.46 billion pass-km, which is 3.4% higher than in the previous year.

The railway transport services were used by 1037.0 million passengers, which is 16.6 million more than in the same period of the previous year (+1.6% compared to the level of 2015), 101.4 million passengers were transported in the long-distance trains (+3.6% against the previous year), suburban traffic made up 935.6 million passengers (+1.4% compared to the previous year).

The total volume of international traffic in 2016 amounted to 7.253.836 people, which is 4.8% lower than the level of 2015. Of which the volume of traffic with the CIS and Baltic countries in 2016 amounted to 6.300.419 people, which is 6.5% lower than the level of 2015.

234 new passenger coaches of TVZ JSC production for locomotive traction and 60 TALGO coaches were delivered.

63.8 km of the second tracks were put into operation, along the railway lines Vyborg – Pikhtovaya, Taishet – Khain, Tobolsk – Surgut – Korotchaevo 29 stations carried out work to extend the railway tracks (159.6 km). 192.6 km of railway lines were electrified on the sections Mga – Gatchina – Vaimary – Ivangorod.

In 2016, 82 coaches for EMU rolling stock (15 EMU electric trains) of the ED9E series, ED4M produced by the Demikhovsky Machine Building Plant JSC were actually delivered onto the railway network.

The **Romanian Railways** transported 23.326 million tons of cargo in 2016 (97.93% against the level of 2015).

Modernization of railway lines was in active progress on the Romanian Railways from the state border with Hungary on the route Kurtic – Simeria – Brasov aimed at organising fast-speed train traffic with a speed limit of 160 km/h. Work is underway to apply Annex 9 to the International Convention on the Harmonization of Frontier Controls of Goods (1982) by introducing modern information systems that provide for an exchange of preliminary data and information with Ukraine and Moldova on the entry and exit of goods to and from Romania.

The **Slovak Railway** transported 35.637 million tons of cargo in 2016, which exceeded the level of 2015 by 2.6%, and 65.6 million passengers, which exceeded the level of the previous year by 17.9%.

In 2016, modernisation of the railway line from the border of the Czech Republic/Slovak Republic – Kutý – Devínska Nova Ves for the purpose of operating it at a speed of 200 km/h.

On the **Tajik Railway** 5 million 454 thousand tons of cargo and 452 thousand passengers were transported in 2016, which is 6.4% more than in the previous year.

1 new locomotive and 1 passenger diesel train (DMU) were purchased, which ensured an increase in the competitiveness and passenger flow in the domestic traffic.

In 2016, a new railway line Dushanbe – Kurgan-Tube – Kulyab was put into operation with a length of 40.7 km, which connects the Central part of the Republic of Tajikistan with the Khotlon Region.

Uzbek Railways carried 86.368 million tons of cargo in 2016, which is 5.5% higher than in 2015. 20.961 million passengers (101.5% of the level of 2015) were transported.

In 2016, a new electrified railway line Angren – Pap with a length of 123.2 km was put into operation, a tunnel



A new double-decker suburban train produced by Stadler on the Georgian Railway



A passenger train on the Iranian Railway



In recent years, the Czech Republic has been continuing the process of active modernization of railway infrastructure and rolling stock

In 2016, the high-speed electric train 'Afrosiyab' began to run on the Tashkent – Samarkand – Bukhara section.

On the **Ukrainian Railways** the passenger turnover amounted to 37360.1 million passengers in 2016 (104% as compared to 2015). 343.43 million tons of cargo were carried (98.1% against the level of 2015).

In 2016 a new container train was organised along the route European countries – (Chop, Batevo, Izov) – Ilyichjevsk – Georgia – Azerbaijan – Kazakhstan (Dostyk) – China.

In the course of 2016, 85,267 loads were sent under the application of the CIM/SMGS unified consignment note, which is 12% higher than in 2015. In December 2016 an every-day international passenger traffic between Kiev and Przemysl was opened, organised by the fast-speed two-system electric multiple units of Hyundai production.

The **Czech Railways**, in the framework of improving the quality of railway services, commissioned new regional railway lines in the Central Czech and Liberec regions. In the field of long-distance transportation, a new line of the international high-speed segment Prague – Tabor – Ceske Budejovice – Linz was put into operation.

In 2016, the modernisation of the railway lines Decin – Rumbuk, Klatovy – Zelezna Ruda, Bludov – Jesenik, and the railway bridge on the Hohenau (ÖBB) – Prerov railway line was completed. New rolling stock was procured both for passenger and freight traffic.

Along the **Estonian Railways JSC** infrastructure, 6.93 million passengers were transported in 2016, which is 4.0% more as compared to the level of 2015, the passenger turnover amounted to 315.8 million pass-km, which is 10.5% more than in 2015. In international traffic 102.8 thousand passengers were transported, which is 86.7% more than in 2015. During 2016, 12.5 million tons of cargo were transported, which is 18.7% less than in 2015, and international cargo turnover amounted to 25.1% less than in 2015.

In 2016, all OSJD member countries continued to build up multimodal traffic and create new container routes on the railways of the Republic of Belarus, Hungary, People's Republic of China, Republic of Kazakhstan, Mongolia, Republic of Latvia, Republic of Lithuania, Republic of Poland, Russian Federation, Slovak Republic, Republic of Uzbekistan, Ukraine and Czech Republic. A total number of more than 280 routes of container trains were organised in the international traffic by the railways of OSJD member countries, of which more than 150 run on a regular basis.

The programme for the development of fast-speed and high-speed passenger traffic network was being successfully implemented on the railways of the People's Republic of China, Russian Federation, Republic of Poland, Republic of Belarus, Republic of Kazakhstan, Slovak Republic, Republic of Uzbekistan, Ukraine, Czech Republic and other countries. Scheduled traffic of passenger trains and

of 19.2 km was built, new stations of Kul, Orzu, Chodak, Kop, Koshminor and Pap were opened. The Samarkand – Bukhara 291-km railway line was electrified with the organisation of a high-speed passenger traffic. The Pap – Kokand – Andijan 181-km railway line was electrified. 130 km of railways were modernised.

In 2016 the "Uzbekiston Temir Yollari" JSC purchased 7 freight electric locomotives, built 15 passenger coaches and 700 freight wagons, modernised 1440 freight wagons.



Mainline electric locomotive EP2K of the Russian Railways



President of the Republic of Tajikistan, HE Emomali Rahmon, cutting the ribbon for opening a new railway line Vakhdat – Yavan (24 August 2016, Tajikistan)

renewal of passenger rolling stock have been in progress.

The issues of facilitation of border crossing procedures were of great importance and aspiration for the OSJD member countries, which was confirmed by the successful implementation of Annex 9 to the Convention on the Harmonization of Frontier Control for Goods of 1982, as well as by the desire of the OSJD member countries to prepare and adopt a new Convention on Facilitation of Carriage of Passengers and Luggage by Rail.

A great deal of attention in the OSJD's activities is paid to improving the OSJD legal basis, implementation of complex amendments and additions to the SMGS Agreement which came into force on 1 July 2015. There is

a growing tendency to increase the number of consignments sent using the unified CIM/SMGS consignment note. Successful work is being done to update the Rules for the Transport of Dangerous Goods in regard to the RID Rules. The work completed by the Ad Hoc Working Group on the preparation of a New Convention on Direct International Railway Traffic, which includes SMGS and SMPS Agreements as annexes in the form of general provisions of agreements for the carriage of goods and passengers in international traffic, made it possible to hold Session I of the International Conference for the adoption of the text of the Convention on Direct International Railway Traffic in the period from 14 till 18 November 2016.

The work for the implementation of Memoranda on cooperation in the field of technical, operational and commercial development of OSJD corridors was purposefully carried out.

Successful work was performed to make up and coordinate the train traffic timetables, implement and coordinate the freight volumes in international goods traffic by rail, to update and improve the PGW Rules.

The work on the development and approval of the leaflets dealing with technical railway issues in the field of rolling stock, dimensions and gauges, railway track and artificial structures, signalling and interlocking, power supply and traction, organisation of transportation by using the paperless technology, and scientific and technical information was actively carries out.

Great concern was caused by the work in the field of improving financial and accounting activities, consideration of financial and accounting issues aimed at reducing mutual debts between the railways of the OSJD member countries.

The OSJD/ERA Contact Group actively participated in the subject of "Cooperation between OSJD and ERA in the field of analysis of the interaction between the EU and non-EU railway systems, with a track gauge of 1520/1524 mm and 1435 mm", the solution of which provides for establishing conditions for a better interaction of railway systems in the EU and OSJD countries.

Considerable attention was paid to cooperation with international organisations, first of all, with UNECE, UN ESCAP, OTIF, CIT, ECE, EU, UIC, CCTT, FIATA and others.

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

Coordinated and purposeful work on the implementation of the set plans, comprehensive measures aimed at the improvement and development of railway transport, increasing its competitiveness, enabled the railways of the OSJD member countries to cope with the tasks set forth for ensuring the carriage of passengers and goods in 2016.



The first train crossing the new tunnel of Qamchiq of 19.2 km long (22 June 2016, Uzbekistan)

1. Progress of OSJD Activities by Subjects

1.1. Transport Policy and Development Strategy

In 2016, activities aimed at developing railway transport policies were continued with due regard to implementation of extensive measures seeking to improve the carriage system and develop OSJD railway transport corridors as well as simplify border crossing procedures in international passenger and freight carriage and increase the competitiveness of railways, thus engaging extra volumes of carriage and expanding the share of railway transport on the transport market.

In the reporting year, experts from the OSJD member countries monitored the Comprehensive Plans for improving transportation and developing the OSJD Railway Transport Corridors No. 1, 2 and 3 until 2020.

Information on the implementation of the Comprehensive Plan for improving transportation and developing the OSJD Railway Transport Corridor No. 2 until 2020 is based on the data and details throughout the corridor sections of the Republic of Kazakhstan and the Russian Federation. The Republic of Kazakhstan is provided with the above information, taking into account the observance of the established procedures and the coordination by the countries participating in the corridor for the accession of the Kazakhstan lines.

Information on the implementation of the Comprehensive Plans for these corridors was approved at the final meeting of the OSJD Commission on Transport Policy and Development Strategy.

In order to implement the provisions of the Memoranda on Cooperation in the technical, operational and commercial development of the OSJD railway transport corridors Nos. 1-13, the second meeting of the countries participating in the OSJD railway transport corridor No. 1 and Members of the CCTT relating to the implementation of the provisions of the Memorandum was held on 15 March 2016 in the Russian Federation (Moscow).

At this meeting, the working staff of the OSJD Commission on Transport Policy and Development Strategy proposed a possible structure and functional content of the Coordinating Body of the OSJD Corridor.

When considering this issue, it was stated that the need to establish the Coordinating Body of the OSJD Corridor No. 1, the definition of its functions, status and budget requires additional consultations between the participating countries of the corridor, while the implementation of many of the functions of the Coordinating Body represented by the OSJD Committee is difficult at this stage. When forming the functions of the Coordinating Body of the OSJD Corridor No. 1, it is necessary to avoid duplication with existing organisations, including commercial ones. It should be noted that it took several years to develop a system and a form of managing the EU freight corridors, as it is connected with many issues, both financial and organisational.

Meanwhile a meeting of the representatives of the countries participating in the OSJD railway corridor No. 2 was held in the OSJD Committee premises (Warsaw) on 21 June 2016.

The participants of the meeting stated that at the moment the countries participating in the OSJD corridor No. 2, as a whole, cooperate fully in the implementation of the provisions of the Memorandum, in particular: they exchange information within the framework of



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



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



Annual meeting of the OSJD Commission on Transport Policy and Development Strategy
(7-10.11.2016, OSJD Committee)

the Technical and Operational Passport, the Comprehensive Plan for the Development of the Corridor till 2020 and statistical data.

The countries participating in the OSJD corridor No. 2 will continue to consider the feasibility of establishing a Coordinating Body for the OSJD Corridor No. 2, including on the basis of the possible functions and its status, and present their position on this issue to the OSJD Committee.

The countries participating in the OSJD railway transport corridors carried out work to improve the transportation and develop the OSJD railway transport corridors.

As regards the OSJD corridor No. 12, the annual meeting of the OSJD Commission on Transport Policy and Development Strategy (6-9 October 2015, OSJD Committee), approved the accession of new Moldovan lines. This decision was confirmed by session XLIV of the OSJD Ministerial Conference (7-10 June 2016, Republic of Azerbaijan, Baku) and a corresponding new Memorandum was signed in the framework of this session by the Republic of Moldova and Ukraine. The Ministry of Transport and Road Infrastructure of the Republic of Moldova has requested the corresponding ministries of Romania and the Republic of Bulgaria to accelerate the completion of internal procedures for signing an updated and open-for-signing Memorandum on Corridor No. 12.

Despite the coordinated proposals of the Republic of Kazakhstan in regard to the accession of new lines to the existing OSJD corridors Nos. 2, 5 and 8 (the new Ilets'k – Kandygash – Nikeltau – Tobol line as a branch of the OSJD railway transport corridor No. 2, the new Zhetygen – Altynkol line as a branch of the OSJD railway transport corridor No. 5 and the new Beineu – Uzen – Bolashak line as a branch of the OSJD railway transport corridor No. 8), the signing of a new Memorandum within the framework of session XLIV of the OSJD Ministerial Conference was not succeeded.

The delegation from the Russian Federation informed the meeting that the national coordination procedures for signing the Memoranda on Cooperation in the technical, operational and commercial development of the OSJD railway transport corridors Nos. 2, 5 and 8 are in progress. At the same time, the Russian party noted that at present the above-mentioned sections are not branches of the OSJD railway transport corridors Nos. 2, 5 and 8, respectively, due to the fact that the updated Memoranda on these corridors have not been signed by now.

The delegation from the Republic of Kazakhstan noted that the amendments to the Memoranda on corridors Nos. 2, 5, 8 concerning Kazakhstan lines had not been signed only by the Russian Federation, despite the willingness to sign of all the countries participating in these corridors, as it is evidenced by the protocol of session XLIV of the OSJD Ministerial Conference (7-10 June 2016, Republic of Azerbaijan, Baku).

In addition, the delegation from the Republic of Kazakhstan informed the meeting about the official correspondence between the Ministry of Investment and Development of the Republic of Kazakhstan and the Ministry of Transport of the Russian Federation. An answer was received on the Russian side's passage of the necessary domestic procedures.



Experts meeting on the subject "Development and implementation of comprehensive measures to improve transportation and develop OSJD railway transport corridors" (1-3.03.2017, OSJD Committee)

In order to increase the efficiency of the OSJD corridors, the participating countries studied the possibilities of connecting new lines to the OSJD railway transport corridors.

The Ministry of Railways of Turkmenistan proposed to include new lines of Bereket – Gyzylgaya – Serhetiaka from the state border between Turkmenistan and the Republic of Kazakhstan and Bereket – Etrek – Akayla from the state border



International passenger train No. 1/2 Almaty – Tashkent

of Turkmenistan and the Islamic Republic of Iran into the existing OSJD corridors. The delegation of the Republic of Kazakhstan again supported the initiative of Turkmenistan. At the same time, the Kazakh and Iranian sides propose to the Turkmen side to include these sections into the OSJD corridors No. 8 and No. 10. The representative of the delegation of the Islamic Republic of Iran, for his part, confirmed the interest in joining the Gorgan – Inchiburun line to the OSJD corridors Nos. 8 and 10.

The Ukrainian Party provided information on the accession of new lines to the OSJD railway corridor No. 9. The expert meeting requested that the countries participating in the OSJD corridor No. 9 (Republic of Belarus, Republic of Lithuania, Russian Federation) should consider the Ukraine's proposal to extend this corridor to the Odessa/Ilyichyovsk ports (Minsk – Osipovichi – Zhlobin – Kalinkovichi – Slovechno – Berezhest – Korosten – Zhmerinka – Odessa/Ilyichyovsk).

At the Commission meeting the delegations of the Republic of Belarus and the Republic of Lithuania supported the proposal of Ukraine. The delegation of the Russian Federation informed the meeting that at that time the internal national coordinating process was in progress. The Russian Federation will submit its position further to the OSJD Committee.

At the Commission meeting, the Delegation of Ukraine confirmed its interest in considering the question of accessing the new line to corridor No. 7 in the form of a branch along the route Berdichev – Zhytomyr – Korosten – Ovruch – Berezhest – Slovechno – Kalinkovichi – Zhlobin – Minsk, with the consent of the Republic of Poland and the Republic of Belarus. The Commission meeting instructed the experts of the subject "Development and implementation of comprehensive measures to improve transportation and develop OSJD railway transport corridors" to work through this issue at the next meeting in 2017.

As regards the proposal of the Republic of Kazakhstan to access the Kazakhstani railway lines Zhetygen – Altynkol and Beineu – Uzen – Bolashak to the OSJD railway transport corridor No. 10, the OSJD Committee and the Republic of Kazakhstan have not received any objections from the countries participating in this corridor.

The Uzbekiston Temir Yollari JSC also addressed the OSJD Committee (letter No. NZK/3483-16 as of 14 October 2016) with a request to access the Tashkent – Angren – Pap – Kokand line to the OSJD corridor No. 10.

The Republic of Kazakhstan in its official letter of the Ministry of Investment and Development of the Republic of Kazakhstan, agreed on the accession of the Tashkent – Angren – Pap – Kokand line to the OSJD corridor No. 10.



A new rail bus of RA2 series on the Railway of Mongolia

As regards the proposal of the Uzbekiston Temir Yollari JSC to access the Uzbek railway lines Tashkent – Angren – Pap – Kokand to the OSJD railway transport corridor No. 10, the OSJD Committee has not received any objections from the countries participating in this corridor.

Taking into account the compliance with the procedure for agreeing the inclusion of the above-mentioned lines of Kazakhstan and Uzbekistan into corridor No. 10, it was proposed to include into the next session's agenda of the OSJD Ministerial Conference the signing of the Memorandum on corridor No. 10.

In the reporting period, work was carried out to monitor technical and operational pas-

sports of the OSJD railway transport corridors Nos. 5-8.

The updated technical and operational passports of corridors Nos. 5-8 were approved at the final meeting of the OSJD Commission on Transport Policy and Development Strategy.

The delegation of the Republic of Kazakhstan informed that the information and data for updating the technical and operational passports of the OSJD railway corridors Nos. 5 and 8 were sent by the Republic of Kazakhstan to the leading duty holder, taking into account the established procedures and coordination for the accession of Kazakhstani lines by the countries participating in the corridors.

The expert meeting on the subject "Development of measures aimed at facilitation of border crossing procedures in international railway traffic in the Euro-Asian area" took note of the presentations and reports of the representatives of the OSJD member countries on the analysis of the causes of trains delays in passenger traffic and idle hours of freight wagons at border transfer stations, as well as regarding the implementation of activities aimed at facilitating border crossing procedures.

It has been noted that the OSJD member countries basically follow the established norms for the technological process of handling freight and passenger trains, taking into account the peculiarities of each transit point and the specific features of the customs, border and other types of state control when passing through specific border (transfer) stations.

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

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

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

Meanwhile, the expert meeting drew attention to the advisability of expanding the practice of using the unified CIM/SMGS consignment note, including with regard to its use as a customs transit declaration.

On 26-27 July 2016, the OSJD Committee held an informal working group meeting under the auspices of the UNECE ITC to develop the International Convention on Facilitation of Carriage of Passengers, Luggage and Goods Luggage by Rail.

The Russian Federation presented material on the preparation of the draft Convention, a summary table of comments and proposals, as well as information on the status of matters related to facilitation of border crossing procedures.

The draft of the new Convention is progressive, contains a glossary of new modern terms and aims at tackling positively the issues of border crossing procedures for the railway carriage of passengers, luggage and goods luggage in the Eurasian space, taking into account new technologies and innovations, which is to contribute undoubtedly to the preservation and improvement of international passenger traffic between East and West.

The informal working group discussed the comments and amendments submitted and tentatively agreed on the draft Convention on Facilitation of Carriage of Passengers, Luggage and Goods Luggage by Rail.

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

The Commission meeting took note of the reports made by the representatives from the OSJD member countries relating to the directions of strategic development and reforms in railway transport.

In accordance with the Work Plan of the OSJD Commission on Transport Policy and Development Strategy for 2016, the OSJD Committee together with the OSJD member countries, with the participation of the Moscow State University for Railway Engineering named after Emperor Nicholas II (MIIT) - the head university of the Association of Transport High Schools (an OSJD affiliated enterprise) - published a booklet with a collection of articles and materials under the title "Directions of Strategic Development of Railway Transport of OSJD Member Countries".



Experts meeting on the subject "Directions of Strategic Development of Railway Transport in OSJD Member Countries" (5-7.04.2017, OSJD Committee)



Bolderāja-2 railway station (Latvian Railway) after completion of the modernisation project

Publication of this booklet was timed to the 60th anniversary of the OSJD foundation and the 120th anniversary of the Moscow State University for Railway Engineering named after Emperor Nicholas II (MIIT).

The issue of creating conditions to ensure the competitiveness of railway transport in relation to other modes of transport in the OSJD member countries was considered.

It was noted that to attract goods and passengers onto the railway transport it is necessary to apply a complex of regulatory, legal, technological, economic and organisational measures implemented both by the participants in the transportation market and by national authorities.

Materials on the progress of railway industry reforms in the OSJD member countries, as

well as materials developed since 2008 on this issue, have been posted on the external portal of the OSJD Website.

The meeting participants on the subject **“Railway Transport Statistics”** examined the summarized materials “Basic statistical data on railway transport for 2015” prepared by the Uzbekiston Temir Yollari JSC being a leading duty holder on this subject, basing on the primary data provided by the countries.

The summarised statistical data for 2015 were agreed to be published in the “OSJD Bulletin of Statistical Data on Railway Transport for 2015”.

The expert meeting, having reviewed and agreed on the submitted data for 2015, decided to publish the performance rates for each of the OSJD railway transport corridors Nos. 1-13 in the “OSJD Bulletin of Statistical Data on Railway Transport for 2015” in the form of a table and a diagram.

The lead duty holder from the Republic of Latvia presented a summarised material on the draft new templates for the first group of tables Nos. 11, 31, 80 and on the “Explanations for the completion of the electronic tables of statistical data of the OSJD member states”.

The draft new templates for the first group of tables Nos. 11, 31, 80 and “Explanations for the completion of the electronic tables of statistical data of the OSJD member states” were agreed by the participants to the AWG and expert meetings on statistical issues.

The leading duty holder from the Republic of Azerbaijan prepared a summarised material on the draft new templates for group II of tables Nos. 51, 61, 69 and “Explanations for the completion of the electronic tables of statistical data of the OSJD member states”.

The expert meeting participants agreed on the summarised material on the draft new templates for group II of tables Nos. 51, 61, 69 and “Explanations for the completion of the electronic tables of statistical data of the OSJD member states”.

It was decided that prior to the approval of new templates of all 4 groups of statistical electronic tables and explanations for their completion the data should be provided in accordance with the current forms and the “Explanations for the completion of the electronic tables of statistical data” (2007).

Work is underway to update OSJD Leaflet R 305/1 “Recommendations on the terminology in the field of “Statistics of Railway Transport. A brief glossary”.



Meeting of OSJD/ERA Contact Group on the subject “Cooperation between OSJD and ERA on the analysis of the relationship between the railway systems of EU and non-EU countries, with a track gauge of 1435 mm and 1520/1524 mm (24-26.01.2017, OSJD Committee)



Participants of the expert meeting on statistical issues (30.08-2.09.2016, OSJD Committee)

Taking into account the fact that the documents regulating the statistical data summarising are of a recommendatory nature and are limited to calculation formulas, table structures and electronic tables templates, the meeting participants, following the proposal of the delegation of the Republic of Kazakhstan, agreed on the expediency to develop general provisions for organising work for summarising statistical data, determining the data volume of binding nature, revising the existing information from the point of view of the practical need of conducting research of the main directions of OSJD activities.

In this regard, the participants to the Commission meeting have instructed the Ad Hoc Working Group on statistics and the experts on the subject "Railway Transport Statistics" to carry out work in the following areas:

- to develop the "General Provisions section" in OSJD Leaflet R 305 "Main indices of railway activities published in the OSJD Bulletin of statistical data on railway transport, their symbols and method of determination", as well as provide for references to electronic templates and "Explanations for the completion of electronic statistical tables of the OSJD members states";
- consider the list of statistical information for their relevance, as well as the exclusion of information for which statistical reporting is not conducted.

The participants to the Commission meeting agreed to include the above directions into the draft Commission's Work Plan for 2017.

In 2016 the STEI centers of OSJD member countries continued to form and develop national databases on scientific, technical and economic information, the summary of which makes up a distributed international data bank – OSJD ADB.

The leading duty holder from the Russian Federation analyzed the acquisition and application of the STEI distributed international data bank in 2015 on the basis of the data received from the STEI centers of the OSJD member countries participating in the subject.

As of 30 December 2015, according to the data of the NTEI centers, the common information resource of the international distributed database of scientific and technical information amounted to 2,032,317 documents.

The annual updating of the international distributed databank for 2015 amounted to 26778 documents.

During 2015:

- the number of subscribers – users of the OSJD ADB was 161757 (+ 449% against 2014);
- the total volume of the documents issued from the OSJD ADB (the number of documents found in the database at the request of users) in 2015 was 3617130 (-8% against 2014).

The analysis was carried out without taking into account the data of Hungary in connection with its withdrawal from the list of participants in this subject.

Thus, the application analysis of the OSJD ADB shows, in general, the growth of the data acquisition and use of national data banks.

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

The leading duty holder from the Republic of Kazakhstan prepared a consolidated bibliographic list and a thematic compilation on the subject "Logistics and marketing in the field of freight transport", formed on the basis of the data provided by the STEI centers. This work on compiling a joint bibliography was headed by the Center for Scientific and Technical Information and Analysis of "KTZ NC" JSC. The consolidated bibliographic list was compiled on the basis of the materials received from the STEI centers of the Republic of Belarus, Republic of Kazakhstan, People's Republic of China, Republic of Lithuania, Republic of Poland and Russian Federation. The collection includes a compilation of articles on this subject for the period 2013-2015. The bibliography is provided with brief abstracts.

The prepared consolidated bibliographic list and thematic compilation were provided to the OSJD Commission on on Freight Traffic.

The Consolidated Bibliographic Lists prepared earlier have been made available on the NTEI Centers page of the OSJD Website.

The expert meeting stated the expediency of continuing this work and discussed the subject of the next joint bibliographic booklet. After the discussion, the subject „Information technologies in the field of railway transport infrastructure diagnostics“ was adopted for development.

The STEI centers page on the OSJD Website continues to be updated and developed.

Prepared and approved were the drafts of updated OSJD Leaflet O 905/1 on the „Methodological guidelines for the work in the field of transport scientific, technical and economic information exchange“, as well as Annex No. 1 to Leaflet O 905/1 „List of national transport journals (publications) processed by the information centers of the OSJD member countries and included into the common database of the OSJD ADB“ and Leaflet O+R 905/4 „Organisation and managing of the Web page of the scientific, technical and economic information centers of epy OSJD member countries on the OSJD Website in the Internet“.

Work is underway to update the Address Book of the STEI Centers of the OSJD member countries. The electronic version of the 13th edition of the updated Directory is posted on the OSJD Website in the „STEI Centers“ section in a format that is available for downloading and subsequent self-replication.



Vaidotai Station (Lithuanian Railways) is the first fully automated sorting railway station in Eastern Europe

1.2. Transport Law

The activities of the OSJD Commission on Transport Law were carried out in accordance with the Commission's Work Plan for 2016 approved by the joint meeting of the Plenipotentiary Representatives of the OSJD Ministerial Conference and the Conference of General Directors (Authorized Representatives) of OSJD Railways held on 8-11 December 2015, and the OSJD Programme of Work for 2016 on the following subjects:

- Improvement of SMPS and SI to SMPS;
- Updating of OSJD leaflets relating to the international railway passenger traffic;
- Improvement of SMGS and SI to SMGS;
- Work in the field of the Rules for the transportation of dangerous goods;
- Development of technical conditions for stowing and fastening of goods;
- Improvement of Annex 6 "Guidelines on the CIM/SMGS consignment note" to the SMGS Agreement.

As regards the issues of SMPS, in 2016 the Commission conducted its activities in the following two areas:

1. Improvement of legal documents being applied within the framework of OSJD, the Agreement on International Passenger Traffic (SMPS) to facilitate international railway transport;
2. Preparation of a regulatory document for the carriers train staff (train master, train conductors and other persons carrying out control and registration of travel documents in the train).

In the reporting year, the following meetings were held: of the Editorial Group for the preparation of the Draft Document, two expert meetings of the Commission and a Commission meeting on the SMPS issues.

The improvement of SMPS and the Service Instruction (SI) to SMPS was considered at the mentioned expert meetings of the Commission.

As a result of consideration of the received proposals, amendments and additions into SMPS were agreed. Changes have been made into the following articles:

- Article 7 "Ticket and additional payment document";
- Article 8 "Seat Reservation";
- Article 9 "Conditions for the validity (effect) of travel documents";
- Article 10 "Provision of seats in the train. Transfer into the coach of another class or other category";
- Article 11 "Conditions for carrying the children";
- Article 12 "Transportation of persons with reduced mobility";
- Article 13 "Break in a trip";
- Article 15 "Carrying hand luggage and animals";
- Article 23 "Packaging and marking of luggage";
- Article 27 "Travel documents";
- Article 30 "Packaging and marking of goods luggage";
- Article 33 "Obstacles to transportation and delivery of goods. Issuance goods luggage";
- Article 34 "Tariff. Calculation and collection of freight charges";
- Article 35 "Return of freight charges";
- Article 43 "Claiming limitation under the contract of carriage" and Appendix 2 "Address list of organisations dealing with claims".

Meanwhile amendments and addi-



Chairman of OSJD Commission on Transport Law
Mykola Nosenko



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



Final meeting of the OSJD Commission on Transport Law on SMGS issues
(25-28.10.2016, OSJD Committee)

tions were agreed into the following paragraphs and annexes of the Service Instruction to SMPS:

- § 2 "Registration of passengers, transportation of hand luggage and animals. Filling in the documents";
- § 3 "Peculiarities in issuing travel documents";
- § 4 "Servicing of international freight wagons";
- § 5 "Control of travel documents";
- § 6 "Acceptance of luggage for transportation";
- § 7 "Carriage of luggage";
- § 9 "Acceptance of goods luggage for transportation";
- § 10 "Transportation of goods luggage";
- § 11 "Delivery of goods luggage";
- § 15 "Commercial Act";
- § 16 "Transportation of passengers, transfer of luggage and goods luggage at border stations";
- § 17 "Fare for the travel of passengers, transportation of luggage and goods luggage";
- § 19 "Claim for return of paid compensation between carriers";
- § 22 "Transmission of service telegrams and telephone communications";
- Annex 1 "Symbols for carriers of the SMPS participating States and samples of travel and shipping documents";
- Annex 5 "Act on the replacement of a wagon or coach of one carrier by those of another carrier";
- Annex 6 "List of the most used marks, placed in travel and transportation documents for the carriage of passengers, luggage and goods luggage";
- Annex 7 "Sample sticker for luggage";
- Annex 8 "Sample sticker for goods luggage";
- Annex 14 "Rules for consideration of claims arising from the carriage of passengers, luggage and goods luggage in international passenger traffic".

In accordance with the established procedure, the agreed changes and amendments into to the SMPS Agreement and SI to the SMPS were to come into force on 1 May 2017.

In 2016, the work began to develop a draft Document. The editorial group consisting of the experts from the OSJD member countries (Republic of Belarus, People's Republic of China, Republic of Poland, Russian Federation, Ukraine and Czech Republic) prepared the first draft of the Document presented at a meeting held on 3-4 February 2016 in the OSJD Committee. This draft was sent to all OSJD member countries for the preparation of proposals and comments. Discussion of the draft document was held at all expert and Commission meetings.



Seminar on the application practice of SMGS Agreement as of 1 July 2015
(24.10.2016, OSJD Committee)



AWG Meeting on SMGS electronic documents of the OSJD Commission on Transport Law
(16-18.05.2016, OSJD Committee)

In accordance with the decision of session XLIV of the OSJD Ministerial Conference (7-10 June 2016, Republic of Azerbaijan, Baku), the expert meeting, which took place on 20-22 September 2016 in the OSJD Committee, changed the working title of the Document to "Document regulating the issues related to the service staff of the entities involved in the international passenger traffic". The work for the preparation of the draft document is to be completed in 2017.

During the reporting year, the working staff of the Commission exchanged information on the ongoing work towards the improvement of international transport law documents regulating the carriage of passengers in international railway traffic, with OTIF, CIT and DG MOVE. Representatives of OTIF, CIT



Meeting of the OSJD Commission on Transport Law on SMPS issues (22-24.11.2016, OSJD Committee)

and DG MOVE were invited to participate in the meetings of the AWGs, experts and the Commission.

In 2016, the Commission meeting on the SMPS issues considered and coordinated the proposals aimed at introducing changes and amendments into Leaflet O 110 "Rules to control the international passenger trains and coaches in the traffic between the OSJD member countries" and Leaflet O 111 "Rules for the issuance and application of OSJD multiple and single-use service tickets". These changes and amendments have passed the established coordination procedure and were to come into force on 1 May 2017.

In the reported year, an expert meeting of the Commission and a Commission meeting

were held to consider the Agreement on the International Railway Freight Traffic (SMGS).

The result of these meetings was the development, discussion and approval of amendments and updates in to the SMGS Agreement.

The Commission meeting on the SMGS issues coordinated and approved the amendments and updates into the following articles and annexes of the SMGS Agreement:

- Article 15 "Consignment note";
- Annex 1 "Rules for the transport of goods";
- Appendix 5 "Information Guidebook";
- Annex 6 "Guidebook on the CIM/SMGS consignment note".

These changes and amendments into the SMGS Agreement have passed the established coordination procedure and were to come into effect on 1 July 2017.

In addition, in 2016, the Commission was actively working on the draft amendments and updates into the SMGS Agreement and into the Service Instruction (SI) to SMGS, regulating the use of electronic documents for the transport of goods.

In the reporting year, the first meeting of the Commission's Ad Hoc Working Group on SMGS Electronic Documents was held, at which the above-mentioned draft was formulated and preliminary agreed basing on the participants' proposals.

Further work on this draft was carried out at the Commission's expert meeting on the SMGS issues, which, taking into account the amendments introduced into the draft, took a decision to continue its development by the AWG as regards the following:

- accompanying and other documents attached to the consignment note;
- consideration of claims with the use of electronic documents;
- determining in the SMGS text of the place for the provisions regulating the introduction into the electronic documents of the information containing the stamp data set.

At the same meeting, a decision was taken on the AWG programme, which was supposed to contain the development of draft amendments and updates into SMGS and SI to SMGS which regulate the use of electronic documents for the carriage of goods in international traffic. These changes and updates should ensure the possibility of applying the provisions of SMGS and SI to SMGS for the transportation by using electronic document circulation, the equivalence of electronic and paper documents, as well as to give carriers the right, on the basis of individual agreements, to apply the electronic docu-



Meeting of the OSJD Commission on Transport Law on the development of technical conditions for the stowage and fastening of goods (15-18.11.2016, OSJD Committee)

ment management, to establish its specific order, as well as format the structure of electronic documents. At the same time, it must be taken into account that the amendments and updates to be introduced should not distort the provisions concerning the use of SMGS paper documents or change their status.

The meeting of the SMGS Commission approved the work of the AWG performed through 2016, and, taking into account the integrated approach to the development of the project, agreed with the decision of the expert meeting of the Commission on SMGS issues to continue the AWG activities towards further develop of the project.

Following the decision of session XLIV of the OSJD Ministerial Conference, the OSJD Committee held a seminar on the practice of applying the SMGS Agreement on 1 July 2015 (Warsaw, Poland).

The Seminar was attended by the representatives of SMGS participants from the following countries: Republic of Belarus, Islamic Republic of Iran, Republic of Kazakhstan, People's Republic of China, Kyrgyz Republic, Republic of Latvia, Republic of Lithuania, Mongolia, Republic of Poland, Russian Federation, Slovak Republic, Republic of Uzbekistan, Ukraine, as well as experts of the OSJD Committee.

Six reports were heard and discussed at the Seminar.

Participants of the Seminar noted:

- the positive role of the amendments and updates into SMGS and SI to SMGS, effective since 1 July 2015, in the transport and legal provision of international freight traffic;
- expediency to hold such seminars on a regular basis;
- possibility to use the Seminar materials in the work on improving SMGS and SI to SMGS.

In 2016, work was continued to update Annex 2 of the "Rules for the transport of dangerous goods" to the SMGS Agreement in accordance with the changes and amendments that occurred in international and national regulations in regard to the rules for the transport of dangerous goods (UN Recommendations - 19 edition, RID, ADR, etc.), taking into account the peculiarities of railways operation in the OSJD member countries.

In the reporting year, two meetings of the Ad Hoc Working Group, one expert meeting and one meeting of the Commission in the field of the Rules for the Transport of Dangerous Goods were held.

The following work was carried out at these meetings:

- Preparation of draft amendments and additions to Parts 1, 2, 3, 4, 5, 6 and 7 of Annex 2 "Rules for the transport of dangerous goods" to the SMGS Agreement;
- preparation of a comparative table of standards used in Annex 2 "Rules for the transport of dangerous goods" to the SMGS Agreement;
- consideration of the draft amendments and additions to update Annex 2 "Rules for the transport of dangerous goods" to the SMGS Agreement in accordance with the amendments and additions that occurred in the international and national regulations in regard to the rules for the transport of dangerous goods.

It should be noted that at the Commission meeting in the field of the rules for the transport of dangerous goods,



Meeting participants of the OSJD Commission on Transport Law in the field of the Rules for the Transportation of Dangerous Goods (17.02.2017, OSJD Committee)



Meetings of the CIM/SMGS steering and coordination groups
(7-8.09.2016, OSJD Committee)

due to the lack of unanimity among the participants, it was not possible to agree on the draft amendments and additions to Annex 2 to SMGS.

Following the statement of the SMGS participant from the Russian Federation saying that the amendments and additions to Annex 2 to SMGS could be adopted with the exception of the paragraphs containing references to the European standards (EN) in the wording of 2017, there was an objection to adopt such a position from several SMGS participants, present at this meeting of the Commission. The responding SMGS participants insisted on the impossibility of supporting the statement of the SMGS participant from the Russian Federation due to the complex nature of the

draft amendments and additions to Annex 2 to SMGS, which implies a full range of issues in this project, including changes and references to EN that are interrelated with other provisions of this project.

Taking into account the above situation, the participants of the Commission meeting in the field of dangerous goods regulations decided to vote.

The voting results are as follows:

- "in favour" of the complex changes and amendments voted the participants of the SMGS Agreement from the Republic of Azerbaijan, Islamic Republic of Afghanistan, Republic of Bulgaria, Hungary, Socialist Republic of Vietnam, Georgia, Islamic Republic of Iran, Republic of Kazakhstan, Chinese People's Republic, Kyrgyz Republic, Republic of Latvia, Republic of Lithuania, Republic of Poland, Ukraine and Republic of Estonia;
- "against" voted the SMGS participant from the Russian Federation;
- "abstained" were the SMGS participants from Mongolia and Republic of Tajikistan.

In connection with the non-coordination of the draft amendments and additions to Annex 2 to SMGS, multilateral consultations were held among the SMGS participants, resulting in an agreement to include into the Commission's Work Plan for 2017 a Commission meeting in the field of the Rules for the Transport of Dangerous Goods to be held on 17 February 2017 with the agenda including consideration and approval of draft amendments and additions to Annex 2 to SMGS.

In 2016, experts from OSJD members and a representative of the OSJD Committee participated actively in the joint meetings of the RID Committee of Experts and the WP.15 working group, as well as in the meeting of the RID Expert Committee (RID), at which issues of harmonisation of RID legal documents and SMGS for the transport of dangerous goods were considered and coordinated.

At the meetings of AWG, experts and the Commission held in 2016 to consider the development of technical conditions for the stowing and fastening of goods, the following updates were agreed and included into Annex 3 "Technical conditions for the stowing and fastening of goods" to SMGS:

- appendix 4 "Methodological recommendations for calculating the bending moment in the flat wagon frame when stowing the goods using a turnstile" of Chapter 1 "Requirements for the stowing and fastening of goods on open rolling stock";
- Item 7 "Stowing and fastening of refrigerated containers powered by autonomous or attached diesel generator sets or from a centralized network of flat wagons power supply" of Chapter 9 "Stowing and fastening of containers and swap bodies".

Amendments and additions into the following chapters of Annex 3 to SMGS have been agreed and adopted:



A new suburban passenger emu of Stadler production at Pääsküla station
(Tallinn, Estonian Railway)

- Chapter 1 "Requirements for stowing and fastening of goods on open rolling stock";
- Chapter 9 "Stowing and fastening of containers and swap bodies";
- Chapter 11 "Stowing and fastening of goods in covered wagons".

All materials included into Annex 3 to SMGS, have passed the established coordination procedure with effect from 1 July 2017.

The Commission meeting for the development of technical conditions for stowing and fastening of goods considered and did not agree on draft paragraph 4 "Peculiarities of stowing and fastening of goods in refrigerated wagons, constant-temperature wagons, wagons converted from refrigerated wagons (constant-temperature wagons and IW-thermos type and covered wagons with heat-insulated bodies)" of Chapter 11 of Annex 3 to SMGS.

The finalization of this project is included into the Commission's Work Plan for 2017 with a view to regulating the features of stowing and securing cargo transported in refrigerated wagons, constant-temperature wagons, wagons converted from refrigerated wagons.

The Commission meeting on the development of technical conditions for the stowing and fastening of goods considered the proposals of the SMGS participants in regard to the development of the draft document "Stowing and fastening of goods in the containers", regulating the conditions for the stowing and fastening of goods in the containers transported on the railways in the SMGS area, as well as in regard to its status.

The SMGS participants present at this Commission meeting confirmed the need to develop this document, which should reflect the basic conditions and requirements for the stowing and fastening of goods in the containers, but their views on the status and place of this document in the system of SMGS documents were divided.

Taking into account the legal nature of the disagreements among the SMGS participants, it was decided that it would be necessary to consider the status and place of the document regulating the conditions for stowing and fastening of goods in the containers at the next expert meeting of the Commission on SMGS issues in 2017 in order to continue the work on this project.

According to the decision of session XLIV of the OSJD Ministerial Conference, the participants of the joint OSJD-CIT project "CIM/SMGS Transport and Legal Harmonization" carried out their work aimed at improving Annex 6 "Guidelines for the CIM/SMGS consignment note" to SMGS and facilitated wider application of the CIM/SMGS consignment note.

In the reporting year, the meetings of the CIM/SMGS expert group and the CIM/SMGS Steering Group were held, which considered the proposals of the participants to the joint project from the OSJD side regarding the updates into the CIM/SMGS consignment note blank connected with the alignment of the part of this blank form with the SMGS consignment note form, adopted since 1 July 2015. An agreement was reached to continue the work on the preparation of these draft changes in 2017 within the framework of the joint project.

In 2016, during the meetings of the CIM/SMGS expert group and CIM/SMGS Steering Group, the amendments and updates into Annex 6 to SMGS were prepared, considered and further agreed upon at the meeting of the Commission on SMGS issues, which passed an established coordination procedure with effect since 1 July 2017.

It is necessary to note the great attention of the participants to the joint project in relation to the preparation of legal provisions for the implementation of pilot projects in the field of the transportation of postal loads under CIM/SMGS consignment note related to the e-commerce.

With the expectation of an increase in the volume of freight railway traffic, the participants in the joint project took note of the information delivered by the SMGS participant from the People's Republic of China on the desire to apply in 2017 for the start of transportation under the CIM/SMGS consignment note in accordance with the Guidelines. A

positive decision in this field could be a significant step forward in expanding the territories for the application of railway traffic under the use of the CIM/SMGS consignment note.

The work to update and improve Annex 6 to SMGS and to promote wider implementation of the CIM/SMGS consignment note was carried out in accordance with the provisions of the Memorandum of Cooperation between OSJD and CIT and was planned to be continued in 2017.



CRH1B electric multiple unit on coastal high-speed line (China)

1.3. Freight Traffic

In 2016, the work of the OSJD Commission on Freight Traffic was carried out in the following areas:

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



Chairperson of OSJD
Commission on Freight Traffic
Zubaida Aspayeva



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

The subjects being considered within the framework of the Commission were discussed during the meetings, seminars and conferences according to the approved Work Plan of the Commission for 2016.

Tariff questions were discussed within the subjects *“Improvement of the Agreement on the Uniform Transit Tariff (ETT) and Updating the ETT”* and *“Improvement of the Agreement on the International Railway Transit Tariff (MTT) and Updating the MTT”*.

According to the provisions of the ETT Agreement the OSJD Committee being depositary of the ETT Agreement has declared the approved updates and amendments into the ETT Agreement in connection with the change of the name of the “Uzbekiston Temir Yollari” JSC (Uzbekistan Railways) with their coming into effect since 10 June 2016. In addition, the Parties to the ETT Agreement agreed on updates and amendments into the ETT Agreement with the entry into force since 1 October 2016.

In accordance with the established procedure, provided by the provisions of the MTT Agreement, the agreed changes into the MTT Agreement in connection with the change of the name of the “Uzbekiston Temir Yollari” JSC and “Ukrzaliznytsia” PJSC declared by the OSJD Committee being management board of the MTT Tariff with their coming into effect since 25 July 2016 (for UTI) and since 1 March 2016 (for UZ). The parties to the MTT Agreement have agreed on the changes and amendments into the MTT Tariff, declared by the OSJD Committee being management board of the MTT Tariff, with the coming into effect since 15 August 2016.

The OSJD Committee has prepared and published the actual text versions of the ETT and MTT Agreements, ETT and MTT Tariffs as of 1 January 2016 and taking into account the changes and amendments agreed in 2016. The actual text versions of these documents have been placed on the OSJD Website.

The subject *“Updating of the Agreement on PGW, changes and amendments into the Rules for the Use of Freight Wagons in International Traffic (PGW)”* was considered by the Parties to the Agreement at the meetings of the representatives of the Parties to the Agreement on PGW.

As a result of the discussions at the abovementioned meetings Annex A to the actual Agreement on PGW together with the following Annexes to the actual PGW Rules have been updated:

- Annex 7 “List of addresses and phone/fax numbers to request and return spare parts for the repair of freight wagons”;
- Annex 7a “List of addresses, phone/telefax and telex numbers of the railways central bodies, wagon central administrative bodies and central accounting bureaux”.

The proposals for a new version of the Agreement on PGW and their annexes received from the railways of Belarus (BC), Kazakhstan (KZH), Lithuania (LG) and Slovakia (ZSSK Cargo) were considered and agreed upon.

CGD meeting XXXI (25-29 April 2016, Cholpon-Ata, Kyrgyz Republic) approved the Report on the work results of

the AWG on PGW Revision and in connection with the completed work for the preparation of comprehensive amendments and updates into the Agreement on the Rules for the Use of Freight Wagons in International Traffic a decision was taken to consider the AWG work for the PGW revision completed.

At CGD meeting XXXI the parties to the Agreement on PGW approved comprehensive amendments and updates the Agreement on PGW and approved the date of their entry into force as of 1 July 2017.

The parties to the Agreement on PGW at CGD meeting XXXI approved the procedure for the preparatory period for the entry into force of the comprehensive amendments and updates into the Agreement on PGW.

In accordance with the decision adopted at CGD meeting XXXI, the OSJD Committee submitted the information to the members of the OSJD Ministerial Council on the entry into force from 1 July 2017 of comprehensive changes and amendments into the Agreement on PGW, as well as possible ways and conditions for accession to the Agreement on the Use of Freight Wagons in International Traffic (PGW) with their annexes (revised as of 1 July 2017) of new potential participants – railway companies and wagon owners of the OSJD member countries.

The working staff of the OSJD Commission for Freight Traffic during 2016 prepared and distributed to the railways – Parties to the Agreement on PGW, all changes to the current Rules for the Use of Freight Wagons in International Traffic (PGW) in accordance with their coming into effect.

The OSJD Committee published and sent to all Parties of the current Agreement on PGW the text of the PGW Agreement with comprehensive amendments and updates (effective from 1 July 2017), as well as the text of the Agreement on PGW, taking into account the editorial amendments adopted by the Parties to the Agreement on PGW at a meeting on 15-17 November 2016.

The current text of the actual Agreement on PGW as of 1 January 2017 has been posted on the OSJD Website together with the text of the Agreement on the Use of Freight Wagons in International Traffic (PGW), taking into account complex changes and amendments that were to come into force on 1 July 2017.

In the reporting period the OSJD railways have updated the Harmonised Commodity Code (GNG). The GNG leading developer in OSJD – Russian Railways JSC has prepared draft changes and amendments into GNG taking into account the proposals of OSJD railways applying GNG.

The changes and amendments into GNG were approved by the decision of CGD meeting XXXI and put into effect since 1 June 2016. This work was carried out in cooperation with UIC.

The OSJD Committee published the updated text of GNG as of 1 June 2016 which layout was prepared by the leading developer, and was sent to the OSJD railways, concerned OSJD observers and affiliated enterprises.

The actual text of GNG as of 1 June 2016 has been made available on the OSJD Website.

Within cooperation of OSJD and UIC, representatives of the OSJD railways of the following countries: Russia (Russian Railways JSC - leading developer), Lithuania, Romania, Czech Republic, as well as the OSJD Committee took part in the annual meeting of the UIC Steering Committee concerning NHM/DIUM issues (1-2 March 2016, Paris, France) at which changes and amendments into NHM version of 2016 were approved. During the meeting President of the UIC Steering Committee concerning NHM/DIUM issues noted the importance of work being



Trans-Siberian Railway (Russia) represents the main link of the OSJD Railway Transport Corridor No. 1

carries in collaboration with OSJD for harmonizing GNG with NHM, stressing the importance of interaction and effective cooperation between OSJD and UIC.

The subject "*Consideration of issues regarding the creation of a List of freight stations of OSJD railways*" was discussed at the meeting of the Commission level (22-25 March 2016, Zamosc, Republic of Poland) with participation of the representatives of CTM LLC – OSJD affiliated enterprise, President of the UIC Steering Committee concerning NHM/DIUM issues and OSJD Committee.

To fill in the List of freight stations of OSJD railways according to the provisions of Leaflet O 405 "Regulations for creation and support of the List of freight stations of OSJD railways" - second edition, information and updated data was received from the railways of Afghanistan, People's Republic of China and Democratic People's Republic of Korea. Georgia, Kazakhstan, Lithuania, Poland, Russia, Romania, Slovakia, Tajikistan and Ukraine have updated their data.

Up-to-date information regarding the List of freight stations of OSJD railways has been posted on the OSJD Website.

Within the framework of the subject "*Organisation of large-container traffic in communication between Europe and Asia*" the following works have been performed.

Information on the performed work in the field of organisation of large-container traffic between Europe – Asia – Europe in the reporting period has been provided by the railway companies of the OSJD member countries, including organisation of container block trains in the direction of China – Europe – China.

The number of regular container trains running between China and the countries of Western Europe steadily growing for the past few years, as an increasing number of consignors and consignees start to perceive transportation by rail as a real alternative to the sea and air mode of transport.

The Azerbaijani Railways (AZD) CJSC pays much attention to the development of container transportation from China to Europe and in the opposite direction through the territory of Azerbaijan. 5 container trains between China and Europe have been already launched. As a result, transportation of goods from China to Europe was provided within the period of only 15 days. A new container route was opened along the line Beyuk-Kasik – Alyat (port).

In 2016, in order to create competitive conditions for the transport of goods in containers, special tariffs were proposed by the AZD CJSC:

- from China to third countries and in the opposite direction on the route Dostyk – Aktau port – Alyat (port) - Poti as part of a container train;
- from Ukraine to Central Asia and vice versa along the route of Ilyichievsk – Poti – Beyuk-Kasik – Alyat (port) – Aktau port as part of a container train;
- along the Trans-Caspian International Transport Route (TMTM).

In April 2016 Azerbaijan joined the project of the international container train "Viking".

According to the Byelorussian Railway (BC), much attention is paid to the development of transportation by container trains in the China-Europe-China communication through the territory of the Republic of Belarus.

According to the results of work for 2016, the transportation of large-capacity containers in transit China – EU countries – China by the Byelorussian Railway amounted to 145.8 thousand containers in TEUs, or 200.6% against the level of 2015, including between China and EU – 95.2 thousand containers in TEUs or 207.5% against the level of 2015, in the direction of EU countries – China the traffic volume amounted to 50.6 thousand containers in TEUs, or 188.8% against the level of 2015.

The schedule for 2016/2017 provides for the running of 41 specialized container block trains.

The running hours of container block trains on the Byelorussian Railway from the station of Krasnoe (state border with Russia) to the border station of Brest were less than 12 hours, and the route speed reached 1,400 km per day with minimal idling hours at the stations.

During the year, work was carried out to optimize the technological process of the Brest-Severnoy station, as a result of which, due to the improvement of interaction with the adjacent state administration bodies (border and



Expert meeting on the subject "Operation of freight wagons in international railway traffic" (29-31.05.2017, OSJD Committee)

customs services) and the maximum simultaneous execution of technological operations, it is planned to reduce the time spent for processing a container train in the direction of West – East together with the transshipping time from 10 to 7 hours and 45 minutes.

The development of container transportation in the organised trains is a key direction of the business strategy of the “Kazakhstan Temir Zholy National Company” JSC (“KTZ NC” JSC). In 2016, 66 new container train routes were organised.

According to the information of “KTZ NC” JSC, at the present, container trains in the traffic China – Europe – China run through the territory of Kazakhstan along the following main routes: Chongqing – Duisburg – Chongqing, Wuhan – Hamburg – Wuhan, Chengdu – Lodz – Chengdu, Chengdu – Nuremberg, Wuhan – Pardubice, Hamburg – Zhengzhou, Yiwu – Madrid – Yiwu, Hefei – Hamburg, Lanzhou – Hamburg – Lanzhou.

In 2016, 104.6 thousand TEUs were transported through the territory of the Republic of Kazakhstan in the direction of China – EU countries – China, which exceeded the data of 2015 by 47.3 thousand TEUs, that is more than twice. At the same time, the number of container trains in this direction in 2016 was 1212 units, which is 2.2 times more than in 2015 (by 581 units).

When organising container trains operation through the territory of Kazakhstan, the average route speed reached 937 km/day, and in the direction of China – Europe - 977 km/day.

The demand for transportation by fast-speed container trains in the traffic China – EU countries is supported by attractive fast-speed parameters, time of cargo delivery and active work in collaboration with the Chinese Railways and the main freight-consolidating provinces of China, such as Zhengzhou, Chongqing, Wuhan, Chengdu, Xian, Shenzhen, Jiangsu and others, towards attracting more freight volumes.

In May 2016 the first container train was successfully organised in the direction of China – Europe through the border crossing point of Khorgos – Altynkol. In the near future it is planned to arrange the passage of all container trains along this route.

The organisation of container traffic by container block trains through the Khorgos/Altynkol border crossing point has several advantages, in particular:

- difficult meteorological conditions at the Dostyk – Alashankou border crossing point and adjacent areas (storm wind up to 40 m/s) during the autumn-winter period, significantly affecting the time required for handling of the containers and their delivering;
- technical equipment status (processing capacity for container cargo) of the Altynkol station in comparison with the Dostyk station (1638 and 360 TEUs per day, respectively);
- decreased distance and delivery time for consignees;
- possibility lack of consolidation and formation of container trains at the station of Dostyk.

The volume of container transit through Kazakhstan for “KTZ NC” JSC is largely determined by the competitiveness of services for exporting consignors of China and European countries against an alternative mode of transport by sea.



Participants of the annual meeting of the OSJD Commission on Freight Traffic (11-14.10.2016, OSJD Committee)

In addition, thanks to the procured fleet of refrigerated containers, all-season transportation of computer equipment from China to Europe has been established. A 24-hour monitoring, control and remote temperature control technology has been introduced.

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

The new growth factors for these transportations will be the infrastructure projects implemented to offer competitive transport products on the global market and complete the creation of consolidation and handling centers:

- 1) 2500 km of new railway lines have been built, in particular, Zhetygen – Korgas, Uzen – Bolashak, Zhezkazgan – Beineu, Arkalyk – Shubarkol. Commissioning of new railway sections of the Kazakhstan network increased the transit potential of the Trans-Asian and Euro-Asian transport corridors



A freight train of PKP LHS LLC

- passing from China and the countries of South-East Asia towards Russia and further to Europe; through the Caspian Sea – towards Azerbaijan, Georgia, Turkey and the countries of Southern Europe, and through Turkmenistan towards the countries of the Persian Gulf;
- 2) the facilities of Aktau port have been modernized, new terminals have made it possible to increase its capacity for transshipment of general cargo types, grains and containers from 16.5 to 19.5 million tons per year;
- 3) a regional transport and logistics hub at the crossroads of commodity flows between China, the countries of the Eurasian Economic Union, Central Asia and the Caucasus region was created as a basis for the projected Eurasian transport system in the Special Economic Zone (SEZ) “Khorgos-Eastern Gate”. The dry port put into operation in Khorgos SEZ will become a kind of mooring wall for cargoes in the forecasted volume of 4.4 million tons by 2020.

At the same time, an internal network of transport and logistics centers in the large cities of Kazakhstan is being formed by a radial principle covering the nearby regions of Russia, Central Asia, and the Caucasus.

In 2015, the largest in Central Asia transport and logistics center of A class was launched in the city of Astana, being one of the largest modern regional TLCs, which meets international standards and provides a set of logistics services, including in cooperation with the customs service centers by a “single window” principle. The TLC of Astana is a standard project, and in the second quarter of 2016 a similar configuration TLC in Shymkent was launched, in subsequent periods – in Aktobe and Ust-Kamenogorsk. The target is to attract cargo to the Astana TLC in the amount of 1 million tons, and to the Shymkent TLC – 400 thousand tons.

By 2020, the modern TLC network of Kazakhstan will offer more than 1 million square meters of warehouse space with the coverage of the neighboring countries’ regions in the total volume of 13 million tons per year.

Currently, in the framework of the project to expand the capacity of railways the following activities are underway aimed at increasing the goods flow between Kazakhstan and China:

- construction of second tracks on the section Almaty – Shu;
- construction of a new line Borzhakty – Ersai – Kuryk with a ferry complex.

According to the information of the Chinese Railways (KZD), block container trains run from 13 Chinese cities in the direction of China – Europe – China: Chongqing, Chengdu, Zhengzhou, Wuhan, Suzhou, Yiwu, Hefei, Shenyang, Changsha, Guangzhou, Dongguan, Xian, and Tianjin.

During the first half of 2016, 619 container trains in the direction of China – Europe – China were organised (an increase of 150% compared to the same period in 2015), of which 410 trains in the direction of China – Europe (an increase of 107%) and 209 trains in the direction of the countries of Europe – China (an increase of 318%).

During the year of 2016, 1702 container trains were organised in the direction of China – countries of Europe – China (an increase of 109% as compared to the same period of 2015), of which 1130 trains in the direction of China – Europe (105% increase) and 572 trains in the direction of the countries of Europe – China (an increase of 116%)

In 2016, in particular, 1230 container block trains were arranged through the Alashankou and Khorgos border crossing points in the direction of China – countries of Europe – China (an increase of 111% as compared to the same period of 2015), through the border crossing point of Manchuria – 311 trains (an increase of 101%), through the border crossing point of Erlian – 161 trains (an increase of 106%).

Since the time the first container block train was organised in the direction of China – countries of Europe – China, a total of 2964 container trains had run till the end of 2016.

In 2016, the Latvian Railway (LDZ) organised a new container train along the Zabaikalsk – (Bekasovo - Shakhovskaya) – Zilupe – Riga-Krasta route.

According to the information of the Lithuanian Railways JSC (LG), the new routes of container trains Saule-3 and Saule-4 running in the traffic Lithuania – Latvia – Russia – Kazakhstan have been included into the traffic schedule for 2016/2017.

In 2016, 3 new container routes were established on the Ulan-Bator Railway (UBZD):

- Tianjin (China) – UBZD (Mongolia) – Russian Railways (Russia) – Kolyadichi (Belarus);
- Tianjin (China) – UBZD (Mongolia) – Kresty (Russia);
- Tianjin (China) – UBZD (Mongolia) – Vorshino (Russia).

In 2016, the “Polish State Railways Cargo” JSC (PKP Cargo JSC) organised new container routes in the communication China – Republic of Poland – China, as well as commenced transport operations under its own license to Nuremberg (Germany).

Meanwhile, the traffic continued to develop in the direction of the stations of Duisburg and Hamburg-Waltershof. According to the information of PKP JSC, in 2016 the management board of the company “Broad gauge metallurgical railway” (PKP LHS LLC) carried out active work to develop container traffic. Representatives of PKP LHC took part in the negotiations and meetings related to the opening of new container routes, the most important of which was the accession to the Coordinating Committee on the Development of the Trans-Caspian International Transport Route (TMTM), which resulted in the expansion of the route for organising a container train within the framework of the TMTM project towards the countries of Western Europe through the territory of Poland using the line of PKP LHS LLC. After the approval of the tariffs for a container train, PKP LHC LLC will begin negotiations with potential partners within the framework of this project with the purpose of processing the route schemes and traffic schedule, as well as determining the tariff conditions for commercial and logistic transportations performed within the TMTM corridor.

In 2016, the Russian Railways JSC (RZD JSC) transported totally 1583 thousand containers (TEUs) in international traffic, which is 8.3% more as compared to 2015, of which: export traffic amounted to 799.7 thousand containers, which is 7.9% more than in 2015; import traffic totaled 525.2 thousand containers, which is 4.4% more than in 2015; transit traffic amounted to 258.1 thousand containers, which is 18.8% more than in 2015.

The container traffic segment has been demonstrating a positive dynamics and growth prospects for the recent years on the Russian Railways as a whole. The average annual growth rate of container traffic (including domestic) for the past 6 years has amounted to 2.6%. At the same time, the largest annual (over 6 years) growth rate in the transit traffic segment (+8.4%) has been reached mainly due to a significant increase in the volume of transit traffic along the East – West international transport corridor.

According to information provided by the Ukrzaliznytsia PJSC (UZ), in 2016 265.8 thousand TEUs were transported through the territory of Ukraine by railway, which is 32% more than the volume of container traffic in 2015 and accounts for 1% of the total volume of goods transported by rail.

In order to increase the transportation volumes, accelerate the delivery and safety of goods, Ukrzaliznytsia PJSC organised and operates on a permanent basis 11 container trains, including 5 transit.

In 2016, 73.7 thousand TEUs were transported on the territory of Ukraine by such trains, which is 34% more than the volume transported in 2015 (54.8 thousand TEUs).

Considerable attention is paid to the organisation of the combined transport train “Viking” (Lithuania – Belarus – Ukraine – Moldova/Romania/Bulgaria/Georgia – Azerbaijan and in the opposite direction) and the container train “Zubr” (Estonia – Latvia – Belarus – Ukraine – Moldova and in the opposite direction).

Container trains have been successfully operated for many years along the routes Romania (Dornesti) – Ukraine (Vadul-Siret – Zernovo) – Russian Federation (Tolyatti) and Slovakia (Kosice) – Ukraine (Uzhgorod – Zernovo) – Russian Federation (Perspektivnaya), which carry car spare parts and accessories. In 2016, the traffic volume on these routes was 6.2 thousand TEUs and 12.6 thousand TEUs, respectively.

In addition, during 2016 Ukrzaliznytsia PJSC carried out active work to organise a container train along the route: countries of Europe – Ilyichievsk-Ferry (Ukraine) – Batumi (Georgia) – Beyuk-Kasik – Alyat (Azerbaijan) – Aktau-Port – Dostyk (Kazakhstan) – China through the ferries Ilyichievsk – Batumi and Alyat – Aktau-Port.

On 15 January 2016, as a result of the work done, a demonstration run of a container block train was organised along the route Ilyichievsk-Ferry (Ukraine) – Batumi (Georgia) – Beyuk-Kasik – Alyat (Azerbaijan) – Aktau-Port – Dostyk (Kazakhstan). By using the potential of this transport route to provide communication between the EU



Meeting of the representatives of railways – Parties to the Agreement on PGW on the subject “Improvement of the PGW Agreement, amendments and modifications into the PGW Rules” (15-17.11.2016, OSJD Committee)

member states and the countries of the Caucasus, Central Asia and China region additional volumes of container traffic could be attracted.

One of the important factors for speeding up the passage of container trains across the border and reducing the time for customs procedures is the introduction of information technologies and electronic document exchange. The first stage in this direction could be a number of agreements on electronic data interchange in the international railway freight traffic (signed by Ukrzaliznytsia with all neighboring railway administrations), which would provide for a technology of preliminary data transfer regarding the approach of goods cargo in a carriage document volume.



A freight train of CD Cargo (Czech Republic)

Thanks to the well-coordinated work over several years, electronic data exchange has been successfully implemented in a carriage document volume with the Byelorussian Railway and the Russian Railways JSC. The introduction of innovations allows almost 100% exchange of information on freight traffic.

A tripartite agreement has been concluded on the information exchange of goods during the carriage of goods between the Ukrzaliznytsia PJSC, the Russian Railways JSC and the "KTZ NC" JSC.

The accumulated positive experience confirms the need for its dissemination for the railway administrations of the EU countries, as well. Significant work on this issue has already been carried out by Ukraine with Poland, Slovakia and Hungary.

Meanwhile, the Ukrzaliznytsia PJSC closely cooperated with the state control bodies to simplify procedures for crossing the state border. For example, the processing time of trains, including customs operations at border stations, amounted to 5 hours for Uzhgorod station, 3 hours for Khutor-Mikhailovsky station, 2 hours for Korosten station.

Along with the trains being in operation in transit traffic, taking into account the consumers' interests, there is a possibility to organise trains along the following routes in order to speed up the delivery of cargo in large-capacity containers arriving in Ukraine via the Black Sea ports: Odessa/Ilyichievsk – Kiev (train "Khreshchatyk"), Odessa/Ilyichievsk – Dnepropetrovsk (train "Dneprovets"), Odessa/Ilyichievsk – Khmelnytsky (train "Podolie"), Ilyichievsk – Nikopol (train "Nika").

Technical and technological conditions for the follow-up have been worked out for all container trains, as well as preferential tariffs have been established for the transportation of goods in their composition.

Three new container block trains were organised by the Czech Railways (CD Cargo): Sopron – Gliwice, Paskov – Kaliningrad, Terst – Gavriov (Senov).

Container traffic was organised in cooperation with CCTT.

KZH ("KTZ NC" JSC) as a leading duty holder carried out work to update the database of container trains and piggyback traffic in international traffic on the basis of the data provided by the railways of Belarus, Hungary, Kazakhstan, China, Latvia, Lithuania, Moldova, Mongolia, Russia, Slovakia, Ukraine, Czech Republic, Estonia.

It should be noted that at present 200 container and contrailer trains have been organised and run on a regular basis on the OSJD railways, herewith 278 trains are ready to run on request.

The information, concerning the container block trains and combined traffic running on the OSJD railways as of 14 October 2016, has been published in the OSJD Bulletin No. 6/2016 and has been posted on the OSJD Website. The information was prepared by the KZH as a leading duty holder of this sub-topic together with the Commission's working staff.

UZ (Ukrzaliznytsia PJSC) as a leading duty holder of the sub-topic "Formation of a database of volume parameters in the container traffic" performed work to form a database of transportation volumes in large-capacity container traffic on the OSJD railways for 2014-2015 on the basis of the data provided by the railways of Azerbaijan, Belarus, Bulgaria, Kazakhstan, China, Kyrgyzstan, Latvia, Lithuania, Moldova, Mongolia, Russia, Slovakia, Uzbekistan, Ukraine, Czech Republic, and Estonia.

The analysis showed that in 2015 the OSJD railways received 1,759.0 thousand TEUs and delivered 1960.0 thousand TEUs, which is 17% and 14% less than in 2014, respectively.

KZH being a leading duty holder on the sub-topic "Updating and maintaining the electronic version of the

Handbook 'Transportation of large-capacity containers and contrailer traffic between Europe and Asia' carried out work to update the Directory taking into account the presented data, as well as relevant sections of Part 2 of the Handbook were updated and agreed changes were made into the Directory.

Work was continued to expand the area of the uniform CIM/SMGS consignment note application for the whole route of the freight transportation by the railways applying various legal regulations which provided for a free carriage of goods without the carriage documents being re-registered on the borders, thus having accelerated the delivery of goods, improved the organisation of freight traffic and, thereby, created conditions to attract additional freight flows.

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

According to the information of the Afghan Railway Authority (ARA), the stations of Hayraton, Akina and Turgundi are open for receiving and issuing of goods under the CIM/SMGS consignment note.

At present, the Byelorussian Railway is open for the transport of goods under the CIM/SMGS consignment note in all directions. Most of container trains pass through the Brest/Terespol border crossing under its application. Meanwhile, the Byelorussian Railway carries out work aimed at attracting more consignors of the Republic of Belarus to apply this consignment note when shipping goods, in particular timber, to the countries of Western Europe.

In 2016, 28291 containers under the CIM/SMGS consignment note (97.1% as compared to the previous year) passed through the Byelorussian Railway (BC). From the stations of the Byelorussian Railway, 57 loaded containers were sent to the countries of Western Europe under the CIM/SMGS consignment note (to Germany, Poland, Slovakia, and Czech Republic), which is 38.5% as compared to 2015, as well as 6779 loaded wagons (to Romania, Slovakia) – 731.3% as compared to 2015.

The application of the CIM/SMGS consignment note for all transit and import routes has been agreed on the Kazakhstan rail network (KZH). The application of the CIM/SMGS consignment note in the export direction is not implemented at the KZH loading stations.

The ARM AGKR software provides for the registration of freight carriage using the CIM/SMGS consignment note, as well as the transfer of 410,253 messages in the volume of approved structures to the information systems of ASOUP and the EK IODV.

According to the information of the Chinese Railways (KZD), container block trains were sent from Chongqing to Germany by using the CIM/SMGS consignment note. The route passes through the border crossing points of Alashankou (KZH) and Khorgos (KZD). In 2016, about 10 thousand CIM/SMGS railway consignment notes were used.

The Lithuanian Railways JSC (LG) actively participated in the organisation of freight traffic under the unified CIM/SMGS railway consignment note.

According to the information provided by the "Railway of Moldova" State Enterprise (CFM), 22919 wagons were transported through the territory of the Republic of Moldova in 2016 using the CIM/SMGS consignment note, of which 21693 wagons were in transit; the import traffic from Poland and Romania amounted to 85 wagons, and export – to 1141 wagons.

The main types of goods transported under the CIM/SMGS consignment note are as follows: to the Republic of Moldova – diesel fuel, oil and oil products, white spirit; from the Republic of Moldova – mill products; in the transit traffic – iron ore and concentrates, rolled metal, pig iron, oil and oil products, wood, crozzle, sugar, fertilizers, wheat, salt.

In 2016, the Russian Railways transported totally under the CIM/SMGS consignment note 36606 loaded units (containers and wagons), including 87013 containers, which is more by 2.2% and 41.4% as compared to 2015, respectively, of which: export amounted to 18193 loaded units (by 21% more), including 35420 containers (by 28.6% more); import amounted to 11592 loaded units (by 24.3% less), including 45111 containers (by 58.6% more), which clearly demonstrates the increase in shipment of container groups using the CIM/SMGS consignment note; in transit traffic – 6821 units were carried (by 24.9% more), including 6482 containers (by 20.8% more).

It is worth mentioning that the largest volume of shipments by the Russian Railways with the use of the



Expert meeting on the subject "Transportation organisation by large-capacity containers in the traffic between Europe and Asia" (3-6.07.2017, OSJD Committee)

CIM/SMGS consignment note was recorded in 2012 (85,299 shipments), and the largest number of containers transported using the CIM/SMGS consignment note was in 2013 (116,550 containers).

In 2014 and 2015, due to a general decline in the traffic volume, there was a decrease observed in the volume of container shipments and transportation using the CIM/SMGS consignment note.

However, the drop in the volume of transportation using the CIM/SMGS consignment note was reversed in 2016. The volumes of transportation using the CIM/SMGS consignment note in 2016 practically reached the level of 2014 and significantly exceeded the results of 2015.

According to the information of the Russian Railways, the "Eurosib" company (an OSJD affiliated enterprise) launched an initiative to organise the carriage of goods in containers using the CIM/SMGS consignment note on the route Zhengzhou – Hamburg through the territory of Mongolia, Russian Federation, Republic of Belarus and Republic of Poland.

The Russian Railways JSC has coordinated the route and the volumes for this transportation with the participating railways. Currently, the operator of this transportation is working with the Chinese consignors to implement this transportation.

In the international traffic activities, the Romanian Railways (CFR Marfa) widely apply the CIM/SMGS railway consignment note. To this end, the CFR Marfa has included into the terms of contracts with customers, as well as the General Conditions of Carriage of the CFR Marfa, approved by the Order of the General Director, the instructions regarding the use of the uniform CIM/SMGS consignment note for the carriage that it performs as a contractual or subsequent carrier by sending goods from Romania to the states, applying SMGS, with destination points in Romania, and in transit through the territory of Romania.

The Slovak Railway (ZSKK Cargo) has been actively working towards the organisation of the transport of goods using the CIM/SMGS consignment note, which allowed to carry 12691 wagons under this consignment note.

According to the information provided by the Ukrzaliznytsia PJSC (UZ) in 2016, the CIM/SMGS consignment note accounted for more than 85,000 loaded units (12% more than in 2015), of which 65% of export cargo, 33% of transit cargo, and 1% import cargo.

The Ukrzaliznytsia PJSC expressed its readiness to organise the transportation of transit goods from China to the EU countries through Ukraine and in the opposite direction with the participation of railway ferry crossings of the Caspian and Black seas in connection with the opened options and prospects for such transportation along the Trans-Caspian International Transport Route (TMTM). Estimated en-route time on this route is about 10 days (for reference: transportation in the sea section of Ilyichievsk – Batumi section is provided by 5 ferries: 3 ferries of the company "UkrFerry" with a capacity of up to 50 wagons (one container train), 2 ferries of the company "Bulgarian Maritime Fleet" with a capacity of up to 108 wagons (two container trains). It was noted that for today the traffic in the direct international rail-ferry service is stipulated by one regulatory document – the SMGS Agreement, the provisions of which cover both the land, and the sea-ferry traffic. In order to improve the regulatory framework in the international rail and ferry traffic with the application of the CIM/SMGS consignment note, Ukraine and Georgia have agreed on a draft intergovernmental Agreement for the organisation of a direct international rail and ferry service through the ports of Ukraine and Georgia, which provides for the transport of goods by using a single transport document – an SMGS consignment note, a CIM/SMGS consignment note or a CIM consignment note. The Intergovernmental Agreement for the organisation of a direct international rail and ferry service through the ports of Ukraine and Georgia was signed on 16 September 2016, which provides for the transport of goods by using a single transport document – an SMGS consignment note, a CIM/SMGS consignment note or a CIM consignment note.

According to the information of the "Czech Railways Cargo" JSC (CD Cargo), regular traffic with the use of the CIM/SMGS consignment note has been established on the route Vratimov – Chernyakhovsk (Russia), Vratimov (Paskov Terminal) – Kustanai (Kazakhstan). In 2016, 10867 wagons were transported under the CIM/SMGS consignment note, of which 4844 wagons – in export, and 6023 wagons – in import. One of the main routes are Mlada Boleslav – Perspektivnaya and Mlada Boleslav – Nizhny Novgorod. In the traffic with the Russian Federation, the traffic volume



Expert meeting of the Parties to the "Agreement on organisational and operational aspects of combined transport in the Europe-Asia traffic" on the subject "Organisation of combined transport in international traffic" (5-7.04.2016, OSJD Committee)

under the CIM/SMGS consignment note accounted for 94% in the export and 17% in the import segment, 93% in the export segment and 3% in the import segment with the Republic of Belarus, and 1% export and import with Ukraine).

The activities in this field were carried out in collaboration with CCTT.

In 2016, the experts of the OSJD participating railways discussed the issue of continuing collaboration for the implementation of the joint UNESCAP – OSJD projects.

Taking into account the growing interest in mutual trade relations between the countries of South-East Asia, Central Asia, the Caucasus and Europe to attract additional volumes of goods onto the railway transport and to ensure unimpeded traffic, the experts of the Commission continued to work with UNESCAP to improve the efficiency of railway freight services between these regions.

In order to widen collaboration for the implementation of the joint UNESCAP-OSJD projects, the “KTZ NC” JSC as a leading duty holder of this subject, addressed repeatedly the UNESCAP Secretariat with a request to forward proposals for the development of activities aimed at further implementation of the joint projects.

At the same time, the UNESCAP Secretariat is currently implementing the following projects: “Development of unimpeded intermodal transport services in North-East and Central Asia with the railways participation in order to expand the Euro-Asian transport links” and “Facilitation of cross-border traffic for the international railway transport”.

In the future, cooperation with UNESCAP will be carried out as part of the implementation of these projects.

Within the framework of these projects, a study was initiated with the following purposes:

- to determine the list of current documentation requirements for railway intermodal transport combined with road and maritime transport segments, as well as border crossing procedures for railway traffic;
- to analyse of available international best practices;
- to propose possible ways for simplifying and sorting documents and formalities of railway intermodal transport (including in seaports and border crossing points) between the project participating countries in North-East and Central Asia.

In April 2016 the UNESCAP representatives held a number of meetings in Kazakhstan to discuss the implementation of these projects with government agencies, representatives of national railway companies and freight forwarding companies.

In the spring of 2016, the Intergovernmental Agreement on Dry Ports came into effect on the territory of Kazakhstan, which is a treaty within the framework of the UNESCAP aimed at supporting and developing dry ports of international importance as a means of stimulating and developing an international integrated intermodal transport and logistics system in Asia and ensuring its connection with neighboring regions.

According to the information of the “KTZ NC” JSC, systematic work is carried out to facilitate the unhindered transit of goods, including in the container block trains, from China, the countries of South-East Asia to the European countries and in the opposite direction.



Participants of the OSJD International Seminar on Heavy-Haul Traffic (7-8.04.2016, Warsaw, Poland)



A new locomotive of the Hungarian Railways

The following tasks have been set for its implementation:

- to ensure the appropriate level of the transport and logistics infrastructure development;
- to eliminate physical and non-physical barriers and to pursue a competitive tariff policy in order to attract additional transit freight flows.

The timetable for the movement of freight trains of the European railways and the I-st group of OSJD railways in the international traffic was developed and agreed for the period of 2016/2017. The work was carried out in the framework of cooperation with

the international organisation of "Forum Train Europe" (FTE).

The railways of the Socialist Republic of Vietnam, Republic of Kazakhstan, People's Republic of China, Democratic People's Republic of Korea, Mongolia and Russian Federation with the participation of the representatives of foreign trade organisations of these countries summed up the results of the traffic volumes of foreign trade goods for 2015 and coordinated the traffic volumes of export, import and transit goods for 2016 with their distribution by quarters and by types of cargo for each border crossing point, as well as technical and organisational measures have been worked out to ensure the implementation of the agreed volumes.

In the period from 7 till 8 April 2016, an OSJD International Seminar "Organisation of a heavy-haul/long-train traffic" was held in Warsaw, which was attended by more than 50 representatives of transport administrations, railway companies, rolling stock building enterprises, transport universities and transport research institutes of Azerbaijan, Hungary, Vietnam, Germany, Kazakhstan, DPRK, Latvia, Moldova, Mongolia, Poland, Russia, Slovakia, Uzbekistan, Ukraine, Czech Republic, Sweden, UIC and OSJD Committee.

The seminar was devoted to discuss the following thematic blocks:

- development of heavy-haul traffic in the Eurasian space (world experience, technology, operation);
- infrastructure and rolling stock of increased load capacity;
- ensuring the crossing of borders by heavy-haul and long trains;
- efficiency of using heavy-haul, long-distance trains.

Presentations, reports and speeches at the Seminar were delivered by the participants, who, basing on the results of discussions and the exchange of experience, developed Recommendations for the organisation of heavy-haul traffic.

The seminar showed further expedient consideration by experts in the field of track, wagon, locomotive services and structural subdivisions on signaling, communications, automatic interlocking, power supply related to the prospects of heavy traffic development on the Eurasian continent, with the peculiarities of infrastructure maintenance and the production of rolling stock (wagons, locomotives) of increased load capacity and with the advantages and economic effect resulting from the introduction of heavy-haul and long-train traffic.

Work has been completed for the creation of the OSJD Freight Web portal, which was developed by the CTM CJSC, an OSJD affiliated enterprise.

The OSJD Freight Web portal started its work in December 2015 and is a product of OSJD designed to provide a prompt search of the necessary data in the OSJD documents related to the freight traffic.

A link to the OSJD Freight Web portal is placed on the OSJD Website.

The OSJD Freight Web portal is a modern interactive electronic software reference and information system which provides for a search of data by using any requisite, including the name of the railway, station, station code, cargo operations performed at the stations, placed on an interactive map, with the search and definition of possible railway routes between them, as well as other necessary additional information; databases of various kinds with search and export in different formats; OSJD regulatory documents, first of all, the SMGS Agreement with applications in a structured form, with a possibility to search; ETT, MTT, PGW, List of freight stations and other documents being the responsibility of the OSJD Commission on Freight Traffic (the list can be detailed further).

During 2016, the CTM JSC together with the OSJD Commission on Freight Traffic continued their work to update and fill in the OSJD Freight Web portal.



A freight train on the Bulgarian Railways

1.4. Passenger Traffic

In 2016, the activities carried out by the OSJD Commission on Passenger Traffic were in accordance with the Work Schedule and Programme adopted at the Joint Meeting of Plenipotentiaries of Members of the OSJD Ministerial Conference and Conference of General Directors (Authorised Representatives) of OSJD Railways and in relation to organisation of passenger train operation, development and agreement on timetables, train make-up schemes, creation of required conditions and services in favour of passengers, development of passenger transport services and fulfillment of train schedules in international passenger traffic.

In the reporting year, the OSJD Commission on Passenger Traffic managed to agree the timetables, schemes for making up passenger trains and allocation of coaches for such trains in international traffic for the years 2016-2017 in relation to Group I of railways (BC, BDZ, MAV, KZH, LG, CFM, PKP, RZD JSC, CFR, ZSSK, UZ, CD, ZS, and for the years 2017-2018 with respect to Group II of railways (VZD, KZD, KZH, ZC, UBZD, RZD JSC).

Based upon information materials of the meetings that were held, the EuroAsia Rail 2017 (International Passenger Train Timetable) was published.

In 2016, the Russian Railways, Byelorussian Railway and PKP organised a fast-speed passenger service between Moscow and Berlin. Since 17 December 2016, train No. 13/14 "Strizh" (Swift) composed of FPC JSC rolling stock began its regular operation on this route. The train is fitted with an automatic gauge changing system from a 1520-mm gauge width to a 1435-mm one, as well as the pendulum suspension system (tilting system) of the coaches, which provides for a 20% increase in the train speed without upgrading the track permanent way. Nowadays this train covers a 1900-km distance in 20 hours 14 minutes, with a potential of 16 hours. The work is continued to accelerate its movement, including through the organization of state border control on board the train. PKP and BC agreed for an every-day circulation of a new train number 303/304 in the traffic Grodno – Krakow, which is composed of the PKP rolling stock.

Due to insufficient occupancy, the circulation of direct coaches Moscow – Budapest, Moscow – Sofia, Moscow – Bar, Moscow – Varna, Moscow – Burgas in the Moscow – Warsaw "Polonez" train No. 9/10 was cancelled. The circulation of direct coaches Minsk – Belgrade, Minsk – Varna and Minsk – Bar, formed by the BC, was also cancelled because of the lack of demand.

The schedule of running of international passenger trains of Group II railways (VZD, KZH, KZD, ZC, UBZD and RZD JSC) was agreed, remaining unchanged in terms of capacity.

The issue of international East – West passenger traffic was considered at the session of the UNECE ITC in November 2016.

This issue was also considered at the 79th session of the UNECE Inland Transport Committee on 21-24 February 2017, where a resolution was adopted proposing that governments take effective measures to support international railway passenger traffic, improve it and meet the needs of passengers for such services, to attract mechanisms of state support for the preservation of international railway passenger traffic by improving their regulatory and legal base, apply the principles of economic liability for the implementation of international transport.



High-speed trains for speeds of up to 350 km/h produced in China



Chairman of OSJD Commission on Passenger Traffic
Viktor Kashanau



Specialist of OSJD Commission on Passenger Traffic
Tran Phi Thuong

The UNECE ITC called on railway companies working on the East – West route to establish regular cooperation for the planning, development and creation of railway passenger services by reaching agreement on common services, timetables, competitive transit tariffs and routes, building up passenger traffic on the route East – West.

This resolution was planned to be submitted for consideration to the 69th session of the Economic Commission for Europe in 2017.

The issue of the status and prospects of the international passenger service in the East – West traffic was considered in 2015 at session XLIII of the OSJD Ministerial

Conference, at which a corresponding Appeal to the Governments of the OSJD member countries was adopted.

The Byelorussian Railway continued fast development of the electronic ticketing system in 2016:

- it has been made possible to return electronic tickets immediately on the Website in the "Personal account" area (since 9 March 2016 – through the ASSIST payment system, and since 17 May 2016 – through the "Internet-banking" payment system of the "ASB Belarusbank" JSC);
- since 25 May 2016 the sales system has expanded its functions that demonstrate the graphic schemes of coaches, making it possible to choose a seat according to the scheme when one is buying tickets on the Website (to travel in the first-class lux coaches, compartment coaches and reserved seat coaches);
- since 21 July 2016 it has been made possible to purchase tickets through the Internet for international passenger transport services with destination to the European countries (Poland, Germany, Bulgaria, France, Czech Republic, Hungary and others) at the "global" prices.



A new seven-unit electrical train of EPM InterCity series on the route Gomel – Minsk

In 2016 the BC Website issued 1.1 million travel documents by means of electronic ticketing through the Internet (or i.e. 112.4% in relation to 2015), including 954.7 thousand travel documents issued with electronic registration (or i.e. 114.7% in relation to 2015). The specific share of electronic ticketing through the Internet (in the total number of travel documents issued through the "Express" automated system in the BC ticket offices) increased from 9.7% in 2015 up to 11.8% in 2016).

For the purpose of automation of issuing processes of travel document, the work is carried out on the deployment of the network of self-service payment-information terminals for the purpose of implementation of travel documents for regional line trains of economy class and urban line trains by means of bank payment cards. As of today, 28 stations and flag stations are equipped with 75 units of payment-information terminals. 463.2 thousand travel documents or 154% in relation to 2015 were issued through the payment terminals in 2016.

In 2016, the **Russian Railways** deployed a mobile application for buying tickets for long-distance trains, which is accessible to the users of smart phones and tablets based on the Android platform. The users may take a look at the timetable and buy travel documents.

The ticket office equipment of new generation was adapted for further use in the countries that apply the "Express" inter-State automated system. The testing operation is underway for the typical technological process in traffic between the Baltic and CIS countries. A new technology for reservation of electronic tickets was implemented in the "Express" system to organise free travel of football fans to the venue of matches during the 2017 FIFA Confederations Cup and the 2018 FIFA World Cup.

The share of electronic sales in 2016 amounted to 40.2% of the total volume of travel documents sold (45 million out of 113.3 million seats).

Following the 2016 results in the international traffic, electronic registration is valid in the service Russia – Belarus/Latvia/Lithuania/Estonia/Kazakhstan/Kyrgyzstan. The work to expand the range of this service functioning in international traffic will be continued.

The Russian Railways JSC continues to modify the software



Participants to the meeting of group II of railways on the development and coordination of timetables for the passenger trains traffic, train formation diagrams and provision of coaches in them in international railway service for 2018-2019. (11-15.09.2017, Hà Long, Vietnam)

of the Express Automated System designed for selling and issuing of electronic tickets for seats for the disabled persons through the web portal of the Russian Railways, with their registering in the Mobility Promotion Center.

In the Express system, the Russian Railways developed new software for processing travel documents and printing them on a single blank form which is based on the principle of a total price and is valid for the traffic with the MTT participating countries: China, Mongolia and Democratic People's Republic of Korea.

The Ukrainian Railway continues the development of travel document sales through the Internet.

In 2016, over 9 million travel documents were sold, which is by 1.4 times more as compared with that of 2015; the specific share amounted to more than 30% in the total volume of sales of travel documents.

The travel document issue service has been expanded with the use of payment cards through the POS-terminals. In total, at present 381 POS-terminals are in use. Since July of 2016 computer software has been developed and implemented for the interaction of the automated working station of the ticketing officer with the POS-terminal in part of securing the return of the money to the passenger's card. The software is installed in 181 POS-terminals.

For the improvement of service quality in favour of passengers, in conjunction with the PKP, testing was conducted for making reservation of tickets in coaches equipped with seats for sitting.

It has been made possible to make, at the passenger's will, reservation of seats of class 1/1 "Single" in coaches of second class.

In 2016, on the topic "Improvement of the Agreement on international railway passenger tariff (MPT)", one meeting was held that took place at the OSJD Committee.

The meeting participants considered the proposals submitted by the BC, KZD, UBZD, RZD JSC, UZ and EVR on making amendments and supplements in the texts of the Agreement on international railway passenger tariff (MPT) and the MPT Tariff and agreed on the texts of the new edition of the MPT Agreement and the MPT Tariff.

Since there were no objections in respect of the draft updated texts of the MPT Agreement and the MPT Tariff and in view of the agreed amendments and supplements, the updated MPT Agreement and the MPT Tariff entered into force on 1 September 2016.

On the topic of "Improvement of the Agreement on the Rules for use of coaches in international traffic (PPW) and the PPW Rules, in 2016 one meeting was held that took place at the OSJD Committee.

The meeting participants considered and agreed on the proposals presented by the BC, LDZ, LG, CFM and RZD JSC on making amendments and supplements in the texts of the PPW Agreement and the PPW Rules.

The Railways BC, RZD JSC and UTI agreed on the proposal made by the CFM with regard to the new wording of subparagraph 7.7, paragraph 7 of the PPW "Reimbursement for use of coaches and other settlements". The KZH did not support the proposal made by the CFM and considered that it was reasonable to preserve the previous wording of subparagraph 7.7, paragraph 7 of the PPW.



Meeting of the OSJD Commission on Passenger Traffic on the subject "Systems of seat reservation, information and inquiry services for passengers and provision of other services" (19-21.09.2017, OSJD Committee)



The new Strizh (Swift) train on the Moscow – Berlin route at the Warszawa-Wschodnia railway station

1.5. Infrastructure and Rolling Stock

In 2016 the OSJD Commission on infrastructure and rolling stock continued its activities on current tasks and long-run objectives in the technical and technological field. The Commission's activities were defined on the basis of results of activities and the decisions taken at the Joint meeting of Plenipotentiaries of Members of OSJD Ministers Conference and Conference of General Directors (authorized representatives) of OSJD Railways in 2015.

In 2016 the experts continued working on the following six topics:

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

In the course of the reporting year, 13 meetings of experts and the annual meeting of the Commission were held in total.

On the topic of "**Rolling stock gauges in international traffic in view of interoperability**", one meeting was held at which the experts completed their work on draft new Leaflet "Methodological guidelines for the application of the static and kinematic gauges of rolling stock" containing instructions for the application of gauges of rolling stock used in international traffic on the railways of 1435 mm and 1520 mm track gauge. The experts continued working on preparation of recommendatory Leaflet "Development of album 1 on the gauge clearance capacity of the main routes of railways".

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

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

In the course of the meetings of experts, the draft Leaflet of recommendatory nature "Methods for detection of hair cracks in the fluting of the railhead" was considered. The material includes information on the reasons for the crack initiation, methods of detection and categorization by level of danger due to the fact that for some time past the fatigue damage and defects of rails happened often in the network of the European railways. The hair cracks constitute one of the most dangerous types of rail defects.

The experts continued working on the draft Leaflet "Methods for conducting operational tests of rails". The Leaflet allows for defining the absolute values of operational characteristics of rails under given conditions, make comparisons of operational characteristics of rails made by different manufacturers and working efficiency of rails of various types that have different geometrical dimensions, chemical composition, mechanical-and-physical properties under given conditions of operations.

Finalized was the Leaflet "Methods for reinforcing the metallic span structures of bridges. Categorization of main defects". The Leaflet includes the main methods for reinforcing the metallic span structures of bridges and categorization of defects.

The experts updated the Leaflet of "New structures of transitional sections



Chairman of OSJD Commission on Infrastructure and Rolling Stock
Radovan Vopalecky



Specialists of OSJD Commission on Infrastructure and Rolling Stock: Bakhtiyar Safarov (left) and Nicolae Barbascumpa



Railway station in Pilsen (Czech Railways) after modernisation



Participants to the expert meeting on the sub-topic "Wagons" of the subject "Rolling stock for railways. Technical requirements for its elements" (30.08-01.09.2016, OSJD Committee)

extending from the embankment onto the bridge" that presents the main technical solutions for the transitional sections of variable rigidity extending from the embankment onto the bridge or onto the sections of ballastless track.

In the course of the year, the draft Leaflet was finalized that was of recommendatory nature and named as "Additional parameters of track diagnostics under the changed conditions of operation, including an increase in axle loads, weight of trains and speeds of travel". Also completed was the draft Leaflet of "Reliability indicators of connections and crossings of the rail tracks, which comprises the categorization of

conditions of the technical facilities of switching equipment and methods for identifying the main reliability indicators.

Under the topic "**Signalling, interlocking and communications networks**", the experts considered a number of new recommendatory leaflets:

- "Operational-technical requirements for the systems of interval management of train traffic in the station-to-station sections (automatic and semi-automatic interlocking, radio interlocking and locomotive signalling)". Laid down in the Leaflet, the operational-technical requirements for the systems shall be applied both for the current systems being modernized and new systems being developed;
- "Operational-technical requirements for the systems of automated management of train traffic at the stations in view of requirements for the signal posts with regard to information compatibility, display of information on monitors, construction of internal and external interfaces, installations of electric power supply and monitored and diagnosed parameters";
- "Facilities of interlocking, signalling and communications network at the border stations and in the sections between them. Requirements for equipment, operation and technical maintenance". The Leaflet includes requirements for the facilities of interlocking, signalling and communications network, which are operated at the border stations and in the sections between them on the railways of the OSJD member countries.

Under the topic of "**Facilities of power supply and power traction**", the draft new leaflets were considered and agreed:

- "Recommendations on the composition of tests conducted with a view to extending the assigned lifetime of main transformers, and methods for conducting them";
- "Selection and checking the methods for automatic circuit breakers and fuses in the electric circuits charged with the voltage of 1000 V".

The experts updated the following leaflets:

- "Recommendations on the basic provisions for the electric safety at work on the charged overhead contact lines" (the leaflet stipulates the basic provisions for the power safety at work on the 3 kV DC and 25 kV 2x25 kV AC charged overhead contact lines of electrified railways);
- "Technical requirements for the current collecting pantographs of electric rolling stock at a speed of movement up to 250 km/h" (the purpose is to establish common technical requirements for the pantographs designed to collect direct and alternating current from the overhead contact line of railway transport at a speed of movement up to 250 km/h);
- "Technical requirements for the overhead catenary of 3 kV direct current for speeds of movement up to 250 km/hour".



Expert meeting on the sub-topic "Locomotives" of the subject "Rolling stock for railways. Technical requirements for its elements" (30-31.05.2017, OSJD Committee)

The topic of **“Rolling stock for railways. Technical requirements for its elements”** is composed of two subtopics: **«Locomotives»** and **«Wagons»**.

Under the subtopic of “Locomotives”, the draft Leaflet of “General requirements for the shunting locomotives powered by natural gas” was considered and approved. The Leaflet is of recommendatory nature with a view to unifying the indicators and technical requirements for the design of shunting locomotives (diesel-electric locomotives) powered by the compressed natural gas.

Under the subtopic of “Wagons”, submitted was the draft Leaflet “Technical requirements for designing the bogies of passenger cars for operation in international railway traffic”. The Leaflet establishes the basic technical requirements for the bogies of passenger cars to provide operation in international traffic on the railways of 1520 mm and 1435 mm track gauge.

The experts updated the Leaflet of mandatory-recommendatory nature and named as “Technical requirements for the brakes of rolling stock circulating as part of the freight trains at a speed of up to 120 km/hour and passenger trains at a speed of up to 200 km/hour”. The Leaflet stipulates the technical requirements for the brakes of the freight and passenger trains operating in international traffic between the railways of 1520 mm and 1435 mm track gauge of the OSJD member countries, with the freight trains at a speed of up to 120 km/hour and passenger trains at a speed of up to 200 km/hour.

Under the topic of **“Participation of railway companies interested in the conversion of the joint OSJD/UIC leaflets included in the priority list into draft international standards of voluntary accession in the field of railway transport”**, three meetings of the Joint working group (JWG) were held, within the framework of which the draft Terms of Reference of the JWG was considered and agreed in view of remarks and proposals submitted by the OSJD member countries. The JWG Terms of Reference were adopted by the Joint meeting of Plenipotentiaries of Members of the OSJD Ministers Conference and Conference of General Directors (authorised representatives) of OSJD railways.

As a result of the requests forwarded to the IEC and ISO with regard to cooperation in the development of draft international standards in the field of railway transport, an agreement was reached to hold joint bilateral meetings with a view to specifying the aspects of cooperation.

In the end, the following results were achieved: eleven new and four updated Leaflets of recommendatory nature were approved as well as the draft Leaflet of mandatory-recommendatory nature was agreed with its further submission for approval at the regular Conference of General Directors.

The application of the abovementioned leaflets that were drafted by the experts from 15 railways of the OSJD member countries will improve the efficiency of technical systems, provision of safety for train traffic as well as development dynamics of new technologies and interoperability of the management systems for train traffic, rolling stock and infrastructure of railways of the OSJD member countries.



Expert meeting on the subject “Rolling stock dimensions in international traffic, taking into account the interoperability”
(27-29.06.2017, OSJD Committee)

1.6. Coding and Information Technology (IT)

In 2016, the activities of the OSJD Permanent Working Group on Coding and IT (PWGCI) were carried out in accordance with the Work Plan and decisions adopted by the Conference of General Directors (authorized representatives) of OSJD Railways in cooperation with UIC, CIT, RailData, observers and OSJD affiliated enterprises.

Topic “Coding and IT-Technology” Updating the joint OSJD/UIC leaflets

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

The leading performer RZD JSC developed and the PWGCI agreed on the amendments to be made in the Leaflet and submitted them for consideration to the respective body of the UIC. The introduction of new terminology used in the SMGS and the unambiguous writing of names of railway undertakings need to be finalized in 2017.

Leaflet O 920-6 “Standard numerical coding for additional charges, customs duties and other charges”

The Ukrainian Railway PJSC (Ukrzaliznytsia), as the leading performer, prepared a list of amendments which the PWGCI proposed including in Leaflet O 920-6. The material was forwarded to the UIC. The UIC has not confirmed its interest in updating the Leaflet.

The annual meeting of the PWGCI approved the proposal made at the PWGCI expert meeting with a view to changing the nature of Leaflet O 920-6 naming it as O+R and completing the updates of the Leaflet in the course of 2017 without participation of the UIC.

Leaflet O 920-13 “Standard numerical coding of general information required for international freight traffic”

The ZSSK Cargo, as the leading performer, developed additional data for Part III of Annex 6 “Carrier’s Statement” due to the changes made in Annex 1 to the SMGS (paragraph 8, Section II) and coordinated the terminology and coding with those contained in OSJD Leaflet O+R 944. The changes were agreed with the respective body of the UIC in November 2016. Based on the decisions of the PWGCI meeting held on 22-24 November 2016, the activities to update the Leaflet will continue in 2017.

On account of the loss of practical application in the interaction of information systems of the OSJD railways,



Specialist of OSJD PWG
on Coding and IT
Peter Šabik



High-speed traffic control center of Chinese Railways

the PWGCI proposed cancelling OSJD/UIC Leaflets O 920-6, O 920-7 and O 920-11.

The interaction of the PWGCI with the UIC is complicated by the fact that no partnership body is available in the UIC organisational structure, which manages the processes of coding and IT. The situation worsens by the fact that it is now five years that the UIC has not appointed a competent person responsible for cooperation with the PWGCI.

By virtue of great eagerness of the organisers (the ZSSK Cargo and the working body of the PWGCI), the 70th meeting of



Final meeting of the OSJD Permanent Working Group on Coding and Information Technology (22-24.11.2016, OSJD Committee)

the Joint OSJD/UIC group on coding and IT was successfully held in the city of Poprad (Slovak Republic) with the participation of representatives from 14 entities. The meeting considered the topics concerning the joint activities.

Within the framework of the joint OSJD/UIC project of RICS, activities were carried out for assigning or modifying the four-character codes at the requests of railway undertakings. In the course of 2016, 128 new codes were modified, cancelled or assigned.

“Paperless technology for the carriage of goods in international railway traffic”

Leaflet R 942 “Technology of information follow-up for the freight transportation with the use of SMGS at electronic data exchange in UN/EDIFACT standard”

The leading performer RZD JSC developed the draft updated Leaflet R 942 to which it added a new section of “Information interaction for ensuring that the Customs authorities are in advance informed of the goods imported onto the countries territory” and other revised points. The updating work on the Leaflet continues in 2017.

The conversion of the reference materials “Recommendations for working with the SMGS transport documents” made available in the individual section the OSJD Website navigation with respective revised points for the OSJD Leaflet and reference information updated

The PWGCI meeting considered the material for the draft new Leaflet submitted by the PJSC Ukrainian Railway (Ukrzaliznytsia) and decided to use in 2017 the provisions developed by the PJSC Ukrainian Railway (Ukrzaliznytsia) at developing the draft Leaflet of “Information technology of interaction of carriers at using the electronic documents” submitted by the RZD JSC experts”.

Implementation of projects on the information follow-up of international railway freight traffic by the SMGS consignment note data, CIM/SMGS consignment note data, train data, data of other documents applied in the SMGS area, data of the accompanying documents (invoice/voucher, packing note)

Information on the progress of work and further development of interaction of information systems of the parties to the project “Information follow-up of international railway freight traffic” was presented at the PWGCI by 10 railways of the OSJD member countries.

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

The leading performer RZD JSC added segments and qualifiers to the OSJD Leaflets O+R 943 and O+R 944 with a view to implementing the format-logical control and interaction with the Customs authorities at transferring the advanced information on the train. The PWGCI meeting agreed on the draft updated OSJD Leaflets O+R 943 and O+R 944 and tasked the Group to submit them to the XXXII Conference of General Directors for approval.

Interaction with CIT

Based on agreements of the OSJD with the CIT, two meetings of the joint “Technical group for updating the Technical specifications of the electronic CIM/SMGS consignment note” were held within the framework of the expert meetings of the PWGCI (6-8 April and 27-28 October 2016).

Together with the active Railways, the OSJD affiliated enterprises and other organisations have been making their own contribution to the development of paperless technologies for the carriage of goods in international railway traffic.

“Safety of information resources and information-telecommunications infrastructure”

The following topics were developed and improved within the work of experts from the OSJD railways and OSJD affiliated enterprises:

1. Development and combination of the operating experience of organisational-technical solutions at the exchange of electronic transport documents with the digital (DS) signature in the process of implementation of trans-boundary transportation based on the Trusted Third Party (TTP) technologies as well as other mutually agreed solutions;

2. Updating the OSJD Leaflet R 941-4 "Description of typical technical specifications of the trans-boundary interaction of "Public Key Infrastructures" of the railways of the OSJD member countries";

3. Use of the recognition scheme of the trans-boundary digital legal documents by means of the technology of the paired trusted third party in the course of three-party international carriage;

4. Development of the regulatory-technological and technical basis for the deployment and improvement of various recognition schemes of the trans-boundary digital legal documents, based on the Portal of specifications bank according to the schemes of the trans-boundary interaction;

5. Monitoring and analyzing the projects in the field of trans-boundary interaction of Public Key Infrastructures managed in the European Union and countries of the Asia-Pacific region.

The topic of **"Information follow-up of freight and passenger traffic. Technical Specifications for Interoperability of freight and passenger traffic"**

In accordance with the PWGCI Work Plan for 2016, the joint OSJD/UIC seminar on the topic of the "Information follow-up of freight and passenger traffic. Technical Specifications for Interoperability (TAF TSI and TAP TSI)" was held in the city of Poprad, Slovak Republic on 24 May 2016, which was attended by 28 experts from 20 entities.

The seminar participants heard 14 reports and presentations and held a discussion with the speakers on 15 questions.

The annual meeting of the PWGCI recommended that the practices of holding seminars continue with the obligatory participation of railways of the OSJD member countries and members of the European Union, involving other countries concerned.

"OSJD Website"

Within two meetings of experts of the PWGCI and one PWGCI meeting, a piece of updated information was presented with regard to the state of affairs and activities of the OSJD Website.

For the purpose of further development of the OSJD Website, in the course of the year concrete proposals and remarks were submitted, and work was organised in order to bring them into force.

In the end of the year 2016 the use of the internal portal of the OSJD Website was evaluated by the following indicators:

- The number of documents/topics created equaled 143 (total number is 1145);
- The number of files created in them amounted to 720 (total number is 4817);
- The number of comments created was equal to 66 (total number is 346).

Experts from 12 OSJD member countries, 2 observers, 6 affiliated enterprises, 2 IT companies and 5 international and other organisations (135 participants in total) participated in eight activities of the PWGCI during 2016.



Modern information technologies have been actively introduced on the Byelorussian Railway



Expert meeting of the PWGCI (25.04.2017, OSJD Committee)

1.7. Finance and Accounting

In 2016 the activities carried out by the permanent Working Group on Finance and Accounting (PWGF) were focused on the implementation of resolutions adopted by the Conference of General Directors, and were in accordance with the Work Programme for 2016.

The main aspect of activities of the PWGF included the work in the field of payment of debts and reduction of indebtedness of railways among themselves. Based on the data submitted as of 31.01.2017, the total indebtedness of railways amounted to CHF 228.54 million and reduced by CHF 37.04 million or by 14% as compared with the data as of 31.01.2016.

In accordance with the Work plan, in 2016 two meetings of representatives from the railways that are parties to the Agreement on the Rules for accounting... and three meetings of the PWGF expert group were held.

One of the most significant tasks facing the PWGF in 2016 was the continuation of activities on the implementation of resolutions adopted by the Conference of General Directors with regard to revision of the Agreement on the Rules for Accounting... and the very Rules for accounting in international passenger and freight traffic in view of liberalization of the market of railway transport services and undergoing structural changes on the railways of OSJD member countries. The revision is aimed at creating the conditions for participation of several parties from one country in the Agreement.

With a view to tackling this task, the conditions for the accession of new parties (carriers) to the Agreement were developed in the course of the revision, the decision-making principles (voting) were defined and the possibility of managing the settlement of accounts in a variety of ways was stipulated (direct settlement of accounts between the parties, settlement of accounts by proxy) etc. In the course of revision of the Agreement, the results of revision of the SMGS, SMPS, PGW and PPW were taken into consideration; an analysis was conducted with regard to application of the accounting articles and the forms of accounting documents by the railways that are parties to the Agreement. The results of the analysis were also reflected in the revised version of the Agreement.

The outcome of that activity for 2016 includes the tentatively agreed on a routine basis draft revised Agreement and the very Rules. The completion of revision work on the Agreement and the very Rules is scheduled by the end of 2017.

The PWGF continued its work on the improvement of technologies and the reduction of account settlement time for the carriage in international railway traffic. In particular, timing was reduced for the submission of accounting documents with regard to the replacement of passenger cars and handling of the transfer trains. A provision was included in relation to the obligation of preliminary submission of the accounting documents by fax or e-mail, which will make it possible to check the accounting documents in advance to reduce financial risks of the parties to the Agreement.



Specialist of OSJD PWG
on Finance and Accounting
Kunka Kirkova



Participants to the PWGF expert meeting on the subject "Improving the Agreement on the Rules on Accounting ... and the Rules on Accounting..." and the workshop "Methodology improvement in mutual settlements and reduction of arrears and debts" (23-26.08.2016, Riga, Latvia)

In the course of the year, the meetings of experts and parties to the Agreement discussed and brought into force at a stated time the respective amendments and supplements in the current Rules.

In view of the adopted amendments and supplements, in March 2016 the Agreement and the very Rules were republished, the OSJD Information Handbook on mutual settlement of accounts for international passenger and freight traffic by rail was prepared and made available on the OSJD Website, which includes the updated data of the bank details and legal addresses of the accounting organisations submitted by the railways that are parties to the Agreement, and other required information.

Within the framework of cooperation with the UIC in the field of finance and accounting activities, a joint OSJD/UIC seminar on finance and accounting issues was held in the Latvian Republic (Riga) on 23 August 2016, which was attended by over 15 representatives from the railways that are parties to the Agreement as well as representatives from OSJD Committee.

In the reporting period, the OSJD Commission for settlements of accounts between the railways that are parties to the Agreement on the "Rules for accounting in international passenger and freight traffic by rail" held two meetings, one of which discussed the financial dispute between the KZH and KZD. As a result of discussion held by the Commission for settlements of accounts, the respective recommendations were made.

According to the KZD, the issues of dispute on the settlement of mutual accounts between the KZD and OSJD railways concerned shall be tackled by reaching bilateral agreements. The financial dispute between the KZH and KZD was settled on a bilateral basis.



PWGF meeting on the subject "Updating the current Rules on Accounting ..." (28.02-03.03.2017, OSJD Committee)



Joint OSJD/UIC Seminar on improving the methodology for mutual accounting and reduction of arrears (27.06.2017, OSJD Committee)



PWGF expert meeting of the on the subject "Revision of the Agreement and the Rules on Accounting ..." (23-25.01.2017, OSJD Committee)

2. Activities of OSJD Governing Bodies

2.1. OSJD Ministerial Conference

Session XLIV of the OSJD Ministerial Conference took place on 7-10 June 2016 in Baku, the capital city of the Republic of Azerbaijan. A particular emphasis placed on that conferencing was the fact that the year 2016 marked the 60th anniversary of the OSJD. That is why the session participants noted the achievements made and expressed their congratulations on the occasion of the outstanding event in view of historical development and activities carried out nowadays.

The XLIV session of the Ministerial Conference was attended by transport ministers and plenipotentiaries from ministries and departments managing the railway transport of the OSJD member countries as well as invited guests from international organisations, namely DG MOVE, OTIF, CIT and UIC.

The OSJD Ministerial Conference distinguished the fulfillment of the OSJD Programme and Work Plan for 2015 and approved the "Report on OSJD Activities for 2015", "OSJD Programme for 2017 and the years to come", "Report of OSJD Audit Commission for 2015" as well as the Budget of OSJD Committee (the final budget for 2016 and the provisional one for 2017).

Approved were the results of activities for 2015 of the OSJD Commission on Transport Policy and Development Strategy and OSJD Commission on Transport Law.

Within the framework of consideration of the results of activities on transport policy and development strategy as well as transport policy, the important resolutions were adopted, including the following:

- approved was the progress of implementation of measures on the further development of railway infrastructure and change of volumes of freight traffic in individual sections of the railway transport corridors;
- signed were new Memoranda on Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors No. 10 and 12 by all parties to the said corridors.

In the field of transport law, the resolutions were adopted that would contribute to the improvement of the SMPS and Service Instruction to the SMPS, the SMGS and Service Instruction to the SMGS; in particular it was decided as follows:

- to initiate the development of proposals on the document regulating the issues related to staff members of the entities participating in international transportation;
- to prepare in 2016 draft amendments and supplements to the SMGS and Service Instruction to the SMGS, which stipulate the application of electronic documents for the carriage of goods in international traffic;
- to organise until the end of 2016 a seminar on the practical issues of application of the SMGS with effect from 1 July 2015.



Presidium of session XLIV of the OSJD Ministerial Conference
(7-10 June 2016, Baku, Azerbaijan)



Meeting of the heads of delegations of session XLIV of the OSJD Ministerial Conference
(9 June 2016, Baku, Azerbaijan)



Signing of Memoranda on Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors Nos. 10 and 12 by all parties participating in these corridors within the framework of session XLIV of the OSJD Ministerial Conference (9 June 2016, Baku, Republic of Azerbaijan)

The session considered the progress of work of the Ad Hoc Working Group on vocational education/training in the field of railway transport and assigned it a number of tasks that should be fulfilled in the near future.

Session XLIV of the OSJD Ministerial Conference was informed of the progress of work on the preparation for the International Conference on adoption of the text of the Convention on Direct International Railway Traffic". Timing of the first session of the Conference was established i.e. 14-18 November 2016 and its venue was set Warsaw (Republic of Poland).

At the invitation of the Minister of Transport of the Russian Federation, it was decided to hold the XLV session in Sochi in June 2017.

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

At the invitation of the General Director of the "Kyrgyz Temir Zholy National Enterprise" State Company, the XXXI Conference of General Directors (Authorized Representatives) of OSJD railways took place in Cholpon-Ata town (Kyrgyz Republic) on 25-29 April 2016, which was attended by delegations from 21 railways that are members of the Conference as well as by representatives of the OSJD observers and affiliated enterprises.

The Conference approved the results of activities of the OSJD working bodies falling into the competence of the Conference of General Directors. And the following decisions were adopted:

- amendments and modifications into the Harmonized Commodity Code (GNG) were approved and put into force with effect from 1 June 2016;
- a number of OSJD Leaflets were adopted, the leaflets that lost their relevance were cancelled and they were in the field of infrastructure and rolling stock as well as coding and information technology;
- the Joint OSJD/UIC working group was renamed on topic 6 "Participation of the railway companies interested in conducting an analysis of the joint OSJD/UIC Leaflets" as the "Joint OSJD/UIC working group of the railway companies interested in conversion of OSJD/UIC leaflets into international standards of voluntary accession in the field of railway transport", with topic 6 being renamed as "Participation of the railway companies interested in conversion of OSJD/UIC leaflets into international standards of voluntary

accession in the field of railway transport", with topic 6 being renamed as "Participation of the railway companies interested in conversion of OSJD/UIC leaflets into international standards of voluntary



Presidium of meeting XXXI of the Conference of General Directors (Authorised Representatives) of OSJD Railways (25-29 April 2016, Cholpon-Ata, Kyrgyz Republic)

accession in the field of railway transport”;

- negotiations started with the International Standardization Organization (ISO) and the International Electrotechnical Committee (IEC) with regard to cooperation in the field of development of draft international standards in the field of railway transport;
- a task was assigned to continue revising the Agreement on the “Rules for accounting in international passenger and freight traffic by rail” in view of today’s economic operating conditions the OSJD railways;
- it was tasked to continue revising the Agreement on the “Rules for accounting in international passenger and freight traffic by rail” and the very “Rules for accounting in international passenger and freight traffic by rail”, taking into consideration the participation of multiple parties from one country and a variety of settlements of accounts as well as the results of revision of the SMGS, SMPS, PGW and PPW.



Meeting of the heads of delegations of meeting XXXI of the Conference of General Directors (Authorised Representatives) of OSJD Railways (28 April 2016, Cholpon-Ata town, Kyrgyz Republic)

The comprehensive amendments and supplements were adopted for the Agreement on the Rules for use of freight wagons in international traffic with annexes and the date of entry into force of the comprehensive amendments and supplements in the PGW Agreement with annexes, which would be 1 July 2017.

The OSJD Programme of work was approved for 2017 and the years to come within the competence of the CGD.

The Conference has granted the status of OSJD Affiliated Enterprise to the “Mongolian Railway” State-owned Shareholding Company (Ulan Bator, Mongolia).

The OSJD Conference of General Directors considered the papers to be submitted to the session of the OSJD Ministerial Conference and the recommendations based on the papers were made for submission to the session, in particular on the Report on OSJD activities in 2015, OSJD Committee Budget as well as proposals of the ad hoc working group on the preparation of recommendations on common approaches in the field of vocational training of staff in the field of railway transport.



In the hall of meeting XXXI of the Conference of General Directors (Authorised Representatives) of OSJD Railways (25-29 April 2016, Cholpon-Ata town, Kyrgyz Republic)

3. Participation of Observers and Affiliated Enterprises in OSJD activities

3.1. Cooperation with Observers

As of the end of 2016 seven railways had the status of OSJD Observer, in particular JSC German Railway (DB AG), Organisation of Greek Railways (OSE), National Society of French Railways (SNCF), Finnish Railways (VR), JSC Serbian Railways, CJSC Győr-Sopron-Ebenfurt Railway (GySEV - ROeEE) and Federal Passenger Company JSC (FPC).

The Observers notably participated in activities of the OSJD Commissions meetings and expert meetings on individual topics of the OSJD Work Plan. The energetic participation was noted in activities in the field of development of the SMGS and Service Instruction to the SMGS, work of the CIM/SMGS Ruling and Coordination groups, work on Unified Railway Law, practice in border crossing by railway transport, creation of the list of freight stations of OSJD railways, organisation of movement

of large-capacity containers in Europe – Asia traffic, improvement of border stations' operation, coordination of train schedules and schemes of formation of passenger trains, management of sales of tickets and travel documents under conditions of the development of new sales techniques, paperless technology of the carriage of goods in international railway traffic, development of leaflets of technical nature as well as tariff commercial issues.

The JSC Federal Passenger Company drafted a new Convention on facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail.

Representatives from the OSJD observers took participation in the meeting on the issue of development and coordination of freight train schedules of the European railways and Group I railways of the OSJD for the period of 2016–2017 (1-4 February 2016, Romania, Sinaia), and they also participated in the meeting of the CGD, joint meeting of Plenipotentiaries and the meetings of the OSJD governing bodies.



Meeting of the delegations of German Railway JSC (DB AG, OSJD observer) and OSJD Committee within the framework of the "Rail Leaders' Summit" (20 September 2016, InnoTrans-2016, Berlin, Germany)



Representatives of OSJD observers (FPC JSC and SNCF) and international organisations (CCTT and UIC) at meeting XXXII of the Conference of General Directors (Authorised Representatives) of OSJD Railways (17-21.04.2017, Minsk, Republic of Belarus)

3.2. Cooperation with Affiliated Enterprises

The form of participation in the OSJD activities as an affiliated enterprise reflects the business character of the Organisation that is open for cooperation with enterprises from any countries, of various activity profiles, irrespective of the form of ownership or enterprise type. One of the major elements of the possibility to cooperate as an affiliated enterprise of the OSJD is the application form completed by an enterprise expressing its interest. The XL session of the OSJD Ministers Conference decided to provide access for the OSJD affiliated enterprises to participate in activities of the OSJD working bodies set up not only at level of the CGD but also at level of Ministers Conference.



Representatives of OSJD observers and affiliated enterprises at session XLV of the OSJD Ministerial Conference (5-8.06.2017, Sochi, Russian Federation)

The OSJD affiliated enterprises in the previous periods of time were basically as suppliers of products for railways in the field of transport construction and services as well as manufacturers of technical equipment. Last years saw a notable accession of a number of enterprises, which were licensed carriers, operators of rolling stock and freight forwarders. Therefore, the affiliated enterprises more and more participate in activities of freight and passenger traffic and they are intent on taking part in discussion of transport law issues.

Individual railway companies have a status of affiliated enterprise in spite of their eagerness to join the OSJD as a member or an observer on the reason for the lack of unanimous support from all the OSJD members. The affiliated enterprises not only participated in activities and meetings of the OSJD working bodies but also hosted and organised the OSJD events in some cases.

Representatives from affiliated enterprises take on a regular basis participation in the meetings of the Conference of General Directors (authorized representatives) of OSJD railways.

As a result of cooperation with the affiliated enterprises and based on the resolution of the Ministers Conference, in particular in 2016 a new ad hoc working group was established on the issues of vocational education/training in the field of railway traffic, in which eight railways and five affiliated enterprises of the OSJD would take participation.

The General Director of the PLASKE JSC, an OSJD affiliated enterprise, was elected as Chairman of the Ad Hoc Working Group and the representative from the International Association of Transport Higher Educational Institutions, which is also an OSJD affiliated enterprise, was elected as Deputy Chairman. In the course of 2016 four meetings of the Ad Hoc Working Group were held.

The number of affiliated enterprises that have a current Agreement on cooperation with the OSJD changes from year to year, and as of the end of 2016 their number amounted to 41.



Representatives of OSJD affiliated enterprises at meeting XXXII of the Conference of General Directors (Authorised Representatives) of OSJD Railways (17-21.04.2017, Minsk, Republic of Belarus)

4. Cooperation with International Organisations

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

Cooperation with the UNECE is high on the agenda of the OSJD activities and implies participation in a number of the UNECE Working Parties:

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

The most significant aspects of cooperation included activities on bringing the OSJD railway corridors in line with the requirements of the European Agreement on Main International Railway Lines (AGC) as well as working out joint actions on the facilitation of border crossing procedures in international transport by rail in the framework of which Annex 9 "Facilitation of border crossing procedures in the international transport by rail" to the International Convention on the Harmonization of Frontier Controls of Goods" of 1982 was developed.

In 2016 work was performed to control the process of deployment of the said Annex in the OSJD member countries.

Motivated was preparation of draft new Convention on facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail, which allowed the Informal group on preparation of draft Convention to prepare draft Convention taking into account remarks and proposals submitted by the OSJD member countries and international organisations, which was presented for consideration at the 144th session of the WP.30 and 70th session of the SC.2. It is possible to complete in 2017 the preparation of the Convention and submit it to the UNECE ITC for approval, with the further procedures to be followed within the UN for its signing.

In 2016 work was continuously carried out on the project "Towards Unified Railway Law" in the Pan-European region and on Euro-Asian transport corridors, being initiated by the UNECE in 2010.

In 2016 the group of experts worked on organisation of practical testing of the new legal regime developed by the said group.

A prominent event was the meeting that was held at the initiative of the OSJD within the framework of the 70th session of the SC.2 in order to discuss the state of affairs with regard to railway transportation on the East – West route.

For the purpose of organisation of the work carried out by the OSJD on harmonisation of the Rules for the transport of dangerous goods, the representative of the OSJD Committee took participation in the meetings of the UNECE ITC Working Party on the Transport of Dangerous Goods (WP.15).

Successful was the participation of representatives from the OSJD Committee in activities of the Group of experts on the Euro-Asian Transport Links (EATL).

The Chairman of OSJD Committee took participation in the 78th session of the Inland Transport Committee (UNECE ITC), at which he informed the session participants of OSJD activities.



Participants to the 15th session of the EATL Expert Group (31.01-01.02.2017, OSJD Committee)

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

In the procedure of renewal of the Memorandum of Understanding signed by the OSJD and UNESCAP on 3 February 1999, both Organisations signed a new Memorandum of Understanding on 6 September 2016 that significantly extended the range of joint actions on the development of harmonised land transport infrastructure in Europe – Asia traffic.

The OSJD Committee representative participated in the third session of the Ministers Conference on transport that took place in the Russian Federation (Moscow) in December 2016, in the course of which he delivered a report named as “OSJD and sustainable development of transport in Asia and the Pacific”.

In 2016 a great number of the OSJD member countries brought into force the Intergovernmental Agreement on Dry ports that is an agreement within the framework of the UNESCAP and is aimed at supporting and developing the dry ports of international importance as a means for encouraging and developing the international integrated inter-modal transport-logistics system in Asia and providing links with the neighbouring regions for that system.

The UNECE representatives held in April 2016 a number of meetings in the Republic of Kazakhstan with representatives from State agencies, national railway and transport-forwarding companies to discuss the issues of implementation of the said projects.

In view of the growing interest in mutual trade between the countries of South-East Asia, Caucuses and Europe, to attract additional volumes of goods to railway transport and provide seamless transportation, the OSJD experts continued work on cooperation of the OSJD with the UNECE for higher efficiency of railway traffic of goods between the abovementioned regions.

For the purpose of development of the joint UNESCAP – OSJD projects, the JSC Kazakhstan Temir Zholy National Company, leading performer of this topic, repeatedly requested the UNESCAP Secretariat to send proposals to work out measures on the further implementation of the joint projects. At the same time the UNESCAP Secretariat is today engaged in the implementation of such projects as the “Development of seamless intermodal transport services in North-East and Central Asia with participation of the railways in order to extend the Euro-Asian transport links” and “Facilitation of border crossing procedures for international railway transportation”.



An OSJD-UNESCAP consultative meeting on cooperation between the two Organizations in strengthening international railway traffic in Asia and between Asia and Europe (20-23.08.2017, OSJD Committee)



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

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

The long-term and successful cooperation of the OSJD with the OTIF in all the aspects of railway transport contributes much to higher efficiency and competitiveness of international railway transportation and further development of Eurasian railway traffic.

In 2016 cooperation continued, including the exchange of information and consultations with regard to participation of the OSJD and OTIF in activities carried out by the UNECE Group of experts towards Unified Railway Law.

Cooperation and exchange of information continued to provide legal interoperability of the CIM system and SMGS provisions and further extension of the area of application of the CIM/SMGS consignment note for transportation in the network of railways.

The OSJD and OTIF cooperated in updating the rules of the transport of dangerous goods. The work included the amendments and modifications of the international regulatory documents stipulating the rules for the transport of dangerous goods (Annex 2 to the SMGS, UN Recommendations – 19th edition, RID Rules, etc.), taking into account the specificity of operation of the railways of the OSJD member countries. The result was the tangible progress achieved in the further harmonisation of regulatory documents relating to the transport of dangerous goods.

The OSJD Commissions on transport policy and development strategy and on infrastructure and rolling stock continued exchanging information on activities and prospects of work with the OTIF Technical Committee of experts.

On 21 October 2016 in the OSJD Committee a meeting took place between the top management of the OSJD and the OTIF. The meeting participants discussed the issues of transportation with use of the CIM/SMGS consignment note, participation in activities of the group of experts towards the Unified Railway Law, harmonisation of Annex 2 to the SMGS and RID Rules, ensuring the joint and functional exchange of electronic data for international railway traffic between the different systems and harmonisation in the field of technical compatibility. The meeting participants discussed the issue of promotion of the project named as “Shipment of postal consignments by rail from China to Europe” and confirmed their interest in the successful implementation of the project within the cooperation between the OSJD and the OTIF.

Cooperation between the OSJD and OTIF has been executed under the agreement on cooperation of the two Organisations since 1991. The document of “Cooperation between the OSJD and OTIF. Common position” is the fundamental paper for cooperation, which was signed by the OSJD and OTIF in February 2003.

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

In 2016 cooperation between the OSJD and CIT continued its expansion in the field of development and improvement of international railway transportation in the Europe – Asia traffic.

Cooperation continued in the field of improvement and harmonisation of international regulation of the railway passenger and freight transportation, promotion of organisation of the carriage of goods with use of the CIM/SMGS consignment note and identification of measures aimed at higher competitiveness of railway transport. The OSJD



Meeting participants with the delegation of OTIF in the OSJD Committee (21 October 2016)

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

In 2016 the CIT and OSJD Commission on transport policy and development strategy cooperated in the field of identification of measures aimed at facilitation of border crossing procedures for international railway traffic in the Eurasian area.

The experts of the OSJD Commission on transport law in 2016 took participation in the 11th and 12th meetings of the CIT CIV/SMPS Working group. Within the said Working group, information was exchanged with regard to new tendencies in the development of international passenger transportation, modifications in the SMPS and CIV, impacts of the revision of the EU Regulation on Passengers’ Rights (PRR) on international CIV/SMPS passenger traffic, application of provisions of international legal instruments and protection of personal data.

In 2016 the parties to the “CIM/SMGS Legal Transport Interoperability” project held two meetings, namely the meeting of CIM/SMGS Expert group and the meeting of CIM/SMGS Ruling group in order to consider and agree solutions with regard to questions that arose and to approve the proposals on amendments and modifications to the Manual of the CIM/SMGS consignment note (CIM/SMGS GLV).

The OSJD and CIT consider that it is important to carry out further work on the development of application of the CIM/SMGS consignment note and creation of legal, technical and technological conditions for application of the electronic CIM/SMGS consignment note.

In 2016 the implementation of OSJD/CIT cooperation was based on the Memorandum of Cooperation between the Organisation for cooperation between railways and International Rail Transport Committee, which was signed in Ulan Bator (Mongolia) on 4 June 2015.



Representatives of international organisations at session XLV of the OSJD Ministerial Conference (5-8.06.2017, Sochi, Russian Federation)

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

In pursuance of the concluded long-term Memorandum of Understanding of the OSJD and the ERA (2015–2019), in 2016 four meetings were held, in the course of which the following topics were considered:

- Analysis of the basic parameters for maintaining the technical and operational compatibility, subsystem of “Freight Wagons”. Work on this topic has been completed; the working document was published in mid 2016;
- Updating the prepared in 2012 document on the analysis of the basic parameters for maintaining the technical and operational compatibility, subsystem of “Command, Control and Signalling” (CCS); updating is carried out in view of the new requirements imposed on the interface of “rolling stock – train detection systems» in the 1520 mm track gauge system, developed in the EU (work on this topic has been finished, finalization of the document is underway);
- Analysis of the basic parameters for maintaining the technical and operational compatibility, subsystem of “Safety in Railway Tunnels” (SRT). The Contact group commenced the study of the topic in May 2015, and the completion of the work was scheduled for the first quarter of 2017;
- Analysis of the basic parameters for maintaining the technical and operational compatibility, subsystem of “Telematic Applications for Passenger Traffic (TAP)”:



Meeting of OSJD/ERA Contact Group on the subject “Cooperation between OSJD and ERA on the analysis of the relationship between the railway systems of EU and non-EU countries, with a track gauge of 1435 mm and 1520/1524 mm (10-12.05.2016, OSJD Committee)

according to the calendar plan of activities, the Contact group commenced the study of the topic in May 2016, and the completion of the work was scheduled for the first quarter of 2018;

- Exchange of practical experience for coordination of measures on the preservation and improvement of the existing technical and operational compatibility on the CIS – EU border.

4.6. Cooperation with the International Union of Railway (UIC)

The main principles for cooperation between the OSJD and UIC were laid down in the Agreement on cooperation between the two Organisations, which was signed in 1995. The joint OSJD/UIC activities are carried out on the basis of the Memorandum and Programme for cooperation between the OSJD and UIC. Since the validity of the Memorandum and Programme for the period of 2011-2015 expired in the end of 2015, the Memorandum and Programme for cooperation between the OSJD and UIC for the years 2016-2020 were signed by the Chairman of OSJD Committee and Secretary General of the UIC in Geneva on 23 February 2016. The main idea of cooperation covers the global approach to the development of the transport system taking into account the interests of railways, harmonisation of operational and technical conditions of railway transport with a view to improving the interoperability and bettering the efficiency.

Cooperation between the OSJD and UIC for the years 2016-2020 will continue in the following aspects:

- Support of creation of the single compatible railway transport system in the Eurasian area subject to the interests of railways;
- Development of the list and volume of railway transport services in the field of railway transport for the purpose of improvement of competitiveness;
- Harmonisation of operational and technical regulations and other documents within the railway sector to improve the interaction and effectiveness of operation of the railway transport;
- Submission of the results of joint activities and proposals to the bodies of the two Organisations for consideration.

Based on the twenty-year experience since the day of signing of the Agreement on cooperation, the following forms of cooperation have been used:

- Exchange of information and documents, including the work programmes and annual work plans;
- Mutual participation in meetings and organisation of joint events;
- Development of joint provisions (leaflets).

In accordance with the resolution of the XXX CGD (20-24 April 2015, Czech Republic, Prague) and as was proposed by the BC, KZH, UBZD and RZD JSC, the joint OSJD/UIC working group was set up (OSJD participation at level of the CGD) composed of representatives from the interested railway companies on topic 6 of the Work Plan of the OSJD Commission on infrastructure and rolling stock with regard to analyzing the joint OSJD/UIC leaflets for their conversion into international railway standards (IRS) of voluntary accession. In 2016 three meetings of the Joint OSJD/UIC working group (JWG) were held. The JWG developed and agreed the draft Terms of Reference of the joint OSJD/UIC working group of the interested railway companies on the conversion of the joint OSJD/UIC leaflets into draft international standards of voluntary accession in the field of railway transport. The Terms of Reference were considered and approved at the meeting of Plenipotentiaries of members of the OSJD Ministers Conference and the Conference of General Directors (Authorized Representatives) of OSJD railways (on 6–9 December 2016, OSJD Committee, Warsaw). The State Enterprise “Railway of Moldova” has joined the Joint working group as its member.

Within the framework of cooperation between the OSJD and UIC, representatives from the LG, RZD JSC, CFR (Cargo), CD Cargo and OSJD Committee took participation in the annual meeting of the UIC Ruling Committee on the issues of NHM/DIUM (on 1–2 March 2016, France, Paris), at which the amendments and modifications to the NHM were adopted, with bringing them into force since 1 May 2016.

Representatives from the OSJD Committee participated in the following events:



Representatives of international organisations at session XLV of the OSJD Ministerial Conference (5-8.06.2017, Sochi, Russian Federation)

- The 32nd Plenary meeting of the UIC working group on the issues of statistics of railway transport (on 18 February 2016, Paris, France),
- The 88th session of the UIC General Assembly (on 6 July 2016, Rome, Italy),
- The 89th session of the UIC General Assembly (on 1 December 2016, St. Petersburg, Russian Federation),
- The regular meeting of the UIC working group on the issues of statistics of railway transport (on 6-7 December 2016, Paris, France),
- The 2nd meeting of the UIC/FIATA contact group in an extended composition (on 12-13 May 2016, Shenzhen, PRC).



Working meeting of the representatives of WCO and OSJD Committee
(17.01.2017, Warsaw, Poland)

The UIC representatives participated in the meetings on the topic of "Improvement and updating of the Harmonized Commodity Code (GNG)", "Creation of the list of freight stations of OSJD railways" (22–25 March 2016, Zamosc, Republic of Poland) and OSJD International seminar "Organisation of traffic of heavy-haul/long trains (7-8 April 2016, Warsaw, Republic of Poland).

The UIC representatives participated in activities of the OSJD Commission on infrastructure and rolling stock to consider topic 3 "Signals, Interlocking and Communications". At the invitation of the UIC, representatives from the AZD, BC, KTZ NC JSC, LG, PKP, RZD JSC and representatives from the OSJD affiliated enterprise "Association of Transport Higher Educational Institutions" took participation in the meeting of experts held at the UIC main office (on 22–24 June 2016, Paris, France).

The OSJD continues cooperation with the UIC in the field of coding and information technology as well as finance and accounting issues. The 70th meeting of the joint OSJD/UIC group on "Coding and information technology" and the Joint OSJD/UIC seminar on the topic of "Information follow-up of freight and passenger traffic. Technical specifications for interoperability" (TAF TSI and TAP TSI) was held in May 2016 in Poprad (Slovak Republic). The Joint OSJD/UIC seminar on finance and accounting issues took place in August 2016 in Riga (Republic of Latvia).

4.7. Cooperation with the International Association "Coordinating Council on Trans-Siberian Transportation (CCTT)

The continuous growth of mutual cooperation has been observed between the OSJD and CCTT, in particular in part of organisation of transportation of large-capacity containers in the Europe – Asia – Europe traffic, creation of transport products, organisation of container trains on the new routes, carriage of international goods on the Trans-Siberian route with use of the CIM/SMGS consignment note, facilitation of border crossing for freight trains and improvement of transport law.

Representatives from the working bodies of the OSJD and OSJD Committee take participation on a regular basis in the plenary meeting of the CCTT. The OSJD Committee representatives also participated in the second Business-Forum of the CCTT "New Opportunities and Perspectives of Euro-Asia Freight Transportation Development" (on 11–12 May 2016, Tokyo, Japan), 25th plenary meeting of the CCTT (on 14–15 September 2016, Ulan Bator, Mongolia) and International conference "Railway Business at Transit Speed" (on 14 June 2016, Shanghai, PRC).



Presidium of the International Conference "Sustainable Development Goals of Transport and Peace" with the participation of OSJD and the CCTT
(12-13.04.2017, Palais des Nations Geneva, Switzerland)

On 15 March 2016 in Moscow (Russian Federation) at the CCTT Secretariat, there was the second meeting of representatives from the States that are parties to OSJD railway corridor No.1 and are members of the CCTT to discuss the issues of implementation of the provisions of Memoranda of cooperation in the field of technical, operational and commercial development of railway corridors.

The CCTT representatives participated in the OSJD Conference of General Directors, meeting of Plenipotentiary Representatives and other events of the working bodies of the OSJD. An active participation was also observed in activities carried out by the OSJD working bodies, in particular on the issues of implementation of the ETT, MTT, GNG, creation of the list of freight stations of OSJD railways; organisation of movement of large-capacity containers in Europe-Asia traffic and implementation of the joint UNESCAP/OSJD projects in order to effect the carriage of goods with use of the CIM/SMGS consignment note and coordinate the volumes of goods carried in international traffic.

4.8. Cooperation with International Federation of Freight Forwarders Associations (FIATA)

On 6 October 2016 in Dublin (Republic of Ireland), the Organisation for Cooperation between Railways and the International Federation of Freight Forwarders Associations (FIATA) signed the Memorandum of Cooperation. The parties intend, within their competence, implementing cooperation in the field of railway transport in the following aspects:

- Interaction within the framework of development and improvement of international railway transportation, first of all in traffic between Europe and Asia;
- Working-out of proposals and recommendations on the improvement and harmonisation of international regulation of railway freight transportation;
- Development of measures aimed at an increase in competitiveness of railway transport in relation to other modes of transport;
- Exchange of information on concrete samples of “best practices of services rendered to passengers”;
- Working-out of joint recommendations in the field of vocational training of staff/personnel.

The OSJD representative participated in the second meeting of the UIC/FIATA contact group in an extended composition, which took place on 12-13 May 2016 in the PRC (Shenzhen).

4.9. Cooperation with Euro-Asian Economic Commission (EEC)

For the purpose of intensification of cooperation, higher competitiveness of the railway transport and development of international railway traffic in the Eurasian region, the OSJD and the Eurasian Economic Commission signed the Memorandum of Understanding on 21 January 2016, which is designed to provide as follows:

- Interaction within the framework of development and improvement of international railway transportation, above all in the Eurasian region;
- Interaction within the framework of establishment and development of the Eurasian railway transport corridors and the OSJD railway transport corridors.

On 27 October 2016 the representative of the OSJD Committee participated in the Conference (round table) of the Heads (Deputy Heads) of the plenipotentiary bodies of the countries that are members of the Eurasian Economic Commission (EEC), which was held in Moscow.

The representative of the Eurasian Economic Commission took participation in the meeting of experts on the topic of “Organisation of movement of large-capacity containers in Europe-Asia traffic”, which took place on 28 June - 1 July 2016 in Hanoi (Socialist Republic of Vietnam).



Representatives of international organisations at session XLV of the OSJD Ministerial Conference (5-8.06.2017, Sochi, Russian Federation)

5. Activities of the OSJD Committee

5.1. Main Issues

In the year of 2016 which marked the 60th anniversary of the OSJD's foundation, the OSJD Committee continued its permanent activities on the fulfillment of tasks specified in the OSJD fundamental documents and resolutions adopted by the governing bodies of the OSJD. As the executive body of the OSJD, the OSJD Committee provided the coordination measures on organisation and implementation of the Programme and Plan of the OSJD working bodies.

Seven meetings of the OSJD Committee considered the results of activities carried out by the OSJD Commissions and Permanent Working Groups in the course of the year, including the reports on the meetings of the OSJD working bodies, other international organisations, in which members of the OSJD Committee took participation, and draft resolution on transport law and transport policy issues as well as intermodal transport and technical issues submitted to the OSJD governing bodies for approval.

The OSJD Committee performed functions of the Secretariat in the course of preparation and conduct of the XXXI Conference of General Directors in Cholpon-Ata, session XLIV of the OSJD Ministerial Conference in Baku as well as joint meeting of Plenipotentiaries of members of the OSJD Ministerial Conference and the Conference of General Directors.

Under the concluded agreements and on a mutually beneficial basis, the OSJD Committee effected cooperation with international organisations, OSJD observers and affiliated enterprises. In accordance with the resolution of the XXXI Conference of General Directors, the OSJD Committee concluded one agreement with the OSJD affiliated enterprise, i.e. "Mongolian Railway" State-Owned Shareholding Company.

In 2016 the representatives from 25 countries that are members of the OSJD worked at the OSJD Committee, with a representative from Turkmenistan missing. In the course of 2016 the following OSJD member countries substituted their representatives: Islamic Republic of Iran and Mongolia. Since 3 October 2016 the representative from the Islamic Republic of Afghanistan has for the first time started working at the OSJD Committee.

On the occasion of the 60th anniversary from foundation of the Organisation, the OSJD Committee ordered and purchased the jubilee badges and published the diplomas of honour which were awarded in a ceremonial atmosphere to the participants in the Conference of General Directors, session of the Ministers Conference and other meetings in accordance with the lists submitted by the OSJD members. The OSJD Committee organised in Warsaw a ceremonial reception that was attended by Ambassadors of the OSJD member countries, representatives from the Polish Government institutions, railways etc. At the ceremonial reception, a short video film of history and achievements of the OSJD was demonstrated.

On the occasion of the 60th anniversary of the Organisation, the OSJD Committee received a great number of congratulation letters.

In accordance with the resolution of the XLIV session of the Ministers Conference (the city of Baku), the OSJD Committee organised the I session of the International Conference for the Adoption of the text of the Convention on Direct International Railway Traffic in Warsaw (Republic of Poland) on 14-18 November 2016, at which the Rules of Procedure were adopted and the Conference officials were elected.

In 2016 in total 83 meetings of the OSJD working bodies were held. Of which 53 meetings were organised at the OSJD Committee.

Like the previous years, the OSJD Committee carried out the analysis of participation of the OSJD member countries in activities of the OSJD Commissions and Permanent Working Groups, which was aimed at the optimization of work of the OSJD.

On 17-18 February 2016 a delegation from the Association of Transport High Schools paid a visit to the OSJD Committee. A seminar was organised at which certain issues on the further development of mutually beneficial cooperation were discussed.

On 22 February 2016 the OSJD Committee was visited by a delegation from Ukraine that was headed by the Deputy Minister of Infrastructure of Ukraine Mr. Snitko N.P. and the Chairman of Board of Ukrainian Railway PJSC (Ukrzaliznytsia) Mr. Zavgorodniy A.V. Discussed were the issues of mutual cooperation, development of transit transportation, activities on the New Silk Way in TRACECA corridor, etc.

On 16 March 2016 a working meeting took place in Baku between the OSJD Committee's delegation and the top



Delegation of FPC JSC headed by the General Director P. Ivanov in the OSJD Committee (15 September 2016)



Meeting participants with the delegation of the Russian Railways JSC headed by Vice-President V. Pavlovsky in the OSJD Committee (14.10.2016)

management of the Azerbaijani Railways CJSC (AZD), at which they discussed and summarized the results of common activities and identified plans for future in the context of session XLIV of the OSJD Ministerial Conference to be organised in Azerbaijan.

On 7-8 April 2016 the OSJD seminar was held on the topic of "Organisation of traffic of heavy-haul/long trains", at which Recommendations were worked out with regard to the further development of this kind of traffic.

On 15 September 2016 a delegation from the Federal Passenger Company JSC (FPC) headed by its General Director Peter Ivanov paid a working visit to the OSJD Committee. The issues of possible improvement of the situation about international passenger traffic were discussed.

On 6 October 2016 the Secretary of OSJD Committee Mr. Attila Kiss signed the Memorandum of Cooperation between the OSJD and International Federation of Freight Forwarders (FIATA) in the capital city of Dublin of the Republic of Ireland within the framework of the world congress of the FIATA.

On 14 October 2016 the OSJD Committee hosted a meeting with the RZD JSC delegation headed by Vice-President of the company Mr. V. Pavlovsky who was acquainted with the OSJD activities. Opinions were exchanged on the most important issues of cooperation within the framework of the OSJD.

On 21 October 2016 the OSJD Committee was visited by the OTIF delegation headed by the OTIF Secretary General

Mr. Francois Davenne. The subject of discussion included the issues of development of transportation with use of the CIM/SMGS consignment note, implementation of the project of shipment of postal consignments by rail from China to Europe, UNECE project on Unified Railway Law, issues of harmonisation of the rules of the transport of dangerous goods and harmonisation in the field of technical compatibility (TAP TSI and TAF TSI). The issues of the further development of mutual cooperation were discussed as well.



Meeting of the delegations of AZD CJSC, PKP JSC and OSJD Committee (01.06.2017, Warsaw, Poland)

5.2. Publishing Activities

In 2016, publication of the 'OSJD Bulletin' journal was carried out in accordance with the schedule. 4 single and 1 coupled (No. 4-5) issues were published in Russian, Chinese and English languages with the total number of 3300 copies.

Topics and subjects of the published materials mostly reflected the key resolutions, decisions and recommendations approved by the Session of the OSJD Ministerial Conference, meetings of the Conference of General Directors, Commissions and Permanent Working Groups, OSJD expert and working groups, various aspects of activities pursued by the OSJD members, observers, affiliated enterprises, other railways and companies.

The Bulletin was dispatched free of charge to all the OSJD member countries, observer railways and affiliated enterprises, to international organisations and individual subscribers, as well as, by way of free exchange, to railway transport publishing agencies of the Euro-Asian countries. Printed materials were distributed at the railway exhibitions, conferences or other international events. Much assistance at the exhibitions and conferences was provided by the partners in cooperation – publishing agencies and other companies, such as Bahnfachverlag (Germany), "Gudok", RZD-Partner, Eurasia-News, Railways of the World, Transport World, Training and Methodological Center on Railway Transport (UMC ZDT), "Business-Dialog" company (Russia), and others.

Due to the issuing of the 'OSJD Bulletin' journal in English, which started in 2015, the interest to it has considerably increased in many countries and international organisations resulting in a significant growth of the number of readers.

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

- mobile stands dedicated to the OSJD activities were designed and produced;
- the OSJD Website materials continued to be updated and added in Russian, Chinese and English languages;
- the biannual OSJD Information Guide was published in Russian, Chinese, German and English;
- "Report on the Activities of the Organisation for Cooperation between Railways for 2015" in Russian, Chinese, and English was prepared for posting onto the OSJD Website and printed typographically;
- "OSJD Bulletin of Statistical Data on Railway Transport for 2015" was published in 4 languages: Russian, Chinese, German and English in cooperation with the working staff of the Commission on Transport Policy and Development Strategy;
- "EuroAsia Rail 2017" timetable for international passenger trains was published in cooperation with the Commission on Passenger Traffic;
- calendars with the schedule of OSJD events for 2016 were posted to the OSJD Website and issued in hard copies;
- the OSJD Website continued to be updated and managed in Russian, Chinese and English languages.

Considerable work has been performed in cooperation with the working staff of the Commissions and PWGs to prepare printed, video and film materials devoted to the 60th anniversary of OSJD, which were distributed and demonstrated during CGD meeting XXXI in Kyrgyzstan, session XLIV of the Ministerial Conference in Baku (Azerbaijan), and during other events held in the framework of OSJD, other international organisations and during international exhibitions.

The editorial board jointly with the OSJD Commission on Transport Policy and Development Strategy, and with a full support of the Association of Transport High



Delegation of the OSJD Committee at the InnoTrans-2016 exhibition (September 2016, Berlin, Germany)

Schools (OSJD affiliated enterprise) and its head university – MIIT, prepared and published a handbook (a collection of articles) “Strategic Development of Railway Transport in the OSJD Member Countries” with 184 pages of A-4 format with a video annex devoted to the 60th anniversary of OSJD and the 120th anniversary of MIIT. The publication of this handbook was possible thanks to the active participation and support of the Ministries of Transport and Railway Administrations of the OSJD member countries, which provided relevant materials for it.



On 16-17 September 2016 the OSJD Committee delegation took part in the International Media Forum (Ashgabat, Turkmenistan)

A representative of the OSJD Bulletin editorial board took part in the International Media Forum (16-17 September 2016, Turkmenistan, Ashgabat), as well as in the Global Conference on Sustainable Transport and the opening of a new railway line Atamurat – Imamnazar (Turkmenistan) – Akina (Afghanistan) (26-28 November 2016, Turkmenistan/Afghanistan).

The working staff of the editorial board took part in the International Exhibition “InnoTrans-2016” in Berlin from 20 September till 22 September 2016, where, with the support of the cooperation partners - the Bahnfachverlag publishing agency, visual, printed and video materials concerning the OSJD activities were displayed.

In connection with the personnel rotation in the UIC, no activities were performed for the development and improvement of the RailLexic glossary within the framework of the Programme of Cooperation between OSJD and UIC.



A 671-series double-decker passenger electrical train of the Railway of Slovak Republic

6. International Conference on the adoption of the text of the Convention on Direct International Railway Traffic

The draft Convention on Direct International Railway Traffic was developed over a period of 10 years by the Ad Hoc Working Group for Updating the OSJD Fundamental Documents. The main provisions of the international agreements and treaties existing within the framework of OSJD, including the SMPS and SMGS Agreements have been included as annexes into the draft Convention. As a result, the draft Convention was prepared, which was agreed in the framework of OSJD by the countries with different models of railway transport operation.

The first session of the International Conference for the adoption of the text of the Convention on Direct International Railway Traffic was held in Warsaw (Poland) from 14 till 18 November 2016 which was attended by the delegations from 21 OSJD member countries, as well as representatives of the Federal Republic of Germany, Republic of Korea, European Union, OTIF, CIT and OSJD Committee.

The agenda of the session included, apart from the organisational issues, the adoption of the Rules of Procedure of the International Conference for the adoption of the Text of the Convention, the election of officials of the Conference (Chairman and his deputies), and the discussion of the main text of the draft Convention.

According to the decision of session XLIV of the OSJD Ministerial Conference, Mr. Tadeusz Szozda, Chairman of OSJD Committee, opened the first session of the Conference and chaired it until the Rules of Procedure were approved and the Chairman of the Conference and his deputies were elected.

In the course of the long-lasting discussions, ending by repeated voting, the session considered and approved the Rules of Procedure of the International Conference for the adoption of the Text of the Convention on Direct International Railway Traffic, originally drafted in the Russian Language.

On the basis of the approved Rules, the Conference elected as President of the Conference Mr. Sergey Aristov (State Secretary, Deputy Minister of Transport of Russia), and as Deputy Chairmen of the Conference the session elected Mr. Liu Keqiang (Deputy Head of the State Administration for Railways of the People's Republic of China) and Ms. Skrzydło Justyna (Deputy Minister of Infrastructure and Construction of the Republic of Poland).

Basing on the discussions held, the session unanimously agreed with the proposal of the Conference Chairman to postpone the discussion of the text of the Convention to session II which was decided to be held from 27 till 31 March 2017 in Warsaw (Republic of Poland).



Hotel Marriott in Warsaw where session I of the International Conference for the adoption of the text of the Convention was held on 14-18.11.2016



Heads of delegations of the OSJD member countries at session I of the International Conference for the adoption of the text of the Convention on Direct International Railway Traffic (18.11.2016, Warsaw)

REFERENCE

on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework (as of 20.02.2017)

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

**Session XLV of OSJD Ministerial Conference
(5-8.06.2017, Sochi, Russian Federation)**







**Meeting XXXII of the Conference of General Directors (Authorised Representatives) of OSJD Railways
(17-21.04.2017, Minsk, Republic of Belarus)**







Statistics

Main indices of railways of the OSJD member countries in 2016

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	2 074,4	1 229,5	1 977,9	519 135,0	15 479,7	5 192,2
2	Belarus	BC	0021	5 480,0	1 130,9	81 794,7	6 427,5	126 757,6	41 107,0
3	Bulgaria*	BDZ	0052	4 029,0	2 925,0	21 433,5	1 458,0	14 449,7	3 454,1
4	Hungary**	MAV	0055	7 829,0	3 090,0	109 000****	5 701****	35 910****	7 520****
5	Vietnam	VZD	0032	2 347,0	0,0	9 752,0	3 416,0	5 150,0	3 190,0
6	Georgia	GR	0028	1 415,4	1 376,4	2 396,8	464,6	14 142,7	4 261,2
7	Iran	RAI	0096	6 153,0	194,0	22 592,0	13 257,0	39 193,0	26 865,0
8	Kazakhstan	KZH	0027	14767,1****	4 170,6****	23 444,8	18 165,1	244 201,6	188 159,0
9	China	KZD	0033	67 091,0	40 595,0	1 599 840,0	695 955,0	2 165 910,0	1 918 420,0
10	PDRK**	ZC	0030	4 400****	0,0	0,0	0,0	0,0	0,0
11	Kyrgyzstan	KRG	0059	423,9	0,0	283,6	40,8	6 030,5	806,9
12	Latvia	LDZ	0025	1 859,6	250,9	17 228,0	584,4	47 818,7	15 878,6
13	Lithuania	LG	0024	1 911,3	122,0	4 427,8	395,9	47 650,6	13 790,1
14	Moldova	CFM	0023	1 150,8	0,0	2 258,1	121,5	3 493,0	793,0
15	Mongolia	UBZD	0031	1 810,0	0,0	2 645,5	955,5	19 989,1	12 371,0
16	Poland	PKP	0051	19 214,1	11 881,3	292 548,9	19 181,0	222 249,3	50 614,1
17	Russia*****	RZD	0020	85 262,0	43 424,0	1 036 984,0	124 461,0	1 328 213,0	2 342 589,0
18	Romania*****	CFR	0053	10 766,0	4 030,0	52 899,0	4 460,0	24 525,0	5 017,0
19	Slovakia*****	ZSR	0056	3 626,3	1 586,9	65 605,7	3 193,2	35 637,0	7 072,0
20	Tajikistan	TDZ	0066	597,8	0,0	452,1	18,4	5 454,2	228,3
21	Turkmenistan****	TRK	0067	3 839,9	0,0	5 595,0	2 336,0	23 928,0	13 327,0
22	Uzbekistan	UTI	0029	4 303,7	1 333,5	20 961,9	3 933,6	86 368,6	22 936,7
23	Ukraine	UZ	0022	21 603,7****	10 277,2****	393 579,0	37 360,0	343 433,0	187 557,0
24	Czechia	CD	0054	9 564,2	3 235,7	179 198,6	8 835,4	97 954,2	15 481,8
25	Estonia	EVR	0026	1 016,0	132,0	6 926,4	315,8	12 522,6	1 862,1
	TOTAL	OSJD		282 535,2	131 004,9	3 953 825,3	1 470 171,7	4 967 256,1	4 888 493,1

*- taking into account the data of NC RI, BDZ-Passenger Transportation LLC, BDZ-Cargo Transportation LLC + other carriers

**- taking into account the data of MAV C.JSC, GySEV + carriers together

***- data from January till September 2016

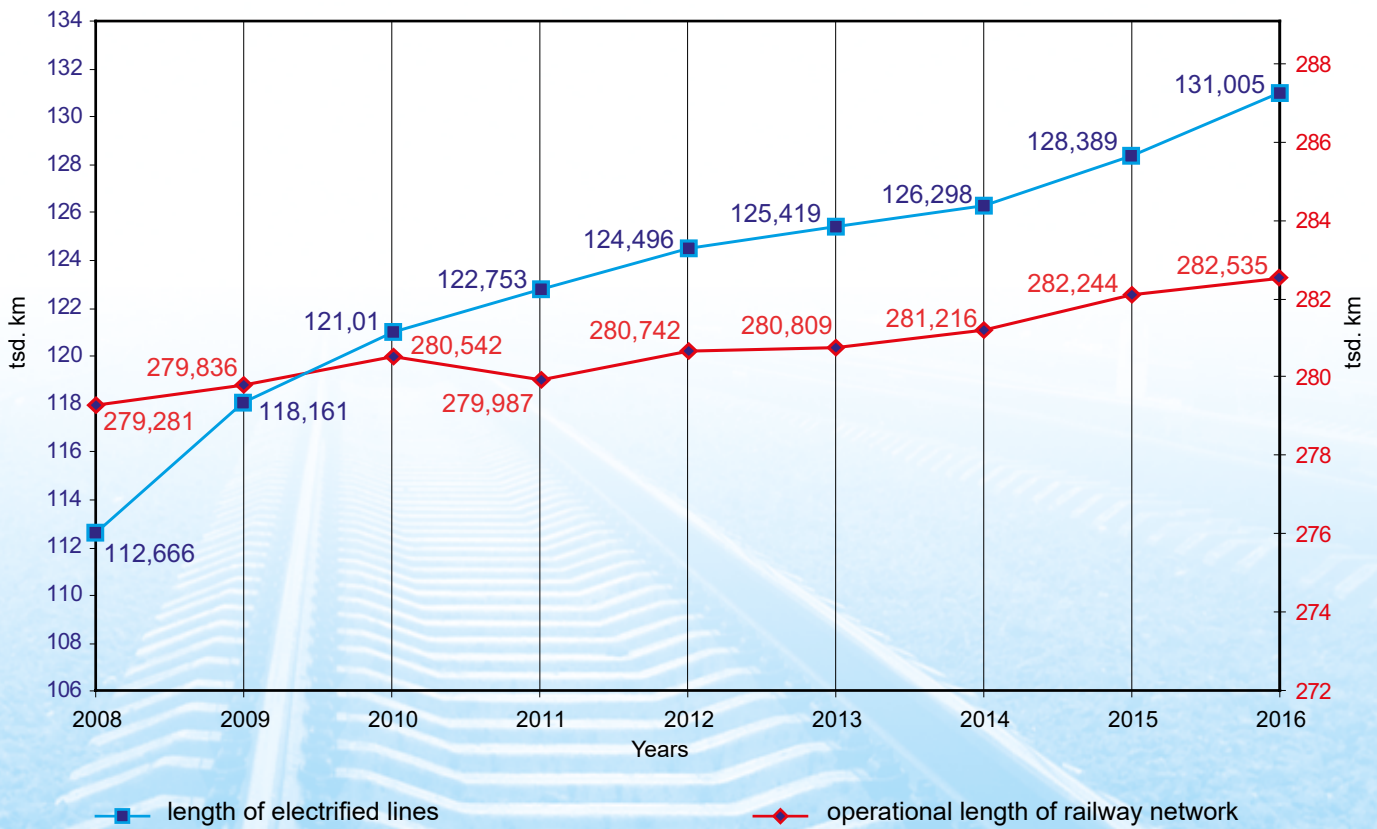
****- data up to 2015 inclusive

*****- the data refers only to the state-owned railway companies without private operators

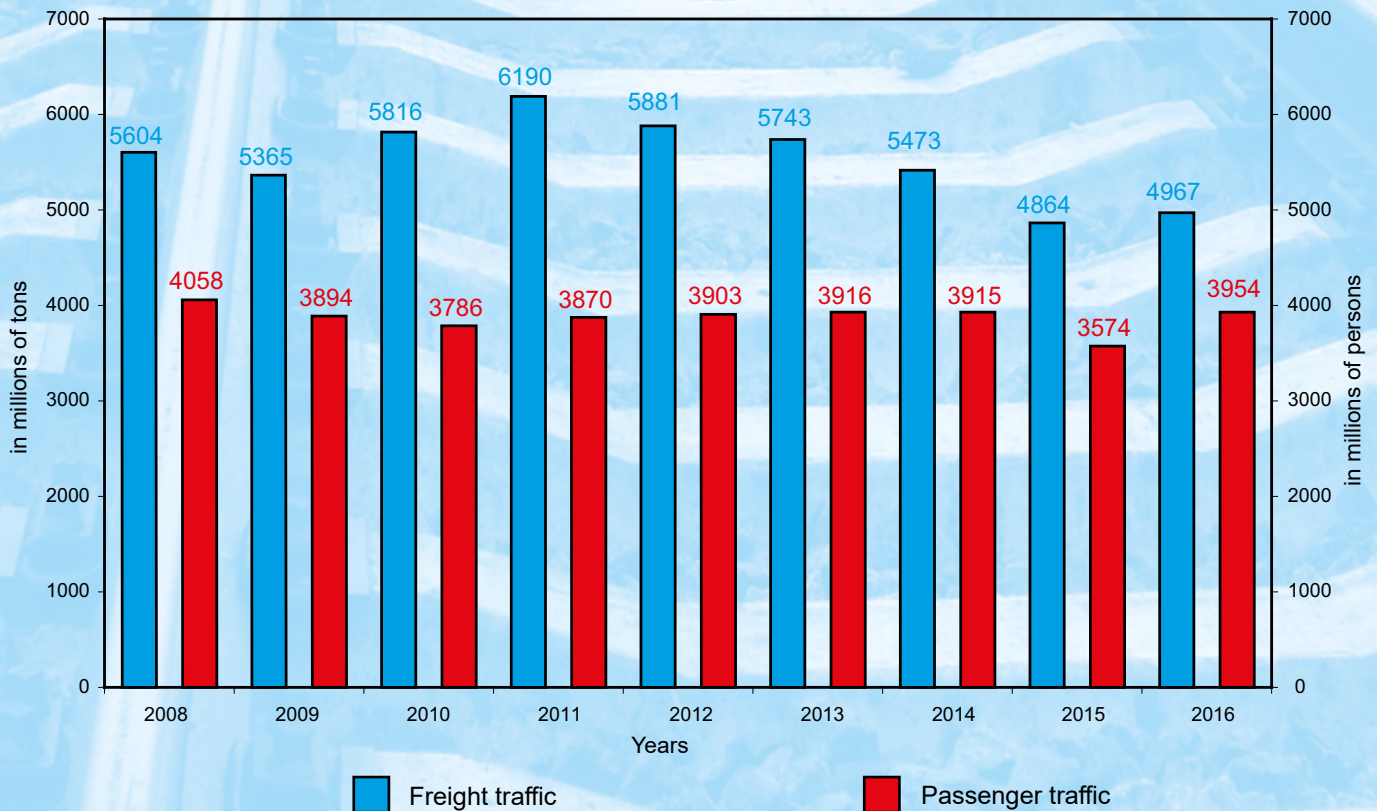
*****- ZSSK data for passenger traffic, data of ZSSK Cargo for freight traffic

*****- preliminary data

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



The dynamics of changes in the traffic volume



Members of OSJD

As of 1 September 2017

The Countries and Railways - Members of OSJD

Countries	Railways
Azerbaijani Republic	AZD - Azerbaijani Railways CJSC
Republic of Albania	
Islamic Republic of Afghanistan	ARA - Afghanistan Railway Authority (ARA) Ministry of Public Works
Republic of Belarus	BC - Byelorussian Railway
Republic of Bulgaria	BDZ - Holding „Bulgarian State Railways”
Hungary	MAV - CJSC “Hungarian State Railways”
Socialist Republic of Vietnam	VZD - Vietnamese Railway State Company
Georgia	GR - “Georgian Railway” JSC
Islamic Republic of Iran	RAI - Railway of the Islamic Republic of Iran
Republic of Kazakhstan	KZH - JSC “National Company ‘Kazakhstan Temir Zholy’” (Railway of Kazakhstan)
People’s Republic of China	KZD - Chinese Railways
Democratic People’s Republic of Korea (DPRK)	ZC - Railways of the People’s Democratic Republic of Korea
Republic of Cuba	
Kyrgyz Republic	KRG - “Kyrgyz Temir Zholy National Enterprise” State Company (Kyrgyz Railway)
Republic of Latvia	LDZ - State JSC “Latvian Railway”
Republic of Lithuania	LG - JSC “Lithuanian Railways”
Republic of Moldova	CFM - State Enterprise “Railway of Moldova”
Mongolia	UBZD - JSC “Ulan-Bator Railway”
Republic of Poland	PKP - JSC “Polish State Railways”
Russian Federation	RZD - JSC “Russian Railways”
Romania	CFR - “National Railway Company of Romania” SA
Slovak Republic	ZSR - Railways of Slovak Republic (Železnice Slovenskej republiky)
Republic of Tajikistan	TDZ - State Unitary Enterprise “Rohi Ohani Tojikiston” (Tajik Railway)
Turkmenistan	TRK - State Railways of Turkmenistan
Republic of Uzbekistan	UTI - JSC “Uzbek Railways” (O‘zbekiston temir yo‘llari)”
Ukraine	UZ - PJSC Ukrainian Railway (Ukrzaliznytsia)
Czech Republic	CD - JSC “Czech Railways”
Republic of Estonia	EVR - JSC “Estonian Railway”

Railways – OSJD observers

DB AG – JSC “German Railway”	ZS – JSC “Serbian Railways”
OSE – Organisation of Greek Railways	GySEV – CJSC “Győr - Sopron - Ebenfurt Railway” (Raaberbahn) (GySEV - ROeEE)
SNCF – National Society of French Railways	
VR – Finnish Railways	FPC – JSC Federal Passenger Company (Russia)

OSJD Affiliated Enterprises:

Plasser & Theurer LLC (Austria)	Kazphosphate LLC (Kazakhstan)
AXTONE JSC (Poland)	Freightliner Group LLC (Great Britain/Poland)
Railtech International JSC	Scientific-Technical Transport Enterprise RAIDO LLC (Ukraine)
Railtech Slavjana LLC (France/Czechia)	Faiveley Transport Witten LLC (Germany)
CTL Logistics LLC (Poland)	South Caucasus Railway CJSC (Armenia/ Russia)
Servtrans Invest JSC (Romania)	Tines JSC (Poland)
OLTIS Group JSC (Czechia)	E.R.S. JSC (Estonia)
Murom Switch Works JSC (Russia)	AED Rail Service LLC (Latvia)
„RDM” Research and Production Enterprise (NPP RDM) (Moldova)	V.I.P. Service JSC (Russia)
Grup Feroviar Roman JSC (Romania)	United Transport and Logistics Company (UTLC) JSC (Russia)
Electro-Thermit GmbH & Co. KG (Germany)	KORAIL Korea Railroad Corp. (Republic of Korea)
Unicom Tranzit JSC (Romania)	Research and Production Corporation “United Wagon Company” PJSC (RPC UWC) (Russia)
Kertch Switch Works LLC (Kiev, Ukraine)	Eurosib CJSC (Russia)
PESA Bydgoszcz JSC (Poland)	„Track Tec” JSC (Poland)
CTM LLC (Russia)	Northeast Asia Railway Corporation CJSC (China)
Railway Research Institute JSC (Výzkumný Ústav Železniční - VÚŽ) (Czechia)	Non-Commercial Organisation “Association of Transport High Schools” (Russia)
PLASKE JSC (Ukraine)	PJSC Center for Cargo Container Traffic “TransContainer” (Russia)
Dnepropetrovsk Switch Works PJSC (Ukraine)	CJSC “Firma TVEMA” (Russia)
Betamont LLC (Slovakia)	SIGIS Ltd. (Latvia)
Rail Cargo Hungária CJSC (Hungary/Austria)	Mongolian Railway SJSC (Mongolia)
Freight One JSC (Russia)	
Train Ukraine LLC (Ukraine)	



МОНГОЛЫН ТӨМӨР ЗАМ

