

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

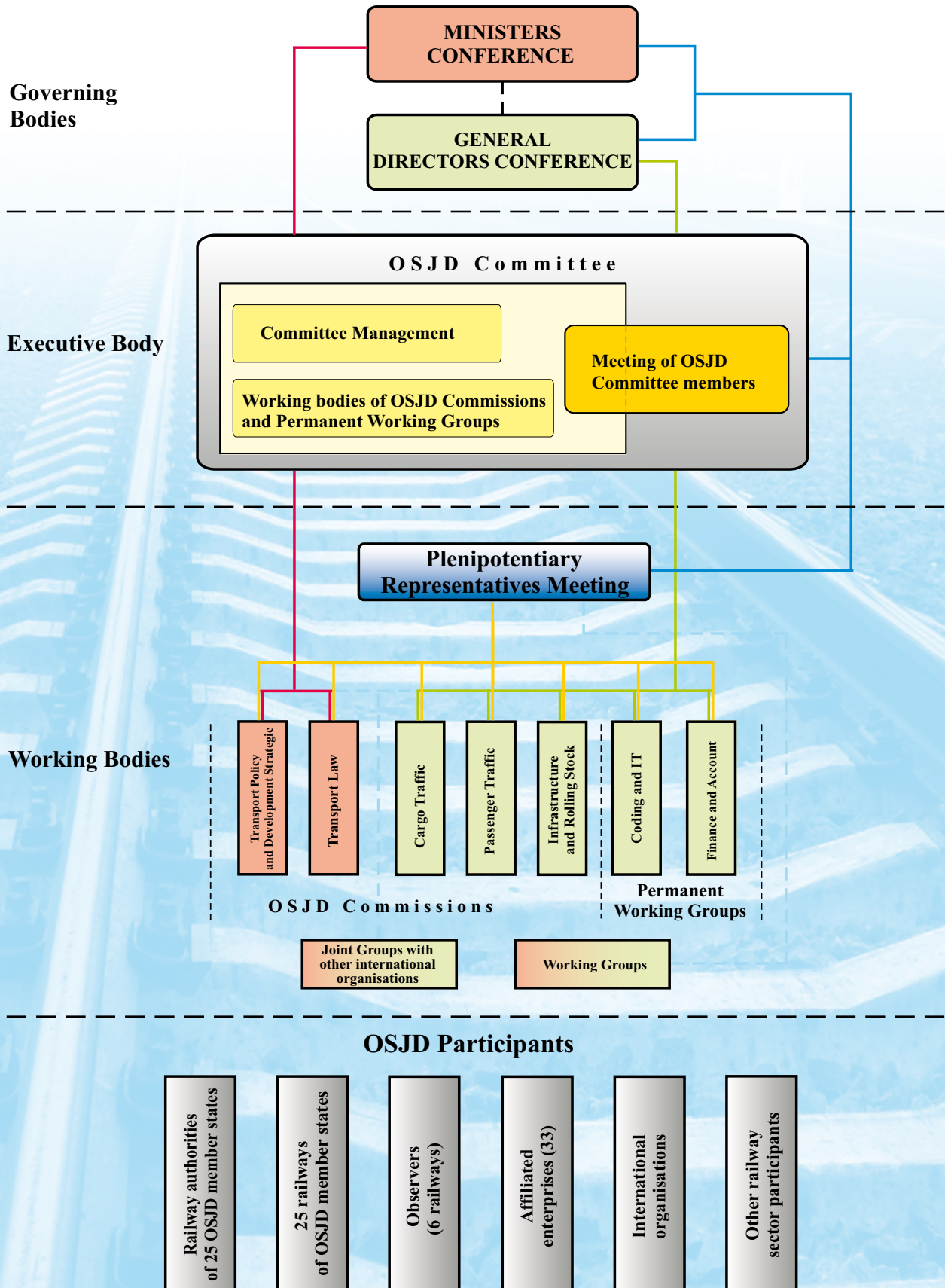


REPORT
on OSJD activities in 2008

**Warsaw
2009**

Structure of Organisation for Co-Operation between Railways

(As of 31 July 2009)



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EDITORIAL BOARD

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Editor-in-Chief: S. Kabenkov
Editor: Wang Yangqi
Secretary: L. Filipiak, T. Korniluk

Address: 00-681 Warszawa, ul. Hoża 63/67

Telephone: (+4822) 657-36-17;

(+4822) 657-36-18

Fax: (+4822) 621-94-17;

(+4822) 657-36-54

e-mail: osjd@osjd.org.pl

Printed by: "PAB-Font s.c.",

03-214 Warszawa, ul. Krasnobrodzka 2/1

Tel./Fax: (+48 22) 675-65-17

e-mail: biuro@pabfont.pl

List of Abbreviations Used in the Text

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



XXXVII-th Session of OSJD Ministers Conference (Republic of Kazakhstan, Astana, 2-5 June 2009)



XXIV-th Meeting of General Directors (Authorized Representatives) Conference of OSJD Railways
(Russian Federation, Moscow, 20-24 April 2009)

Introduction

In 2008 the OSJD activities were concentrated to perform the main challenge – development of the international rail transportation in communication between Europe and Asia, perfection of normative and legal bases, increase of railway transportation competitiveness.

On railways of the OSJD member countries works on reforming and perfection of managerial structure and development of their materiel were actively carried out. According to the arrangements and recommendations developed by the OSJD together with

the ministries and railways, considerable work was performed to reconstruct the railroad lines and modernize the infrastructure in the OSJD transport corridors, that has allowed to bring up the level of transportations of goods on the railways of the OSJD member countries up to 5.6 bln. tons, and transportation of passengers – above 4 bln. persons. Such result could have been reached thanks to the active and purposeful work of all OSJD railways.

So, the Chinese Railways since August 1, 2008 have commenced the operation of a high-speed line Peking – Tianjin where speed of train movement reaches 350 km/h. In 2008 3369 km of new lines and 2856 km of second lines were laid; 1600 km of new lines, 1790 km of the second lines and 2630 km of the electrified lines were put into operation during the year. A break through in the sphere of technical innovations was remarkable: a home production of multiple-unit sections capable of moving at a speed of 350 km/h and high-power electric locomotives - 6-axle with 7200-kW and 8-axle with 9600 kW capacity was commissioned.

In the course of 2008 the Russian Railways put into operation a new railroad line connecting Lobnya and Sheremetyevo airport, 103.3 km of the second main ways. The reconstruction of railway lines Moscow – Saint Petersburg, Saint Petersburg – Buslovskoe, Moscow – Nizhni Novgorod for the organisation of high-speed and fast movement was continued. In 2008 the passenger stock replenished by 1042 coaches, to operate the container traffic 1883 wagons were procured, 564 vehicles were modernized.

The Romanian Railways continued successfully modernization and reconstruction of the sectors, which are included in railway transport corridors. The works on the high-speed railway project Budapest - Bucharest - Constanta are under way.



An electric train of Russian Railways from Moscow to Sheremetievo airport



High-speed trains of KZD reach Tianjin from Peking (Beijing) in half an hour at 350 km/h

The Lithuanian Railways have reconstructed 64 bridges on the line Vilnius – Klaipeda, modernized infrastructure of the railway lines Kuziai – Mazeikiai, Vilnius – Stasylos, procured 34 new modern locomotives Siemens ER20 CF.

The Polish Railways successfully continued to update and modernize the railway infrastructure that has allowed to construct and modernize 600 km of tracks, 36 bridges, 40 flyovers and 5 tunnels, as well as to electrify 250 km of railway lines.

The realization of investments concentrated to fulfil the actions foreseen in the Development Programme of the Byelorussian Railway till 2010

has allowed to hit the original investments target by 105.2%, to purchase 793 tank wagons and 5 passenger diesel locomotives.

New railway lines were entered into operation by the Iranian Railways: Maymand – Sirjan (66 km), Sirjan – Gol Gohar (50 km), Kalzard – Parvadeh (42 km), Sage – Mohammadie (38 km). The approaches to the largest Iranian border station Sarakhs were developed that made it possible to increase the canton length from 23 to 52 km. Remarkable works were conducted to open 2 new stations on Sistan – Meybod section, 4 - on Bad Rud – Shurab canton, as well as 3 stations between Ardakan and Chadormalou. The modernization of rolling stock is under way: 150 Siemens passenger locomotives have been purchased, 70 electrical locomotives, 750 1435-mm bogies to bring the total number of them to 6000.

Effective realization of the international railway - ferry line between Bulgaria and Russia connecting the ports of Varna (Bulgaria) and Kavkaz (Russia) is under way. Modernization and reconstruction of railway lines for movement at a speed of 160-200 km/h between Plovdiv and Svilengrad, Vidin and Sofia is carried out.

In Ukraine the line between Poltava – Kremenchug – Burty and Koristovka has been successfully modernized. 152.6 km of railway lines (overall length) have been electrified on this routes and 21 km of the second lines laid.

Electrification works continued on the routes Debalzevo – Lugansk, Grebenka – Poltava, Liubotin – Poltava that has brought the total length of the electrified lines to 9729 km. The 1-st construction stage of one track of the railway-road bridge crossing across the Dnepr river in Kiev has been completed. The traffic was opened through one railway path of the bridge crossing.

The following vehicles have been procured by the Ukrzaliznytsa: 1930 freight wagons, 180 coaches, 54 traction vehicles.

In Moldova the construction of a new line between Cahul and Giurgiulesti was completed with operation opened on a 50-km section connecting the country's center with the rapidly developing port on the Danube river.

According to the Programme of Development of High-Speed and Fast Passenger Traffic Network, approved by the XXX-th Ministers Conference session, an effective realization of this programme was under way on the railways of China, Russia, Poland, Czechia, Kazakhstan, Ukraine, etc.

In 2008 a stage-by-stage increase of average speed of passenger trains on many routes resulted in a remarkable reduction of the travel time on a number of railway routes of the OSJD member countries.

In 2008 new container routes on the railways of Belarus, Kazakhstan, China, Latvia, Lithuania, Poland, Russia, Ukraine, Czechia, etc. were being created having brought up the total number of the regular container block-trains, traveling across the OSJD member countries, to 216.

Preparation for the International Conference to facilitate railway border crossing to be held under the aegis of the United Nations was under way, during which a number of documents, actions and recommendations have been prepared aimed at the reduction of time required for railway border-crossing.

Special attention was paid to the revision of SMPS and SMGS agreements, which



President of Turkmenistan Gurbanguly Berdimukhamedov pays a working visit on 25.06.2008 to the construction site of Uzen-Kyzylgaia-Bereket-Etrek-Gorgan railway line, which will connect Kazakhstan, Turkmenistan and Iran



A new freight locomotive ER20CF of LG (Lithuanian Railways) manufactured by Siemens



Alstom Prima DE43CAC - freight locomotive of Iranian Railway (RAI)



Railway station in Chişinău after reconstruction (Railway of Moldova)

Works to improve financial and accounting activities of the OSJD member countries were of great interest, the main objective of which was to reduce their mutual debts.

A notable place in the OSJD activities was occupied by the cooperation with the international organisations, first of all with UNECE, UNESCAP, OTIF, CIT, UIC, CCTT, etc.

The OSJD observers and affiliated enterprises influenced positively the OSJD activities, the amount of which reached 28 in the reporting period.

In 2008 the "OSJD Bulletin" journal celebrated its 50th anniversary and the release of its 300th edition. In this connection in December 2008 a Jubilee Meeting of the OSJD Bulletin Editorial Board and an International Seminar on the "Role of the Specialized Railway Media in the Development of Railways" were conducted.



TEP 150 – a long-distance six-axle passenger diesel locomotive with electrical transmission manufactured by the Lugansk Locomotive-Building Plant on the Ukrainian Railways

has allowed approaching these documents to the modern requirements with the ongoing economic and political changes in the OSJD member countries in view.

An important step on the way to harmonization and simplification of border-crossing procedures was the joint OSJD-CIT work concerning the CIM/SMGS consignment note, as a result of which a number of new routes with its use were organised in 2008.

Further work was conducted aimed at the harmonization of the Rules for the Transportation of Dangerous Goods with the RID ones.

Effective work was under way aimed at drawing up and coordination of train schedules in international communication, realization and coordination of transportation volumes, updating of the PPW agreement.

A number of leaflets concerning the technical aspects of railways have been developed and approved in the field of rolling stock, railway track and construction gauges, communications and data transmission systems and SFT, power supply, train traction, organisation of movement with the use of paperless technology, coding, as well as in the field of STEI (scientific, technical and economic information).

In October 2008 an updated OSJD Website was launched, which made it possible to increase considerably the level of information support for the OSJD member countries about the Organisation's activities.

A coordinated work aimed at realization of the adopted comprehensive plans targeted to improve and develop the rail transportation, has allowed the majority of the OSJD member countries to raise considerably the level of passenger and freight traffic.

Statistics

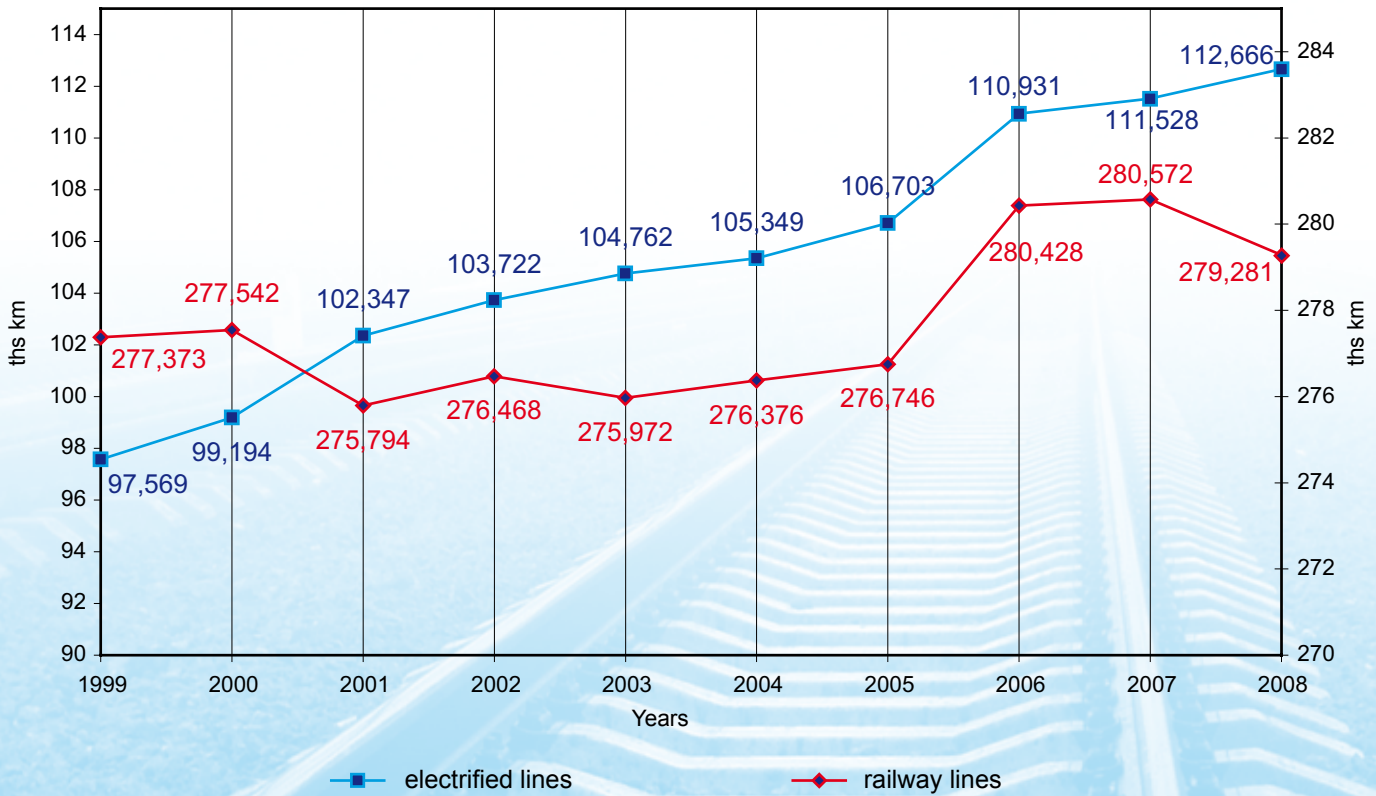
Main indices of railways of the OSJD member countries in 2008

No	Country	Railway	Indices											
			Total area of the country in tsd. km ²	Size of the population in millions	Length of lines in km		Tracktive stock					Pas-senger trans- port stock	Railcars and railcar trailers	Freight transport stock
					Total	electrified	Steam locomotives	Diesel locomotives	Electric locomotives	Diesel railcar trains	Electric railcar trains			
					± in km to 2007	± in km to 2007								
11/15	11/13	8	9	10	11	12	13	14	15					
1	Azerbaijan	AZ 0057	86,6	8,7	2 099,1 -0,2	1 271,2 -0,2	14	237	186	1	72	725	144	22 104
2	Belarus	BC 0021	207,6	9,7	5 491,0 -3,00	898,0	...	748	67	445	270	1 704	1 309	24 937
3	Bulgaria	BDZ 0052	111,0	7,6	4 144,0 1,0	2 827,0 21,0	4	298	263	25	72	1 380	0	12 173
4	Hungary	MAV 0055	93,0	10,0	7 643,3	2 573,0	11	501	460	350	55	675	191	12 614
5	Vietnam	VZD 0032	331,7	86,2	2 347,0	0,0	0	319	0	0	0	947	72	4 758
6	Georgia	GR 0028	69,7	4,6	1 523,6 10,6	1 523,6 10,6	0	138	197	3	77	282	132	12 970
7	Iran	RAI 0096	1 648,0	71,0	6 950,0 -1 646,0	148,0		623	8	-	-	1 509	80	21 726
8	Kazakhstan	KZH 0027	2 717,0	15,8	14 205,4	4 143,5	30	1 127	595	10	77	2 060	-	94 898
9	China	KZD 0033	9 600,0	1 328,0	63 975,0 338,5	25 007,0 960,4	89	11 041	6 206	0	0	41 679	1 536	584 961
10	DPRK	ZC 0030	122,7	48,8	4 400,0	0,0								
11	Kyrgyzstan	KRG 0059	198,5	5,3	417,2	-	2	49	-	-	-	447	-	2 101
12	Latvia	LDZ 0025	84,6	2,3	2 263,3 -1,7	257,4	3	197	0	41	105	0	0	8 796
13	Lithuania	LG 0024	65,3	3,3	1 765,0 -1,0	122,0	4	256	-	69	31	143	220	13 918
14	Moldova	CFM 0023	34,0	3,7	1 157,1 3,5	0,0	2	152	0	31	0	399	103	8 140
15	Mongolia	MTZ 0031	1 531,0	2,7	1 810,0	0,0	0	125	0	0	0	284	1	3 080
16	Poland	PKP 0051	312,7	38,1	19 627,0 208,0	11 856,0 25,0	20	1 883	1 677	98	951	4 111	3 113	74 408
17	Russia	RZD 0020	17 075,4	140,0	85 194,0 39,0	43 086,0 175,0	198	9 105	8 857	324	7 206	26 931	0	403 492
18	Romania	CFR 0053	237,5	21,7	10 777,0	3 974,0 -5,0	0	1 047	741	566	30	2 987	26	47 908
19	Slovakia	ZSSK Cargo 0056	48,0	5,4	3 629,2	1 577,6	0	405	331	2	0	0	0	28 146
20	Tajikistan	TDZ 0066	143,1	7,4	616,0	0,0	0	55	0	0	0	345	9	2 404
21	Turkmenistan	TRK 0067	488,1	5,2	3 095,1 14,4	0,0	0	352	0	0	0	485	0	14 125
22	Uzbekistan	UTI 0029	447,2	27,6	4 229,60	589,0	0	253	57	0	19	693	0	23 464
23	Ukraine	UZ 0022	603,7	46,1	21 675,7 -197,5	9 752,0 81,4	52	2 545	1 855	325	1 589	7 633	0	192 166
24	Czechia	CD 0054	78,9	10,5	9 430,0 -57,0	3 078,0 18,0	23	898	893	735	130	2 262	2 299	41 152
25	Estonia	EVR 0026	45,2	1,4	816,2	130,7	0	104	0	32	26	45	147	16 226
Total ± to 2007		OSJD			279 280,8 -1 291,4	112 666,0 1 138,2	1 083	31 835	22 385	3 057	10 710	97 726	9 382	1 670 667

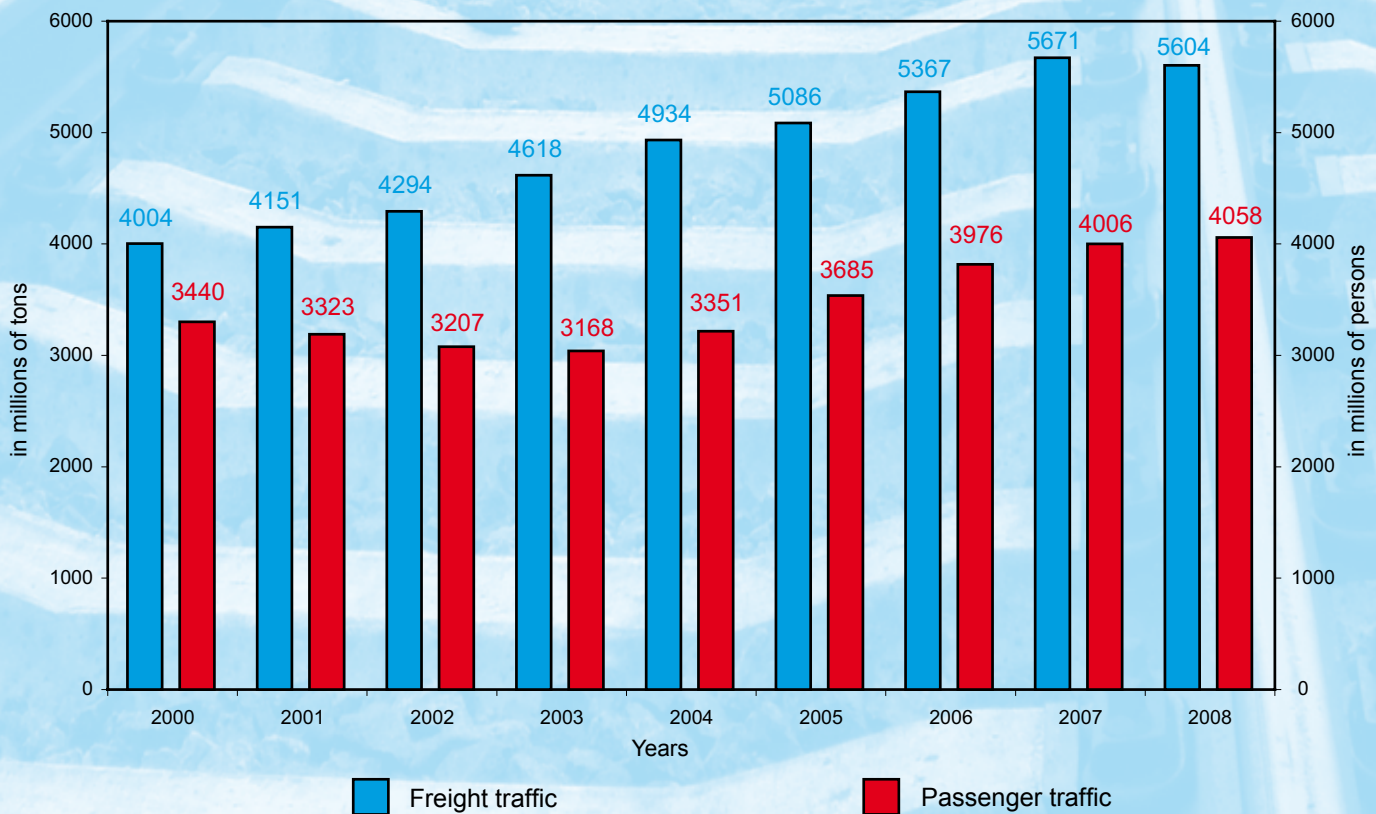
Main indices of railways of the OSJD member countries in 2008

No	Country	Railway	Indices							
			Staff	Gross hauled tonne-kilometres of trains in million tonne-kilometres			Passenger traffic		Freight traffic	
				Total	Passenger trains	Freight trains	Number of passenger in thousands	Number of passenger-kilometres in millions	Tonnes carried in thousands	Number of tonnekilometres in millions
				± in % to 2007	± in % to 2007	± in % to 2007	± in % to 2007	± in % to 2007	± in % to 2007	± in % to 2007
31/21	42/19	42/20	42/21	51/3	51/15	61/11	61/18			
1	2	3	16	17	18	19	20	21	22	23
1	Azerbaijan	AZ 0057	31 316,0 -0,5	27 717,3 24,6	2 486,8 -5,6	19 264,0 -1,4	6 375,0 -3,4	1 046,8 -5,6	27 433,8 -3,0	10 021,4 -3,6
2	Belarus	BC 0021	77 958,0 0,4	110 327,0 1,5	20 165,0 -1,1	89 380,0 2,1	87 993,0 -5,0	8 188,0 -12,6	147 172,0 4,4	48 994,0 2,2
3	Bulgaria	BDZ 0052	16 658,0 -51,2	13 407,0 -9,3	5 241,0 -4,5	8 166,0 -12,1	33 758,0 1,4	2 335,0 -3,7	17 590,0 -12,8	4 030,9 -14,4
4	Hungary	MAV 0055	37 106,0	34 758,0	16 498,0	18 260,0	143 300,0	8 590,0	44 521,0	8 933,0
5	Vietnam	VZD 0032	30 179,0	13 131,0	5 660,0	7 471,0	11 334,0	77 358,6	8 480,0	4 167,0
6	Georgia	GR 0028	7 189,0 4,0	0,0	0,0	0,0	3 415,6 -12,0	674,5 -12,8	21 201,6 -4,6	6 529,4 -5,8
7	Iran	RAI 0096	12 467,0 -2,9	53 217,0 80,9	17 752,0	35 465,0	26 225,0 50,8	15 312,0 -27,1	33 044,0 3,3	20 540,0
8	Kazakhstan	KZH 0027	81 328,0 2,6	405 386,0 5,2	31 704,0 2,0	370 876,0 5,6	16 649,0 -1,5	14 450,0 1,0	268 890,0 3,2	214 907,0 7,1
9	China	KZD 0033	2 055 304,0	4 251 255,0	671 696,0	3 560 788,0	1 371 173,0	740 030,0	2 626 175,0	2 257 696,0
10	DPRK	ZC 0030								
11	Kyrgyzstan	KRG 0059	5 425,0 5,0	1 851,1 4,2	199,7 9,1	1 651,4 3,6	646,4 48,4	90,2 50,6	7 736,3 12,0	945,5 11,4
12	Latvia	LDZ 0025	13 520,0 -0,7	34 010,0 5,9	2 111,0 3,6	31 692,0 5,9	26 767,0 -2,4	951,0 -3,3	56 061,0 7,5	17 704,0 5,8
13	Lithuania	LG 0024	10 717,0 1,7	28 994,0 2,6	1 557,0 6,6	27 362,0 2,3	5 063,0 -2,4	398,0 -2,7	54 970,0 2,7	14 748,0 2,6
14	Moldova	CFM 0023	13 168,0 -1,3	6 258,0 -6,9	1 358,0 1,3	4 752,0 -10,5	5 763,0 3,1	486,0 3,9	11 006,0 -7,3	0,0
15	Mongolia	MTZ 0031	15 026,0 0,6	16 954,0 -0,2	2 498,0 3,4	14 456,0 -0,8	4 359,0 -2,8	1 400,0 -0,4	14 647,0 4,1	8 261,0 -1,2
16	Poland	PKP 0051	121 663,0 -1,5	112 349,0 -6,8	29 280,0 -0,6	82 203,0 -8,8	223 279,0 6,2	17 958,0 5,1	141 947,0 -7,5	39 209,0 -10,0
17	Russia	RZD 0020	854 200,0 -10,3	4 132 805,0 1,1	407 612,0 -1,2	3 677 018,0 1,2	1 295 568,0 1,2	175 872,0 1,4	1 304 672,0 -3,0	1 857 853,0 -1,0
18	Romania	CFR 0053	63 275,0 -1,7	36 462,0 -9,2	15 645,0 -12,7	19 458,0 -12,4	75 343,0 -12,1	6 877,0 -7,3	44 477,0 -10,3	9 002,0 -11,7
19	Slovakia	ZSSK Cargo 0056	10 498,9 -69,8	18 237,4 -31,7	0,0	18 237,4 -10,6	0,0	0,0	44 525,0 -18,5	8 922,0 -5,9
20	Tajikistan	TDZ 0066	7 762,0 -1,2	2 565,6 1,4	159,1 7,1	2 406,5 1,0	833,5 5,9	0,0	14 544,2 0,1	1 281,5 0,6
21	Turkmenistan	TRK 0067	18 150,0 6,5	19 247,0 -5,9	3 225,0 10,9	16 022,0 -8,6	6 235,0 6,7	1 685,0 7,3	25 407,0 7,7	11 547,0 5,2
22	Uzbekistan	UTI 0029	51 109,0 3,7	46 147,0 7,2	5 076,0 9,7	41 071,0 6,9	14 280,2 13,0	2 477,0 9,4	78 322,8 15,4	23 432,4 8,5
23	Ukraine	UZ 0022	364 189,0 0,8	518 960,0 -2,5	98 817,0 -0,5	408 294,0 -3,2	518 835,0 -0,5	53 056,0 -0,1	498 537,0 -3,0	257 006,0 -2,1
24	Czechia	CD 0054	46 492,0 -15,0	53 231,0 -1,7	19 808,0 4,5	32 038,0 -5,9	175 188,0 -3,7	6 759,0 -1,4	86 161,0 -5,9	15 998,0 -6,1
25	Estonia	EVR 0026	2 791,0 -9,9	11 547,0 -27,1	762,0 -5,4	10 613,0 -28,8	5 280,0 -3,1	273,9 0,3	26 272,0 -29,3	5 683,1 -30,3
	Total ± to 2007	OSJD	3 947 490,9 -2,8	9 948 816,4 1,9	1 359 310,6 2,8	8 496 944,3 1,7	4 057 662,7 1,3	1 136 268,0 12,0	5 603 792,7 -1,2	4 847 411,2 1,0

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



The dynamics of changes in the traffic volume



1. Progress of OSJD Activities by Subjects

1.1. Transport Policy and Development Strategy

Last year within the framework of the OSJD Commission on Transport Policy and Development Strategy the work was concentrated on the facilitation of border-crossing procedures in international railway transportation of passengers and goods by rail, improvement of traffic and development of OSJD transport corridors, solution of railway transport policy issues, realization of complex measures and increase of railways competitiveness.

In the reporting year the Commission together with leading duty holders from Lithuania, Poland, Uzbekistan and Ukraine developed Complex Plans of four transport corridors (No. 5, 7, 8 and 13), which were approved by the XXXVI-th session of the OSJD Ministers Conference.

Thus, the Complex Plans for the transportation improvement and OSJD transport corridors development of all 13 corridors have been ultimately approved, and further on their monitoring will be organised.

The works on the transport corridors completed by the OSJD Committee specialists together with the experts from the OSJD member countries have been highly appreciated by the UN Economic Commission for Europe and recommended for further implementation.

It is necessary to note, that the Commission's meeting approved the submitted draft technical and operational passport of the OSJD corridor No. 5, and it was recommended to continue similar works on other transport corridors. It will promote to increase the volumes of transportation and to eliminate the "bottle necks" in communication between Europe and Asia. Besides, the Commission's meeting had agreed upon the flow chart of other OSJD corridors technical and operational passports approval.

Meanwhile the new topology of fast and high-speed passenger traffic network is being drawn up, which sets for the deadlines to be developed for the national programmes implementation aimed at the organisation of high-speed traffic implementation in the OSJD member countries.



In the drivers cabin of a new Sapsan high-speed train (RZD JSC)



Chojnow – Okmiany railway section for fast traffic (Polish State Railways – PKP)

The railway transport policy issues were being considered which strategic objective is a coordinated development of the OSJD railway system and increase of competitiveness of railways in order to attract additional volumes of international transit flows.

In accordance with the subject "Studying the experience and analysis of the railway transportation reforms of the OSJD member countries" the Republic of Kazakhstan provided information on the results of the passenger sector reforms. It was noted, that as a result of the sector's reform the new carriers began to provide services, but meanwhile still the public funding to indemnify transportation losses is necessitated. Besides, it was also mentioned that the deficiency of rolling stock hampered the high-quality services to be provided for the customers.

The primary goals and objectives for the passenger sector restructuring were set for. The objective of its restructuring is to achieve an optimum system of passenger sector operation.

In regard to the estimation criteria for the results of the ongoing reforms on railway transport and methodology of their calculation the information was submitted by the Republic of Kazakhstan, and a large number of estimation methods of the railway transport reforming efficiency, therefore all the results of these researches may be considered subjective and conditional.

The proposal was based on the analysis of the official information published in the OSJD bulletins with the selection of quality parameters. Summing up these parameters' estimations, it is necessary to define the total amount in points, on the basis of what it is possible to compare the effect of the reforms having been made.

Also considered were the results of OSJD/ERA Contact Group's activities on the analysis of technical parameters of 1520- and 1435-mm systems, which enabled the ERA Agency to recommend to the European Commission that the 1520-mm gauge system be included into the Technical Specifications on Interoperability, being developed, together with the 1435-mm system. This proves that the EU from their part have recognized the necessity to include the 1520-mm railway system into the EU legislation, and it was one of the main goals of the work done by the OSJD/ERA Contact Group.

The TSIs are documents compulsory for application on the whole EU territory. Thus, the 1520-mm railway system will be reflected in the EU technical legislation in line with the 1435-mm one. The OSJD/ERA Contact Group will continue its work in order to develop proposals and prepare the material to reflect the main parameters of the 1520-mm railway system in the EU TSIs, or such proposals, which may become basis for developing certain TSIs for 1520-mm system.

The work aimed at the facilitation of railway cross-border traffic continued. Under the current conditions of railway transportation operation the most perspective condition to reduce the train stoppage time at border stations is a universal introduction of information systems and electronic data exchange to the extent of a carriage document for these data to be used by all the participants of the transportation process.

In the reporting year the following documents were developed, prepared and coordinated by the expert group with the participation of the representatives of border and customs agencies, ministries and railways, as well as OTIF and DG TREN:

- draft Annex 9 "Facilitation of border crossing procedures for the international carriage of goods by rail" to the "International Convention on the Harmonization of Frontier Controls of Goods, 1982", which is being coordinated in the UNECE to be finally agreed. Abovementioned Annex 9 was considered by the 119-th and 120-th sessions of the Working Party on Customs Questions affecting Transport (WP.30). After this draft document is finalized it will be submitted for further consideration and coordination by the International Conference on facilitation of railway border crossing to be held under the auspices of the UNECE;
- the draft "Convention to Facilitate the Border-Crossing Procedures in



Talgo fast train Astana – Almaty
(Kazakstan temir zholy - KZH)



Meeting of OSJD-ERA Contact Group 06.02.2008



Railway station in Tashkent
(Uzbek Railways – UTI)



A new RIC passenger coach in communication Minsk – Amsterdam
(Byelorussian Railway – BC)

turnover of goods has increased by 6.83%. The volumes of passenger traffic have grown. 4,006 million passengers were transported, that is 0.73% more, than the last year. The volume in passenger-kilometer have increased by 4.88%.

The operational length of railways lines has increased by 144 km and has reached 280,572 km, and the gain of the electrified lines has reached 597 km – the total length made up 111,528 km.

The total number of diesel and electric locomotives made up 55438 vehicles in the end of the reporting year.

The wagon fleet of the OSJD member countries reached 96,217 coaches and 1,835,715 freight wagons by the



Participants of the AWG-on-statistics meeting (I-st Commission)
in the OSJD Committee

International Railway Passenger Traffic". But in view of the opinion of some states it was proposed for the OSJD member countries to join the existing "Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail" (1952), which will be subsequently amended and added. In this connection, it was proposed to discuss in detail this issue at the International Conference on facilitation of railway border crossing procedures to be held under the auspices of the UNECE, with an invitation of joining the existing International Convention to be included into the draft Declaration of the International Conference on facilitation of railway border crossing procedures.

The software developed by the experts of the Republic of Uzbekistan in order to form the tables of basic operational parameters of railways of the OSJD member countries is used to update the "OSJD Bulletin of statistical data on railway transport", i.e. to prepare the statistical data tables and to summarize the data on OSJD railways. The statistical data for 2007 was published in the "OSJD Bulletin of statistical data on railway transport" in 2008, which was distributed among all the OSJD member countries.

The analysis shows, that in OSJD as a whole the freight traffic rate of growth in the previous year increased and made up 5.67% as compared to the previous year, and the total

turnover of goods has increased by 6.83%. The volumes of passenger traffic have grown. 4,006 million passengers were transported, that is 0.73% more, than the last year. The volume in passenger-kilometer have increased by 4.88%.

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The wagon fleet of the OSJD member countries reached 96,217 coaches and 1,835,715 freight wagons by the

end of the accounting year. The number of personnel has decreased by 4.02 % and made up 2,004,862 persons.

The expert meeting and AWG on statistics considered it expedient to compose the volumes of cargoes (including international) throughout the adopted OSJD corridors, the number of which is 13. In this connection methodological approaches for calculation of freight transportation volumes through certain sectors of the OSJD international transport corridors will be developed.

The international cooperation of the OSJD member countries in the field of STEI consists in an exchange and distribution of the scientific and technical information concerning railway

transportation problems, as well as similar issues of science and technology. A uniform data space within the OSJD frameworks is necessary to establish and update the business ties between the IT bodies of the OSJD member countries. The objectives to be fulfilled within the framework of these activities, i.e. creation of an OSJD Uniform Search System (STI USS) to exchange data via Internet, will provide for the elimination of data shortage in all the participating countries with simultaneous formation of a uniform data space.

Within the framework of this subject the leading duty holder from the Russian Federation in cooperation with the AWG on technical, programming and information issues of the OSJD STEI have developed and issued an updated version of the Catalogue of Information Resources of the International Distributed Databank (5th edition), which has been distributed among the OSJD member countries. Besides, this version of the Catalogue is placed on home-page of OSJD STEI Centers' Web-site in section "Catalogue". The aim of the Catalogue is to define an exact inquiry address in regard to the information and to simplify its search in the OSJD ADB.

According to SEI centers report by the 30th December 2007 the overall data source of the STEI international distributed databank had reached 736843 documents. Annual gain of the international distributed databank made up 89000 documents in 2007.

In 2007:

- 15927 persons were subscribers-users of the OSJD STEI international distributed databank;
- the total number of references to the OSJD ADB reached 56622;
- the amount of references to the STEI Centers' Web-pages and sites grew up to 1,487,343;
- the total volume of the documents delivered from the OSJD ADB (the amount of documents found in the database by means of the users' inquiries) made 404668 documents.

Also continued was the development and administration of the OSJD countries' STEI Centers' Web-site in accordance with the OSJD Leaflet O+R 905/4 "Organisation and administration in of the OSJD countries' STEI Centers' Web-site in the Internet". The work will be continued in cooperation with the UIC.

The Web-pages of the STEI centers of Belarus, Kazakhstan and Latvia were amended and updated. The "Catalogue" section of the Web-site's home-page was also renewed, and the information concerning the developer updated.

The leading duty holder from Russia together with the AWG on OSJD STEI technical, programming and IT issues developed a draft STI USS search engine in accordance with the Technical Specifications for STI USS. The search engine is placed on the leading duty holder's – Russian Federation – server with the following address: <http://cnti-rzd.ru/EPS>.



New regional trains of MAV (Hungary)



GM Locomotive of Iranian Railway



Railway station in Hanoi (Vietnamese Railway – VZD)

1.2. Transport Law

In the field of the transport law the work was concentrated on further perfection and actualization of the legal documents stipulating the conditions of goods and passenger transportation in the international railway traffic.

Since May 2008 a number of changes and amendments had come into effect in the Agreement on International Passenger Traffic (SMPS) and Service Instruction to SMPS (SI to SMPS), as well as the texts of these documents had been updated.

Beside, proposals were worked out to introduce certain changes into the text of SMPS are developed. After they are fulfilled the text of the Agreement will contain uniform civil and legal regulations governing the relationship between carrier and passenger in regard to the conclusion, execution and modification of the contract on transportation, as well as questions of the mutual responsibility. All other norms of technical and procedural nature will be transferred from the text of the Agreement into special rules and into the text of SI to SMPS. In view of these challenges the text of SI to SMPS will be updated in 2009.

The XXXVI-th session of Ministers Conference tasked the AWG on SMPS Revision of the OSShD Commission on Transport Law to draft "General Provisions of the Contract for Cross-Border Transportation of Passengers" as an annex to the Convention on Direct International Railway Traffic (further on referred to as Convention). This work will be continued in 2009, as well.

The works on further improvement of the Agreement on International Railway Freight Traffic (SMGS) were carried out. Basing on the actual texts of SMGS and SI to SMGS as of January 1, 1998, and taking into account all changes and amendments which had followed till July 1, 2008, official texts of SMGS and SI to SMGS as of July 1, 2008 were prepared and sent to all the SMGS parties with covering letter No. II-1-19/HH.

The SMGS and SI to SMGS have been amended and modified dealing with the acceptance and dispatch of freight for wagonload, small, container and contrailer transportation, sealing of wagons and containers, presentation for transportation of household items, issue of cargo, convoy of goods upon sender's request, filling of columns of the consignment note, application and drawing up of wagon-briefs, cargo issue for the recipient, transshipment of wagon loads at boundary stations, transportation conditions of several wagons with different routes by single consignment note, etc.

The AWG on SMGS revision of the OSJD Commission on Transport Law actively continued its work. The previous activities resulted in consideration of the draft new SMGS edition and draft Structure of the Rules in the OSJD normative acts system. The draft new SMGS edition was agreed upon after discussion. Thus, the AWG work in accordance with the main tasks for SMGS revision outlined by the decision of XXXIII-rd session of the OSJD Ministers Conference and the Plan of the OSJD Commission on Transport Law for 2008 has been completed.



Minister of Railways of DPRK Zon Kil Su (right) and President of RZD JSC Vladimir Jakunin (left) during a solemn ceremony on the occasion of laying down the first rail-sleeper grid section on the line Tumangan – Rajin (October 2008)



One of the KZD high-speed railway lines being built in China

According to the decision of the XXXVI-th session of the OSJD Ministers Conference the AWG on SMGS revision was tasked to continue its further activities aimed at the drawing-up of the SMGS draft as an annex titled "General Provisions of the Cargo Transportation Contract in the International Traffic" to the Convention.

Also the necessity to establish a hierarchy of the Convention rules was defined, as well as the procedure for their acceptance, principles of their drafting, uniform interpretation and application. A decision was taken to develop sections of the above-mentioned rules in line

with the with the corresponding articles completion of this annex to the Convention.

In the accounting period three AWG meetings on the Development of Annex 14 to SMGS, titled "Rules for the Positioning and Strapping of Goods in Wagons and Containers" of the OSJD Commission on Transport Law were carried out.

Considered and adopted were amendments and changes into Chapter 1 titled "Requirements for Positioning and Strapping of Goods on the Open Rolling Stock" and Chapter 2 titled "Positioning and Strapping of Timber" have been considered and approved to come into effect since 1st July 2009.

The AWG proposals have been prepared and adopted to introduce the necessary amendments and changes into the SMGS Agreement connected with the operationalization of Chapters 1 and 9 of Annex 14 to SMGS, to come into effect since 1st July 2009. Chapter 5 titled "Positioning and Fastening of Goods with Flat Legs" of Annex 14 to SMGS has been drafted and came into effect since July 1, 2009. Consideration of draft Chapter 7 titled "Positioning and Fastening of Wheeled Vehicles" of Annex 14 to SMGS was commenced.

To follow the decision of the XXXV-th Ministers Conference session an updated approved text of Chapters 1, 2, 3 and 9 of Annex 14 to SMGS was prepared in written and electronic form as of 1 July 2008 and sent to all the SMGS participants of the OSJD member countries.

A systematic work of the OSJD Commission on Transport Law was carried out in the field of the Rules for the Transportation of Dangerous Goods. In such a way in 2008 according to the changes and amendments introduced into the international and national regulations, the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS) continued to be updated on the basis of the UN Recommendations (Typical Rules – 15th edition) and RID 2009 in view of the peculiar features in the operation of the railways of the OSJD member countries.

In the reporting year two AWG meetings, an expert meeting and a meeting of the Commission on Transport Law were conducted in this field, at which changes and amendments into the Rules for the Transportation of Dangerous Goods were considered and coordinated, with their effect since 1st July 2009.

It is necessary to note, that following the decision of the XXXV-th Ministers Conference session an updated approved text of the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS) was prepared in full in a written and electronic form as of 1st July 2008 and sent to all the SMGS participants of the OSJD member countries.

The works relating to the updating of the of the Rules for the Transportation of Dangerous Goods will be con-



Diesel locomotive TE10 of Kyrgyz Temir Zholu Railway (KRG)



Engineering works at Latvian Railway (LDZ)



A fast passenger express train Baku – Derbent (Azerbaijani Railways CJSC)



A DASH-7 locomotive of Mongolian Railway (MTZ)



A new commuter train of Georgian Railway (GR)



New double-decker coaches in Poland

tinued in 2009 according to the Plan of Work of the OSJD Commission on Transport Law in the field of the Rules for the Transportation of Dangerous Goods in view of the changes and amendments occurring in the international and national regulations, which are connected with the transportation of dangerous goods (UN Recommendations – 16th edition, RID Rules, etc.), as well as in view of the operational performances of the railways of the OSJD member countries.

Active and fruitful work was done on the project “Transport and Legal CIM/SMGS harmonization” in the previous year. As a result of the previous work, after consideration and coordination at the OSJD Commission on Transport Law meeting a number of the documents, accompanying the uniform CIM/SMGS consignment note, came into effect since 1st July 2008, namely: CIM/SMGS wagon brief, CIM/SMGS container brief, CIM/SMGS commercial act, as well as the procedure for coordination of new routes, on which the uniform CIM/SMGS consignment note is planned to be applied.

It is necessary to note, that thanks to the use of the CIM/SMGS wagon and container briefs it becomes possible to send block trains by a single consignment note, as well as groups of wagons and containers. All these documents are admitted both in the as sphere of action of one, and other law of shipping.

Last year special attention was paid to the electronic version of the consignment note due to the fact that since 1st July 2009 new provisions of customs safety were due to come into force on the territory of the European Union, according to which all goods coming into or leaving the EU, were supposed to be declared electronically to the EU customs authorities two hours before arrival or departure*. When the 1st phase of the project is realized the railways will be able to accomplish most of the requirements resulting from the EU legislation.

Also within the framework of the activities aimed at bettering the CIM/SMGS Consignment Note Manual the amendments into it were approved at a draft level at the 11th CIM/SMGS Steering Committee meeting (08.12.2008), which deal with the Rules of CIM/SMGS claim

consideration as well as corresponding changes into the SMGS Service Instruction.

In the period from 6th till 7 September 2008 an International Seminar on Railway transport was held in Kaliningrad (Russian Federation). Railway representatives from the countries of the Euro-Asian area took part in its work, namely from: Republic of Belarus, Federal Republic of Germany, Republic of Kazakhstan, Chinese People’s Republic, Mongolia, Republic of Lithuania, Republic of Poland, Russian Federation, Slovenia, Ukraine, Czech Republic, forwarding companies

* According to this regulation, which came into effect on 1st July 2009, electronic data may be provided on a voluntary basis till 31st December 2010, whereat it becomes obligatory.

and clientele, as well as international organisations – OSJD and CIT.

The main topic of the Seminar was devoted to the expansion of the CIM/SMGS Consignment Note application geography, as well as support of its spread and use in the Euro-Asian area.

In 2008 successful transportation continued through the existing routes with the application of the CIM/SMGS Consignment Note. Besides, regular transportation with its use started through new routes and experimental transportation – through two routes. In 2009 it is planned to organise transportations through more five routes.



Joint meeting of the representatives of the Parties to the PPW and PGW Agreements

1.3. Freight traffic

Continued in 2008 within the framework of existing international legal acts was the work aimed at the development of the international freight traffic through the OSJD railways, which was concentrated on the tariff policy performance, rules for the mutual use of freight wagons in international traffic, rapprochement of description and coding systems for the goods carried through the OSJD and UIC railways, in accordance with their commodity nomenclature used by the World Customs Organisation, with the perfection of existing international agreements and contracts on the organisation of combined transportation in communication between Europe and Asia, as well as with the development of container traffic in communication Europe – Asia – Europe.

The issues relating to the procedure of tariff application and calculation were considered within the framework of the existing Agreements on Uniform Transit Tariff (ETT) and International Railway Transit Tariff (MTT). As a result of this work some changes and amendments have been put into effect in the ETT dealing with the transit distances of BC, KZD, RZD, UTI and EVR, transportation of goods by railway transport with the participation of the pipeline transport, procedure for the calculation of carriage duties for the transportation of goods in blocks or groups of wagons by a single consignment note and insertion of corresponding marks; tariff rules and rates for the transportation of hitch-mounted and excessive-gauge goods, specification of the calculation of carriage duties for the transportation of goods by block trains (groups of wagons with a single consignment note) and rates for the transportation of a private wagon diesel engine with refrigerator containers, cattle (live animals), as well as transportation of conductor in a separate freight wagon, editing of single ETT provisions, list of goods considered as load-carrying equipment, procedure for the calculation of carriage duty for the transportation of animals.

The coordinated changes and amendments into the ETT have been announced by the OSJD Committee, being a board of management for the ETT, with effect from 23rd June and 6th October 2008, and for those, which require no concord - from 1st and 17th March, 1st and 15th August 2008. No changes and amendments have been done in the ETT Agreement.

Besides, the RZD proposal regarding the differentiation of the MTT tariffs depending on the containers identity has been considered but it has not been agreed upon.

The OSJD Committee being a board of management for the ETT has published an updated text of ETT as of January 1, 2009.

Within the framework of MTT updating programme the following changes and amendments have been put into effect dealing with: actualization of transit distances tables of BC, RZD, UTI and EVR, new table of payments for the transportation of empty wagons on CD, rates for transportation of a conductor in a separate freight wagon, definitions of the term "load-carrying equipment", transportation of goods



Heavy-haul freight train of the Railway of Kazakhstan



CFR freight train (Romania)

by rail with participation of pipeline transport, exclusion from MTT provisions for ferry freight transportation charges, inclusion of rates of additional charges for the rolling stock sealing, indexation (by 8.8%) of MTT tariff rates for the wagonload and small transportation of goods, as well as for the transportation of universal containers.

The agreed corrections and amendments into the MTT Agreement were announced by the OSJD Committee being MTT board of management, with effect from 1st July and 8th September 2008 and from 1st January 2009, and those not requiring concord – from 1st March, 1st April, 1st June, 1st July, 1st August 2008 and from 1st January 2009. The MTT

Agreement has not been changed.

Besides, LDZ, RZD and UTI proposals were considered to correct the tables of tariff rates and payments for the transportation of goods for the ranges from “0-10 km” to “101-110” – “241-250 km”, as well as the RZD proposal to allocate a carload and container component depending on the container’s identity, but no consent on them has been reached.

The OSJD Committee, being MTT board of management, has issued an updated text of MTT as of 1st January 2009.

According to the procedure stipulated in article 11 “Agreements on organisational and operational aspects of the combined transportation in communication Europe – Asia” (further on referred to as Agreement), a number of amendments and corrections into the Agreement have come into effect since 1st July 2008 and a new edition of Annex III “Characteristics of railway lines having great value for the international combined traffic” to the Agreement.

The OSJD Committee, being the Agreement’s Depository, has sent the information on coming into force of the above-mentioned amendments to all the Parties to the Agreement for practical use.

Experts of the Parties to the Agreement have drawn up draft amendments to the effective edition of Article 1 of the Agreement.

The Commission’s meeting has considered and coordinated this draft and according to the procedure stipulated in article 10 of the Agreement, proposed to submit it for consideration by the XXIV-th meeting of General Directors Conference (April 2009) with the purpose of consequent ratification by the XXXVII-th OSJD Ministers Conference session (June, 2009).

Experts of the Parties to the Agreement developed draft amendments (changes and correction) to Annexes I and II to the Agreement. According to the procedure stipulated in article 11 of the Agreement, these amendments would come into effect since 10th January 2009.

To follow the decision of the XXIII-rd meeting of the General Directors Conference, the works relating to the subject of “Perfection of the Agreement on Organisational and Operational Aspects of Combined Transportation in Communication Europe – Asia” and their consideration within the framework of the experts meeting of the Parties to the Agreement were included into the Plan of Work of the OSJD Commission on Freight Traffic for 2009.

In the field of “Perfection of the PPW Agreement and actualization of the Rules for the Use of Wagons and Coaches in International Traffic (PPW)” the following activities were carried out in the reporting period:

- the effective PPW Agreement was improved;
- the PPW was updated in accordance with the proposals of the Parties to the PPW Agreement;
- the tariff rates for the use of freight wagons in international traffic were defined on the basis of actual costs for maintaining the wagon fleet according to data for 2007;
- the proposals of railways relating to the unification and actualizations of the prices for the repair of wagons and prices of wag-



Laying down the first track section of Yavan – Vahdad railway line (Tajikistan)

- ons were prepared and considered;
- development of two separate draft Agreement – for the Use of Carriages and for the Use of Wagons in the International Traffic was continued.

The Railways – Parties to the PPW Agreement have reached preliminary concord on the changes and amendments into the PPW in view of their separation, which were submitted for further final approval by the joint meeting of the Parties to the PPW Agreement and Parties to PGW Agreement respectively after these Agreements come into effect.

At a meeting of the representatives of the Parties to the PPW Agreement (17-20 June 2008, Riga) the draft tariff rates for the use of freight wagons in cross-border traffic were considered, but not agreed upon. The indexation coefficient of the tariff rates, defined on the basis of item 20.1 of the PPW, wasn't agreed upon, either.

The Railways – Parties to the PPW Agreement started fulfilling the task put forward by the XXIII-th CGD meeting in regard to the issue of several railway undertakings of a single OSJD member country joining the Agreement simultaneously. The corresponding draft amendments into the PPW and PGW Agreements were considered at a joint meeting of the representatives of the Parties to these Agreements in early 2009.

The meeting of the representatives of the Parties to the Agreement considered it expedient to verify in 2009 the text of the Rules for the Use of Wagons in International Traffic in view of the changes and amendments introduced after 23rd April 2004, with the purpose of preparing the first official edition of the Rules for the Use of Coaches in International Traffic (PPW) and of the Rules for the Use of Freight Wagons in International Traffic (PGW). In this connection it was suggested that a meeting of the joint editorial group of the OSJD Commission on Freight Traffic and the OSJD Commission on Passenger Traffic in regard to the PPW/PGW issues in regard to the PPW/PGW issues be included into the plan of activities for 2009.

To follow the decision of the XXIII-rd CGD meeting the activities on the subject "Updating of the PGW Agreement and the Rules for the Use of Wagons in International Traffic" were included in the draft Plan of Work of the OSJD Commission on Freight Traffic for 2009.

To follow the decision of the XXII-nd CGD meeting (23-27 April 2007, Tbilisi, Georgia) the preparation of two draft separate agreements was completed together with the OSJD Commission on Passenger Traffic: about using passenger coaches (PPW) and about using freight wagons (PGW) in international traffic. The draft Agreements have been considered and finally approved by the meeting of the representatives of the Parties to the Agreement (12-14 February 2008, OSJD Committee). The Agreements were signed during the XXIII-rd CGD meeting (27 April – 1 May 2008, Teheran) and came into force from 1st January 2009.

Among the participants of the new PGW and PPW Agreements became Railways of the Islamic Republic of Iran and all railways – Parties to the previous PPW Agreement of 1992, with the exception of MAV Cargo, GR and UZ. The joint-stock company MAV participates in the PGW Agreement from the Hungarian Republic.

Within the framework of the subject "Materiel for Combined Transportation" changes and amendments have been introduced and approved into the "Agreement on Organisational and Operational Aspects of Combined Transportation in Communication Europe – Asia" and OSJD Leaflet R 407 "Technical and Operational Requirements for the Combined Transportation Materiel".

In regard to the use of freight wagons in cross-border railway traffic experts of the OSJD Commission on Freight Traffic (further



A new electrical locomotive 2E55K (Ukrzalisnytsia)



A double-decker commuter train of CD (Czech Railways)

on referred to as a Commission) performed their activities.

They have coordinated changes into the OSJD Leaflet O+R 401 "General Conditions for Signing off and Operation of Private Wagons in International Traffic". The meeting of the Commission have supported these changes and submitted them for further approval by the XXIV-th CGD meeting (April 2009).

The experts have agreed upon changes into the OSJD/UIC joint Leaflet O 402 "Rules for the Exchange and Use of New-Generation Wagons in Communication between the Railways of 1435 mm and 1520 mm Gauge Width". After these changes were coordinated with other OSJD railways they were submitted for the approval by the UIC Steering Committee.

The experts have recognized it inexpedient to further apply the OSJD leaflets R 201, R 403, R 596, R 596/1 and R 911.

The Commission's meeting have supported the experts' opinions and made the following decisions:

- cancel the OSJD leaflets R 201 "Recommendations on Economically Expedient Packing of Goods in International Traffic" (19.11.1961) and R 911 "Information Control System of Operational and Freight Activities on Railway Transport" (28.10.1987);
- consider at the OSJD Commission on Passenger Traffic's meeting the necessity of keeping in force OSJD leaflets R 596 "Rules for cleaning, disinfection and disinsection of passenger and isothermal wagons transporting perishable food" (29.08.1972) and R 596/1 "Recommendations for development and application of modern means of mechanization and chemicalization of works when cleaning coaches and wagons" (19.05.1989) in the part of passenger traffic as they have lost they relevancy in the part of the freight traffic;
- consider in 2009 the necessity of cancellation the OSJD Leaflet R 403 "Operational requirements for the application of an intermediate patch" (01.09.1974).

With the purpose of improving and updating the Harmonized Nomenclature of Goods (GNG) the OSJD's leading duty holder – RZD JSC – and the railways using GNG, together with the UIC Steering Committee on NHM issues continued their work to ensure the GNG and NHM harmonization.

As a result of the work done by the leading GNG developer in OSJD – RZD JSC – in accordance with the changes and amendments in NHM and in view of the proposals of the OSJD railways, using GNG, the draft changes and amendments into GNG (version 2007) have been developed and consequently ratified by the decision of the XXIII-rd CGD meeting (27th April – 1st May 2008, Teheran, Islamic Republic of Iran) and came into force on the 1st July 2008.

In the field of the subject "Organisation of large-container traffic in communication between Europe and Asia" the leading duty holder – RZD JSC – together with the concerned railways have updated the database about container trains and con-trailer traffic in international communication, as a result of which a modified electronic version was submitted.

An updated information on the existing container trains and con-trailer traffic on the OSJD railways, prepared by the leading executor – RZD JSC – together with the working bodies of the OSJD Commission on Freight Traffic was published in the OSJD Bulletin No 5-6/2008.

In the field of "Formation of Database of Volumetric Parameters for Container Traffic" the leading executor – UZ – has developed a summary table on the freight large-container transportation volumes on the OSJD railways for 2007. No data has been provided by: AZ, MAV CJSC, VZD, RAI, KZD, ZC, PKP, TDZ, TRK.

On the subject "Studying of Potential Opportunities for the Organisation of Container



A freight train of EVR (Estonian Railway)



North-South express train (Vietnam)

Transportations in Communication China/ Countries of Central Asia – Countries of Europe (through the Countries of Balkan Peninsula)” on the basis of the materials, submitted by KZH, RZD JSC and UZ, the leading duty holder – BDZ EAD – have developed an optimum route for the container train: Urumqi – Dostyk – Iletzk – Suzemka – Zernovo – Konotop – Darniza – Kazatin – Zdolbunov – Kleparov – Ivano-Frankovsk – Chernovtsy – Vadul Siret – (Vikshan) – Bucharest – Giurgiu – Ruse – Sofia – Kulata (Svilengrad/Dimitrovgrad) – Greece (Turkey/Serbia), as well as a Working Report was prepared about the progress gained on this subject.

In early 2007 a timetable for the first group of the European railways was agreed as follows for the international cargo trains in Europe for the period of 2008-2009: Bulgaria (BDZ EAD, NRIC), Hungary (MAV CJSC), Poland (PKP Cargo JSC), Romania (CFR-Marfa JSC), Slovakia (ZSSK Cargo JSC), Czechia (CD), Austria (ÖBB Infrastruktur), Germany (Railion Deutschland), Greece (OSE), GySEV JSC, Serbia (JIS), Bosnia and Herzegovina (ZFBH), Slovenia (SJ), Macedonia (MZ), Croatia (HZ), etc. A decision was agreed upon to continue these activities in cooperation with the Forum Train Europe (FTE) in 2008.

The fifth group of railways (VZD, KZH, KZD, ZC, MTZ and RZD JSC) have concluded the results of the transportation volumes performance for the foreign-trade cargoes in 2007 and have coordinated the export, import and transit freight transportation volumes for 2008 with their distribution by quarters and types of goods for each border station, as well as have drawn up technical and organisational actions to maintain the levels of the agreed volumes.

In June 2008 an OSJD International Conference was held in Odessa (Ukraine) on the subject “Competitive Environment in Railway Freight Traffic” (further on referred to as Conference) with the participation of the representatives of OSJD railways, observers and affiliated enterprises, international organisations (FIATA – International Federation of Freight-Forwarding Associations, IMMTA**, EBA***, Kazakh Academy of Transport and Communication JSC after T.M. Tynyshpaev, Association of Operators on the International

Electronic Document Circulation on Railways (AED), Singapore Logistics Association, as well as national associations of forwarding agents, transport-forwarding and logistical companies of the world. The recommendations and conclusions adopted by the Conference have been approved by the railways to solve the problems of traffic volumes increase, provid-



Railway station Keleti in Budapest (Hungary) after reconstruction



Repair works at Azerbaijani Railways



Modernization of permanent way on Ulan-Bator – Zamyn Ud line (MTZ)

** IMMTA - International Multi-Modal Transport Association

*** EBA - European Business Association

ing railway transportation competitiveness, and have been recognized useful for their further practical use by the railways for the organisation of international freight traffic in communication Europe – Asia – Europe.

1.4. Passenger traffic

Experts of railways have considered the alterations in the tariff rates for the run of special trains and coaches within the framework of the International Passenger Tariff (MPT). The MPT Participants (BC, KZH, KRG, LDZ, LG, RZD JSC, UTI, UZ) have agreed upon the alterations in the tariff rates for the run of special trains and coaches through their territories towards their increase.

In view of the tariff data updating a summary booklet has been agreed upon and issued, which includes:

- Agreement on International Passenger Tariff (MPT);
- International Passenger Tariff (MPT) to the Agreement on MPT and other accompanying documents.

The Booklet was sent to the railways as of 15th May 2008.

In accordance with the proposal of the Latvian Railway the inclusion of the table of the tariff rates for the declared value of luggage and commodity-luggage into Section VI of MPT has been agreed upon.

In 2008 the OSJD Commission on Passenger Traffic have coordinated the time-tables, schemes of passenger trains formation, allocation of coaches in them in international traffic for 2008-2009 of the I-st group of railways (BC, BDZ-EAD, NRIC, MAV, KZH, LDZ, LG, CFM, PKP, RZD, CFR, ZSR, ZSSK, UZ, CD) and for 2009-2010 of the II-nd group of railways (VZD, KZD, ZC, MTZ, RZD). As a result of these consents it was stipulated to organise regular runs of international passenger trains and direct coaches on 57 routes for the I-st group of railways, including a new route Saint Petersburg – Zagreb. The traffic volumes of the international passenger trains and traffic routes of the II-nd group of railways remained the same.

On the basis of the developed and coordinated time-tables of international passenger trains the international passenger time-table handbook "EuroAsia Rail" has been issued for public use.

It is necessary to note, that due to the introduction of Schengen visas in the Baltic countries and Poland there was a considerable (fall up to 60%) in passenger traffic volumes in cross-border transportation with the non-Schengen states. As a result the volumes of regular trains in particular running through the border stations Brest – Terespol, Grodno – Kuznica (BC-PKP) were reduced. In 2008 the tendency of passenger volumes reduction between Russia and China continued.

For the ticket reservation electronic sys-



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



A new universal freight wagon (Slovakia)



OSJD International Conference, organised by PLASKE – OSJD affiliated enterprise (June 2008, Odessa, Ukraine)

tems interaction the actual versions of the OSJD/UIC leaflets used in passenger traffic were considered to ensure uniform digital coding of routes, analytical numbering of passenger trains, registration of travel papers for passengers, mutual accounting for the rendered services.

International experience has been considered in regard to the registration of travel papers for cross-border transportation through the Internet, as well as issues of organisation of ticket registration from a station of other state according to the Tariff "East - West" and development of the software for the ticket reservation electronic systems interaction in the part of providing reference data.

It has been made possible to register the reserved seats with a particular coach number indication.

The draft OSJD Leaflet R 103 "Recommendations for the Designation of Seats, Couchettes and Berths" in regard to the numbering of places in coaches depending on type of the coach has been developed.

An arrangement with PKP has been reached, according to which it became possible to register reserved seats in one coach of train No. 9/10 Warsaw – Moscow – Warsaw by electronic reservation systems after train's departure from the marshalling or turn-over station.

Started was the development of a draft OSJD Leaflet "General Requirements for Typographical Manufacturing of Travel Papers RCT 2 Express".

Also defined was the application procedure for the "Rules for Accounting in International Passenger and Freight Traffic" or "Accounting Regulations for the East-West Tariff" at the accounting for passenger transportation.

During the XXIII-rd CGD meeting (2008, Teheran) the Agreement on the "Rules for the Use of Coaches in International Traffic (PPW)" was signed with effect from 1st January 2009.

The proposed changes and amendments received from the railways have been discussed in view of the new PPW Agreement.

1.5. Infrastructure and Rolling Stock

In the accounting year the OSJD Commission on Infrastructure and Rolling Stock continued their work in accordance with the specific tasks outlined in the approved Plan of Activities for 2008 in technological field of railway infrastructure and operational equipment of railway transportation.

The Commission's activities and its fields of work continued in five subjects, on which 12 expert meetings were held, including a meeting of the OSJD/UIC Joint Working Group and an annual meeting of the Commission. Experts of 17 OSJD member countries (19 railways), which participated in the work on the abovementioned subjects of the Commission in the accounting year, have achieved positive results: the Commission's meeting have approved 11 new and updated 20 technical documents – leaflets of recommendatory (R) nature, as well as agreed upon draft 3 new and 11 updated leaflets of obligatory or obligatory-recommendatory nature with their subsequent submission for the ratification by the XXIV-th CGD meeting.

In the field of the subject "Rolling stock



EP09-series modernized electrical locomotive of PKP



New emu of Bulgarian BDZ in Sofia outskirts



Nürnberg - Ingolstadt section of an ICE high-speed railway line of DB AG (OSJD observer), built by Max Bögl (OSJD affiliated enterprise, Germany)



A modernized electrical locomotive of CD (Czech Railways)



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

gauges in international traffic in view of interoperability" the activities proceeded together with the UIC. The Committee's meeting have consolidated Annex A "Methodology of Gauge Calculation for the Traction Stock" to the OSJD/UIC joint Leaflet O 500/V 505-6 "General Provisions for Rolling Stock Gauges in Interoperable (without being unloaded or transferred) International Traffic" and submitted for further ratification to the XXIV-th CGD meeting in 2009.

The experts from 10 participating OSJD railways have considered and consolidated at their meeting the first edition of the draft Annex B (B) "Space for the Current-Collecting Gear (Pantograph) in the Top Part of Construction Gauge. Requirements for the Rolling Stock Loaded on a Ferry" to the OSJD Leaflet O 500/UIC V 505-6 "General Provisions for Rolling Stock Gauges in Interoperable (without being unloaded or transferred) International Traffic".

Experts of 13 OSJD railways (BC, NRIC, MAV, KZH, KZD, LDZ, LG, CFM, PKP, RZD, ZSR, UZ and CD), as well as 7 OSJD affiliated enterprises: Vossloh Fastening Systems GmbH and Vossloh Cogifer, Elektro-Thermit GmbH&Co.KG, Railtech Slavjana LLC, Railway Research Institute (VUZ) JSC, KPM Consult JSC, Kerch Switch Works LLC, Dnepropetrovsk Switch Works JSC participated in the solution of a wide spectrum of specific issues related to the subject of "Track and engineering structures", which were discussed at 4 meetings.

The terms of reference of subject No. 2, within the framework of which a wide range of questions is drafted, i.e.: on rails, cross-sleepers and timbers, rail fastenings, ballast, subballast basement, railway bed, continuous-welded rail track, switches, mechanization of track maintenance works, diagnostics of individual parts of top and bottom structures of railway track and engineering structures, etc., are very extensive and versatile from the point of view of their potential and perspective development taking into account the assets invested, influence of railway transportation on the environment, possibilities to raise the speeds of movement, improvement of comfortableness of trains movement with a required operational safety. In 2008 an almost-four-year work was completed aimed at the discussion and subsequent updating of the regulatory documentation use in this area. The Commission has ratified 11 updated recommendatory leaflets, developed by experts, consolidated the drafts of 8 updated obligatory and obligatory-recommendatory leaflets, which were submitted for the approval by the XXIV-the CGD meeting in 2009. The Commission has also approved 4 new leaflets of recommendatory nature.

Within the framework of this subject a wide spectrum of issues was under successful consideration aimed at a complex diagnostics of roadbed and engineering structures.

In the field of the subject "SFT and Communications

Networks" 4 new leaflets have been developed and approved, which are designed to improve the quality of technical diagnostics of railway automatics and telemechanics devices, to increase the reliability of these devices operation in winter conditions, as well as to better the work organisation of operational-technological interaction at frontier territories of railways.

Besides 3 out-of-date leaflets adopted in the 1980th have been updated and re-approved. These leaflets have been updated in connection with the modern equipment of railway automatics and varied conditions of operation resulting first of all from the increased speeds of movement.

In 2008 the basic work of the experts participating in the subject "Power supply and power traction devices" was aimed at perfecting and developing recommendations on the jet power compensation devices and filtration of sinusoidal components of power traction substations of 25 kW 50 Hz with a single-phase transformers, as well as recommendations for microprocessor equipment application in the technological control systems of railway power supply devices.

The general technological requirements to polymeric rod isolators for catenary systems of electrified railways have been drafted and coordinated.

The experts of BC, ZSR, UZ and CD took the most active participation in the development of documentation.

The SNCF specialists took part in the expert meeting having delivered a presentation about the high-speed lines in the East of France and about the devices of their power supply.

In the plan of work for 2009 the experts envisaged this cooperation which would be continued with SNCF specialists in the field of railway transportation power supply.

In 2008 the experts working in the field of the subject "Rolling stock for railways. Technical requirements for its elements", 12 leaflets have been developed and updated reflecting the issues of technological processes perfection at repair and operation of rolling stock, as well as OSJD/UIC joint Leaflet O+R 524 "Coaches. General requirements for adjustable wheel sets for the railway systems of 1435 and 1520 mm".

Representatives of an OSJD affiliated enterprise – MTK Group LLC took part in the expert meeting and made a presentation about the storage batteries development for the railway rolling stock.

Following the decision of the XXII-th CGD meeting (Tbilisi, 2007) and according to the Plan of Work of the Commission for 2009, approved by the meeting of Plenipotentiary Representatives of CGD and SM (December 2008), the activities were opened in the field of the subject "Complex system of infrastructure diagnostics".

1.6. Coding and Information Technology (IT)

In 2008, the activities of the OSJD Permanent Working Group on Coding and IT (PWG CIT) were carried out in accordance with the decisions of the Conference of General Directors (authorized representatives) of the OSJD railways in cooperation with the UIC, CIT and RAILDATA in favour of development of Euro-Asian railway services.

Work within the PWG CIT was related to the following subjects:

- updating of joint OSJD/UIC leaflets and UIC leaflets adaptation for OSJD railway conditions;
- activities of the Joint OSJD/UIC Group on "Coding and IT";
- allocation of 4-character codes according to Leaflet 920-1 "Standard digital coding for railway undertakings, infra-



Pendolino high-speed emu of Finnish Railways
(OSJD observer)



A new experimental double-decker sleeping car of RZD JSC

structure managers and other companies participating in railway traffic”;

- “Paperless technology for the carriage of goods in international traffic”;
- OSJD Web-site;
- “Security of information resources and information-telecommunications Infrastructure”;
- “Information support for freight traffic - Technical specifications for interoperability (TAF TSI)”, “Information support for passenger traffic - Technical specifications for interoperability (TAP TSI)”.

The experts of the PWG CIT group worked on 14 leaflets related to coding, three of which were submitted for the approval by the XXIV Conference of General Directors.

The following information on joint leaflets was presented and respective issues were discussed at the meeting of the Joint OSJD/UIC group on Coding and IT:

- information on introduction and updating of the ENEE database;
- information on TAF TSI, TAP TSI, OPE TSI (Appendix II);
- UIC representatives also participated in further work and meetings of the PWG CIT on the following topics: “Coding and Informatics”, “Paperless technology for the carriage of goods in international traffic”, “Information support for freight and passenger traffic. Technical specifications for interoperability (TAF TSI)”.

Within the framework of the RICS project in cooperation with the UIC work was performed related to allocating 4-character codes for railway undertakings (according to Leaflet O 920-1). 24 codes were allocated in 2008.

The experts of the Working Group on paperless technology worked on Leaflet O+R 404-2, Leaflets O+R 943 and O+R 944 were updated and supplemented with IFTMIN 97A message data element description and qualifiers for wagon and container note data according to the CIM/SMGS Consignment Note Manual.

Within the framework of the joint OSJD/CIT project, the experts of the PWG CIT on paperless technology discussed the presentation on “Specifications of the CIM/SMGS electronic consignment note” made by the CIT. After discussion proposals and remarks were prepared, which were subsequently agreed by the CIM/SMGS Steering Group.

The experts of the PWG CIT on paperless technology together with CIT and RAILDATA representatives discussed the presented information on “Specifications of the CIM/SMGS electronic consignment note”. Issues on the format of messages for data transmission and horizons of the use of electronic consignment note were covered in the course of discussions

Experts from the PKP, “RZD” JSC, ZSSK Cargo and UZ representing the OSJD in the CIM/SMGS Group were agreed for coordination with the RAILDATA. The meetings of the joint CIM/SMGS working group were held in October and November 2008. Three meetings of the group are to be held in the OSJD member states in 2009 and if necessary, two extra meetings will be convened.

The progress of work to implement the project of “Information Support with Electronic Data for the Carriage of Goods by the SMGS consignment note in International Traffic” between the OSJD railways was considered.

In 2008, the experts of the PWG CIT considered and agreed on the Technical Task and the OSJD Web-site design, which were developed by the “RZD” JSC. In November 2008, they considered and approved the first part of the OSJD Web-site and presentation of its second part i.e. a dynamic part (creation of “internal” pages for



Central railway station in Berlin
(DB AG – OSJD observer)



PWG CIT expert meeting (16-18 June 2009, Ukraine)

interaction of the OSJD commissions and working groups on a real-time basis). As a result, the OSJD Web-site was launched at: www.osjd.info (changed to www.osjd.org subsequently).

The "RZD" JSC and BC railways, being leading performers, submitted draft leaflets of "Principles for Creation of Information Security in interaction of digital telecommunication networks" and "Organisational-Legal Measures for providing information security in railway traffic". Draft leaflets were updated and agreed according to the due procedure and were presented for the approval by the meeting of the PWG CIT group (November 2008).

The BC proposed to discuss, within the OSJD, the issue on organizing the safety information interchange between the railways of the OSJD member states, using technologies of digital signature, which is to be included in the Plan of Work of the PWG CIT for 2009.

The PKP held a seminar on TAF TSI and TAP TSI with participation of lecturers from five countries and 29 delegates from 11 states. The meeting material was sent to all the OSJD railways by e-mail.

Less than two thirds of the OSJD members take part in the meetings of the PWG CIT, the railways of the Asian countries are represented by the KZH only.

Cooperation with the UIC and CIT was improved in 2008.

1.7. Finance and Accounting

In accordance with the Plan of Work for 2008 and the decision of the XXIII Conference of General Directors (Teheran, 2008) the work of the Permanent Working Group on Finance and Accounts (hereafter referred to as PWG FA) was mainly carried out in the following aspects:

- 1) Updating of the current agreements: "Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic" (hereafter, "Agreement on the Rules...") and "The Rules for Accounting in International Passenger and Freight Railway Traffic" (hereafter, "Rules for Accounting...") in view of modern economic conditions of the OSJD railways operation and each country's legislation;
- 2) Improvement of the financial-accounting activity between the railways and establishment of a commission for regulating mutual accounts;
- 3) Development of measures, at an expert level, to improve techniques and decrease deadlines of accounts to be settled;
- 4) Further cooperation with the UIC on financial and accounting matters.

According to the Plan of Work two meetings of the railways, which participate in the "Agreement on the Rules...", were held in 2008. Representatives from the parties to the "Agreement on the Rules..." took part in the meetings of the PWG FA.

Representatives of 17 railways were present at the first meeting, 19 railways were represented at the second meeting i.e. 83% on average, which resulted in competent decisions made. Representatives of four railways did not attend either of the abovementioned meetings. 10 railways were represented at the meetings of the expert group i.e. 67% of all the PWG FA participants.

Updating of the current "Agreement on the Rules..." and "Rules for Accounting..."



A modernized electrical locomotive of CFR Marfa (Romania)



An electrical locomotive of CTL Logistics (OSJD affiliated enterprise, Poland)

was in progress within the framework of the PWG FA group in view of modern economic conditions of the OSJD railways operation and each country's legislation and proposals made by the railways members. Based on the constructive and reasoned discussion, the decision was made to introduce a number of alterations and supplements in to the "Rules for Accounting...". Some of them would be finalized and considered at the following meetings.

All the alterations and supplements were sent to the parties to the "Agreement on the Rules..." and brought into force at the set time.

In view of the introduced alterations and supplements, work was carried out to publish the updated version of "Agreement on the Rules..." and "Rules for Accounting..." as of 31 January 2008. The OSJD Information Reference Book on mutual accounts in passenger and freight traffic was republished with updated information on banking details and juridical addresses of accounting authorities, which were submitted by "Agreement on the Rules..." railway members.

A number of "Agreement on the Rules..." railway members continued reforming their railway transport, basically, in the way of separation of infrastructure, passenger and freight traffic and increase in the number of carriers. Emergence of new juridical entities requires certain alterations in the accounting system in international traffic within the framework of "Agreement on the Rules...". At the meeting of the PWG FA (on 3-5 March 2008) an issue was discussed, which was related to possible accession of new parties to "Agreement on the Rules...".

The participants requested the Chairman of OSJD Committee to clarify the issue. Clarification came from the OSJD



A new dmu of PESA Bydgoszcz (OSJD affiliated enterprise, Poland)

lawyer who stated that there were no obstacles in the way of accession to "Agreement on the Rules..." for any railway that settles accounts for transport services processed by means of SMPS and SMGS carriage documents in case all the parties to "Agreement on the Rules..." unanimously agree on it.

So far, within the framework of the PWG FA, there is a common agreement to preserve the current procedure for accounts made by means of the common accounting authority in the name of the party to "Agreement on the Rules...".

In execution of the decision of the XXIII Conference of General Directors, the Commission on settlement of mutual accounting of the parties to "Agreement on the Rules..." was set up at the meeting of the PWG FA. It was formed at the OSJD Committee. The Commission was composed of representatives of seven railways: MAV JSC, KZH, LG, PKP, "RZD" JSC, UTI, CFR Marfa as well as representatives of the OSJD Committee.

The first meeting of the Commission (23 October 2008) considered issues on the Commission activity to be organised on the



An international express train of Serbian Railways (OSJD observer)



Bratislava railway station (Slovakia)

basis of the Statute on the Commission on settlement of mutual accounting of the parties to "Agreement on the Rules...". The Commission would consider the issues on settlement of debts of the railways, which could not be solved by the standing procedure.

While discussing the indebtedness matters the BDZ proposed to the OSJD Committee not to take into account the debts resulted in accounting within the transport law that is out of the bounds of the SMGS and SMPS Agreements, when compiling the dynamics of indebtedness between the OSJD Railways. The proposal would be discussed at the following meeting of the PWG FA.

As of 31.01.2009 indebtedness of the parties to "Agreement on the Rules..." was remaining at the last year level and amounted to 254.4 million CHF. The KZH, LDZ, LG, PKP, ZSSK Cargo, RZD, UZ, CD, EVR had no debts. Indebtedness of AZ, MAV and TDZ decreased. However, including the debts of the RAI and TRK, which are not parties to "Agreement on the Rules...", the total indebtedness of the OSJD Railways amounted to 297.2 million CHF i.e. increased by 9.8%.

As far as further improvement of the PWG FA activities within the framework of international railway traffic is concerned, the expert group's two proposals on the accounting term reduction were approved.

Two other proposals will be considered again at a regular meeting of PWG FA.

Following the decision of the XXIII CGD meeting, cooperation with the UIC was continued and, thereby, OSJD/UIC International Seminar was held to discuss UIC Code 304-O i.e. "Rules for accountancy and allocation regulations between carriers applicable to international freight traffic". Representatives of 11 OSJD member countries participated in the Seminar. The topic was very urgent since a new edition of UIC Code 304-O entered into force on 1 February 2008 and it contained a number of rules and conditions for the carriers who apply the COTIF transport law and for other carriers who have contract relations with them. Mr. Ryszarski Grzegorz, member of the working group, which supports UIC Code 304-O, and Mr. Nogly Libor, Director of the Counting organisation of the CD, made Seminar reports. A number of issues on the



A track-laying machine of Plasser & Theurer (OSJD affiliated enterprise, Austria)



Reconstruction of yards and platforms at Brest-Zentralny (BC)



Transportation of cargo by POLZUG Intermodal (OSJD affiliated enterprise, Germany)

application of a new leaflet i.e. UIC Code 304-O were raised at the Seminar.

2. Activities of the OSJD Governing Bodies

2.1. OSJD Ministers Conference

At the XXXVI session of OSJD Ministers Conference (Kiev, June 2008) the main issues of OSJD activities were considered and respective decisions were taken:

- Complex Plans for Transportation and OSJD Transport Corridors (No. 5, 7, 8 and 13) Development were approved for the period up to 2010. At the same time the OSJD Commission on Transport Policy and Development Strategy was entrusted to carry out the transport corridors monitoring in 2011 – 2015 and to make regular reports on the results at the session of OSJD Ministers Conference;
- the progress of work on the SMPS and SMGS revision was approved and the OSJD Commission on Transport Law was entrusted to coordinate further work on the revision of the agreements and work on updating of the OSJD basic legal documents as well as to draft “General provisions of the agreement on the carriage of passengers in international traffic” and “General provisions of the agreement on the carriage of goods in international traffic” as annexes to the draft Convention.
- the progress of introduction of the CIM/SMGS consignment note was approved and promotion of wider introduction of the CIM/SMGS consignment note in international freight traffic between the countries, which apply the CIM and SMGS, was recommended;
- the progress of work carried out by the ERA/OSJD ad hoc group was approved;
- the work performed in 2007-2008 by the ad hoc group responsible for updating of the OSJD basic legal documents was approved including some documents developed by the ad hoc group in 2005-2008;
- the rules of procedure for the ad hoc group engaged in updating of the OSJD basic legal documents were approved;
- the ad hoc group was entrusted to continue its work on updating the OSJD basic legal documents in coordination with the ad hoc groups responsible for the SMPS and SMGS revision as well as the OSJD experts on infrastructure and rolling stock;
- the current procedure for “Distribution of officer posts at the OSJD Committee i.e. posts of chairmen and experts of the OSJD working bodies” has been prolonged from 1 July 2008 up to 30 June 2010.
- the directing officials of the OSJD Committee have been assigned for the period of up to 30 June 2010.

The Ministers Conference approved the Report on OSJD Activities for 2007, Report of the Audit Commission for 2007, OSJD Committee budget (final budget for 2008 and preliminary budget for 2009) and OSJD Programme of Work for 2009 and the years to come.

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

The XXIII meeting of Conference of General Directors (CGD) of OSJD Railways was held on 27 April – 1 May 2008 in Teheran (Islamic Republic of Iran). The General Directors and authorized representatives of the OSJD Railways, observers and affiliated enterprises, in total from 25 countries, participated in the Conference.

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

- adopted were the supplements to the harmonized nomenclature of goods (GNG) with their introduction into effect on 1 July 2008.
- adopted were 10 leaflets and annulled were 4 leaflets with regard to infrastructure and rolling stock;
- adopted were 2 OSJD leaflets and 3 joint OSJD/UIC leaflets for Coding and IT;



Presidium of the XXXVI session of the OSJD Ministers Conference
(Kiev, Ukraine, 10-13 June 2008)

- taken was the decision on setting-up of the Commission on settlement of mutual accounting of the parties to “Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic” and the Statute on Commission was adopted;
- the heads of railways, having long-standing debts, were advised to take measures on payment of their debts;
- adopted was the OSJD Programme of work for 2009 and the years to come in the field of passenger and freight traffic, infrastructure and rolling stock, coding and IT as well as finance and accounting,



Presidium of the XXIII meeting of the Conference of General Directors (authorized representatives) of OSJD railways (Teheran, Iran, 27.04-01.05.2008)

- taken was the decision on timely augmentation and management of the OSJD Web-site in full swing by 1 January 2009;
- status of an OSJD affiliated enterprise was granted to the following companies: “Dnepropetrovsk Switch Works” JSC, which produces turnout switches and spare parts (Dnepropetrovsk, Ukraine); Sigma LLC, repair and manufacturing of railway rolling stock (Poznan, Poland); BETAMONT LLC, repair and manufacturing of SFT equipment (Zvolen, Slovakia).

The CGD meeting considered the information to be presented at the session of OSJD Ministers Conference and respective recommendations of the CGD for the session were prepared, in particular, those concerning the Report on OSJD activities in 2007, budget of the Committee, distribution of directing official posts at the OSJD Committee, distribution of officer posts at the OSJD Committee i.e. posts of chairmen and experts of the OSJD working bodies for the period of up to 30 June 2010, documents drafted by the ad hoc group on updating of OSJD basic legal documents. The following was also done at the CGD meeting:

- agreed were draft alterations and supplements to the current Agreement on organisational and operational aspects of combined traffic between Europe and Asia;
- concerted was new version of Appendix III to the Agreement on organisational and operational aspects of combined traffic between Europe and Asia.

The following documents were signed during the CGD meeting:

- Agreement on “The Rules for the Use of Passenger Wagons in International Traffic (PPW)”;
- Agreement on “The Rules for the Use of Freight Wagons in International Traffic (PGW)”.

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

3.1. Cooperation with Observers

The German Railways JSC (DB AG), French Railways (SNCF), Organisation of Greek Railways (OSE), Finnish Railways (VR), Public Enterprise “Serbian Railways” (JIS) and Győr-Sopron-Ebenfurt Railway Co. JSC (GySEV) enjoyed the status of OSJD Observer.

The observers actively participated in the meetings of the OSJD Commissions and the sessions of OSJD experts with regard to certain topics, in particular, the issues on transport policy, improvement of transport law, bet-



A freight train of Greek Railways (OSE – OSJD observer)

ter performance of border stations, tariff and commercial matters, rules for the carriage of dangerous goods, organizing the large container traffic between Europe and Asia as well as development of leaflets of technical nature.

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

3.2. Cooperation with Affiliated Enterprises

The number of the OSJD Affiliated Enterprises continued growing in the reporting period. In 2008, five more companies signed agreements on cooperation and the number of enterprises, which have agreements on cooperation with the OSJD, amounted to 28 in the end of 2008.

Most of the cooperating enterprises were related to the field of manufacturing of hardware and equipment for railways and transport construction. They actively took part in the meetings of the Commission on Infrastructure and Rolling Stock, in drawing up technical regulations for track facilities and rolling stock, in the meetings of the OSJD Permanent Working Group for Coding and IT.

At the expert meetings the affiliated enterprises were offered an opportunity to represent their products. Three enterprises attended the CGD meeting as guests.



V43 electrical locomotive of Austro-Hungarian company GySEV (OSJD affiliated enterprise)



A tank-wagon of Neftechimtrans state enterprise (NHT – OSJD affiliated enterprise, Russia)

4. Cooperation with International Organizations

4.1. Cooperation with UNECE



Joint meeting of Plenipotentiary Representatives of Members of OSJD Ministers Conference and General Directors Conference, 09.12.2008, OSJD Committee

An important aspect of the OSJD activities is cooperation with the UNECE by means of participation in the meetings of a number of the OSJD working groups: on railway transport (SC2); customs issues affecting transport (WP.30); transport trends and economy (WP.5); interoperable traffic and logistics (WP.24), transportation of dangerous goods (WP.15).

The positive outcome of cooperation were activities to bring OSJD corridors in conformity with requirements of the European Agreement on main international Railway Lines (AGC), as well as joint actions to facilitate border-crossing procedures for railway traffic, which

made preparation possible to prepare and convene, under the aegis of the UN, International conference on facilitation of border crossing procedures for railway traffic with participation of the governments, customs and border authorities, railway administrations, and other organisations concerned.

Much attention was paid to the issue of the adoption of Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under cover of SMGS consignment notes. However, since February 2007, when the UN approved the Convention for signing, except the Ukraine, other countries have not signed it for a number of reasons.

The OSJD experts actively participated in the meetings of the UNECE ITC Working Party (WP.15) on the transportation of dangerous goods in order to coordinate the activities carried out by the OSJD with regard to harmonization of the Rules for the Transportation of Dangerous Goods.



Presentation of AXTONE (OSJD affiliated enterprise, Poland) products during the meeting of the V-th OSJD Commission (23.06.2009, OSJD Committee, Warsaw)

4.2. Cooperation with UNESCAP

In the reporting year the OSJD continued its cooperation with the UNESCAP in relation to their two joint projects:

- Organisation of demonstration runs of container block-trains along the Northern Corridor of the Trans-Asian Railway (Project 1) (hereinafter, TARW NC);
- Development of Euro-Asian railway routes, with special attention to the landlocked countries of Asia and Caucasus Region (Project 2).

The railways, which are parties to Project I, carried out a considerable amount of work and had significant progress in planning and implementation of demonstration runs of container block-trains. Today a lot of trains run along the TARW NC on a regular basis.

The Kazakhstan National Railway Enterprise (KZH), leading performer of the second stage of Project II, took into account the remarks and proposal made by the OSJD Railways and selected three existing routes as optimal:

1. Shenzhen – Alashankou/Dostyk – Iletsk I – Zernovo – Chop – Cierna nad Tissou – Pardibice;
2. Lianyungang – Alashankou/Dostyk – Saryagash – Ulugbek;
3. Lianyungang – Alashankou/Dostyk – Saryagash – Assake.

The leading duty holder – KZH – prepared its report on the progress of work and a presentation of optimal routes for container trains to Kazakhstan and through Kazakhstan to the countries of Europe and Central Asia.

4.3. Cooperation with OTIF

In 2002, the OSJD and OTIF signed a joint document named as “Common Point of View”. Since then the two organisations fruitfully cooperate in the field of harmonization of two legal regimes, increase in traffic volume, facilitation of border-crossing procedures, development of transport corridors and technical fitting of rolling stock.

One of the first priorities was the solution of the problems with regard to facilitation of border-crossing procedures in international freight traffic at the interface between the two transport law regimes, SMGS and CIM.

In the reporting year activities on development of ancillary documents to the CIM/SMGS consignment note continued, with special attention to the digital version of the CIM/SMGS consignment note.

In 2008, the OTIF actively participated in the meetings of the OSJD ad hoc group for the SMPS revision and meetings of the OSJD Commission on Infrastructure and Rolling Stock.



International conference, organised by KPM Consult (OSJD affiliated enterprise, Czechia) in Skalica (Slovakia, 2008)

4.4. Cooperation with UIC

In 2008, cooperation with the UIC continued on the issues described in the plans of work of the OSJD working bodies, in view of the programmes and plans of work of both organisations. Cooperation with the UIC is aimed, first of all, at introducing a global approach to the Eurasian railway transport system in view of the interests of the railways and at harmonization of operational and technical conditions of the railway transport in the field of activity of the two organisations. Representatives of the railway industry are involved in the process of improving the interoperability and increasing the railway transport efficiency.

The cooperation is conducted in various forms, starting with the information and documentation exchange and ending up with joint developments.

In 2008, joint activities with participation of the parties concerned were carried out with regard to the following: harmonized nomenclature of goods, technical specifications for rolling stock, gauges, digital interchange of data of the CIM/SMGS consignment note and other issues.

Joint OSJD/UIC Group on Coding and IT continued their activities.

The OSJD Committee was represented at the meeting of the UIC General Assembly.



OSJD-DG TREN joint seminar (26-27 May 2009, Warsaw)

4.5. Cooperation with ERA

In 2008, four meetings of the OSJD/ERA Contact Group were held in compliance with the Memorandum of Understanding. In particular, the joint work had the following objectives at that stage:

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

The results of the OSJD/ERA Contact Group's work on the analysis of technical specifications of the 1520-mm and 1435-mm systems enabled the ERA to recommend the European Commission to include the basic specifications of the 1520-mm rail system into the TSI, which were under development, along with those of the 1435-mm system.

It meant that the EU admitted the fact that it was necessary to include the 1520-mm system into the EU legislation, and it was one of the main objectives of the activities carried out by the OSJD/ERA Contact Group.

The TSI are documents to be applied on a mandatory basis across the EU. Therefore, the 1520-mm rail system would be described in the EU technical legislation along with the 1435-mm system.

The OSJD/ERA Contact Group's



Participants of the CIM/SMGS meeting in OSJD Committee, 08.12.2008

activities certainly contributed to respecting the interests of the 1520-mm rail systems of the non-EU countries, whereas the documents, being developed by the EU, contained the key initial data of the 1520-mm system described in the TSI in the format, which corresponds to the interests of the OSJD member countries.

In 2008, the tasks assigned to the OSJD/ERA Contact Group in compliance with the Memorandum of Understanding were completed and the first document called "Infrastructure. Permanent way" was developed.

The OSJD/ERA Contact Group's work requires continuation in order to develop the remaining eight joint documents, specified in the Memorandum of Understanding in 2008.

The participants of the meeting considered it advisable to continue cooperation in the framework of the OSJD/ERA Contact Group in order to develop proposals and prepare the material for description of the 1520-mm rail system specifications in the EU TSI.

The participation of experts of the OSJD member countries in the process of describing the 1520-mm rail system already made it possible to avoid mistakes and confusions, and it affected the process of including the 1520-mm rail system into the TSI, which ultimately would make it possible to protect interests of the railway undertakings and companies manufacturing components for the 1520-mm rail systems of the non-EU countries. The more correctly the 1520-mm rail system would be described in the TSI, the more effectively the interests would be protected.



A meeting of AWG on updating OSJD fundamental documents

5. OSJD Committee Activities

5.1. General Issues

In 2008, the OSJD Committee continued its activity aimed at completing different tasks, stipulated by the OSJD fundamental documents and decisions of the OSJD governing bodies. Being the executive body of the OSJD, the Committee took coordinated measures for organizing and implementing the programmes and plans of the OSJD working bodies.

At seven meetings of the OSJD Committee, the results of work were considered, performed by the Commissions and PWGs within the year, including the reports on the meetings of the OSJD working bodies and other international organisations, at which members of the OSJD Committee participated, as well as the draft decisions on the issues to be submitted for the approval by the OSJD governing bodies in the field of transport policy, transport law, combined traffic, technical and other issues.

The OSJD Committee acted as a secretariat to prepare and conduct the XXIII CGD meeting in Teheran and the XXXVI Ministers Conference session in Kiev.

The major issues tackled within the framework of the OSJD were as follows: facilitation of border-crossing procedures, revision of the Agreement on



OSJD Committee members, August 2009, Warsaw

International Freight Traffic (SMGS) and Agreement on International Passenger Traffic (SMPS), development of functional and legal specifications of the CIM/SMGS digital consignment note, updating of the OSJD fundamental documents and other issues.

On the basis of concluded agreements and on mutually beneficial grounds, the OSJD Committee cooperated with international organisations, observers and affiliated enterprises. In accordance with the decision of the XXIII CGD meeting the OSJD Committee signed three agreements with the affiliated enterprises.

In 2008 representatives of 24 OSJD member states worked for the OSJD Committee: Turkmenistan was not represented.

On 1st April Deputy Chairman of the OSJD Committee from the People's Republic of China, and on 1st September – Secretary of the OSJD Committee, a representative from the Republic of Hungary, were substituted. On the 21st January 2008, after four years' absence, a representative from Romania began his work at the OSJD Committee. Besides, rotation of the representatives from the OSJD member states: Republic of Belarus, Republic of Bulgaria, Democratic People's Republic of Korea, Republic of Latvia and Ukraine, was done. In 2008, seven representatives of the OSJD member states were rotated in total.

Three staff members also underwent rotation.

In 2008, 96 meetings of the OSJD working bodies were conducted, 42 of which were held in the OSJD Committee's premises. Like in the previous years, the OSJD Committee analyzed the OSJD member states' participation in the activities of the OSJD Commissions and Permanent Working Groups in order to optimize the OSJD performance.

5.2. Publishing Activities

In 2008, the journal was published as scheduled. Four single issues and one doubled issue (issue No.5-6) of the OSJD Bulletin journal were brought out in Russian, Chinese and German languages. The translation into German was backed up by the DB AG.

In 2008, the number of journal copies of each issue amounted to 3000, 1880 copies of which were published in Russian, 690 – in German and 430 – in Chinese.

The Bulletin was supplied to all the OSJD member states, observer railways, and affiliated enterprises free of charge. It was also supplied to the international and other organisations and individual subscribers for separate charge in more than 40 countries. On a free-of-charge exchange basis, the OSJD Bulletin was delivered to the railway periodical publishers. The printed matters were distributed at railway exhibitions, conferences and other events, as well.

The subjects of the published material were mainly related to the basic decisions of the OSJD governing and working bodies. The articles of the heads and experts of the railways and ministries of the OSJD member states, observers, affiliated enterprises and OSJD Committee were published in the journal.

Also published in the journal was information on development and reforms of the OSJD member states railways and observers, CIM/SMGS consignment note, most important events occurring in the course of activity of the OSJD and railways, railway exhibitions and conferences and other material, including the reference and statistics information supplied by the OSJD Commissions.

Last year marked the 50th anniversary of the journal and its issue 4/2008 was the jubilee 300th issue.



A freight train of UNIFERTRANS
(OSJD affiliated enterprise, Romania)



Participants of OSJD Committee meeting, 18.05.2009

Therefore, on 8-9 December the jubilee meeting of the "OSJD Bulletin" Editorial Board and an International Seminar on the "Role of special-purpose railway printed publications in the development of railways" were conducted. The events were attended by the top officers and members of the OSJD Committee, members of the "OSJD Bulletin" Editorial Board, chief editors and representatives of special-purpose railway printed publications, press services, railways and other transport-related organisations. In total 50 participants from 27 countries were present at the meeting. They formulated a number of proposals and recommendations for developing the cooperation and establishing closer contacts between the railways printed publications of the OSJD member states and observers. The purpose of the cooperation was exchange of experience, coordination of activities and coalition of efforts aimed at popularizing the activities of the OSJD member states railways, increasing the competitiveness of the railway transport industry, attracting the clients for railway passenger and freight traffic. The participants of the seminar proposed to establish an informal association of the railway printed publications of the OSJD member states and observers.

In the reporting year an agreement was signed between the OSJD Committee and "Deine Bahn" branch journal concerning cooperation between the OSJD Bulletin and "Deine Bahn" editorial staff and verbal arrangements were made for signing similar agreements with other publishers.

Some requests were received to publish articles on OSJD in various journals of OSJD member countries.

Besides, the OSJD Bulletin editing staff have completed the following activities:

- stands with information on OSJD were developed and drawn up, located at the OSJD Committee;
- a stand with information on OSJD in Polish was developed and drawn up on the eve of the jubilee meeting of the Editorial Board, located in the premises of the Warsaw Railway Transport Museum;
- data and materials were prepared to launch the updated OSJD Web-site (launched in October);
- both OSJD Information Handbook and Report on OSJD Activities for 2007 were prepared in Russian, Chinese, German and English;
- Bulletin of Main Statistical Data on Railway Transport for 2007 in 4 languages in coordination with the OSJD Commission on Transport Policy and Development Strategy;
- "EuroAsia Rail 2009" Timetable Handbook for international passenger traffic was drafted in coordination with the OSJD Commission on Passenger Traffic;
- calendars with the OSJD meetings timetable for 2009;
- annual filing of the journal was made.



Participants of the solemn meeting dedicated to the 50th anniversary of OSJD Bulletin (Warsaw, 8.12.2008)

SUMMARY

on Participation of OSJD Members in Agreements and Treaties in Force within the OSJD Framework (as of 15.03.2009)

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

**XXIV-th Meeting of General Directors (Authorized Representatives) Conference of OSJD Railways
(Russian Federation, Moscow, 20-24 April 2009)**







XXXVII-th Session of OSJD Ministers Conference
(Republic of Kazakhstan, Astana, 2-5 June 2009)

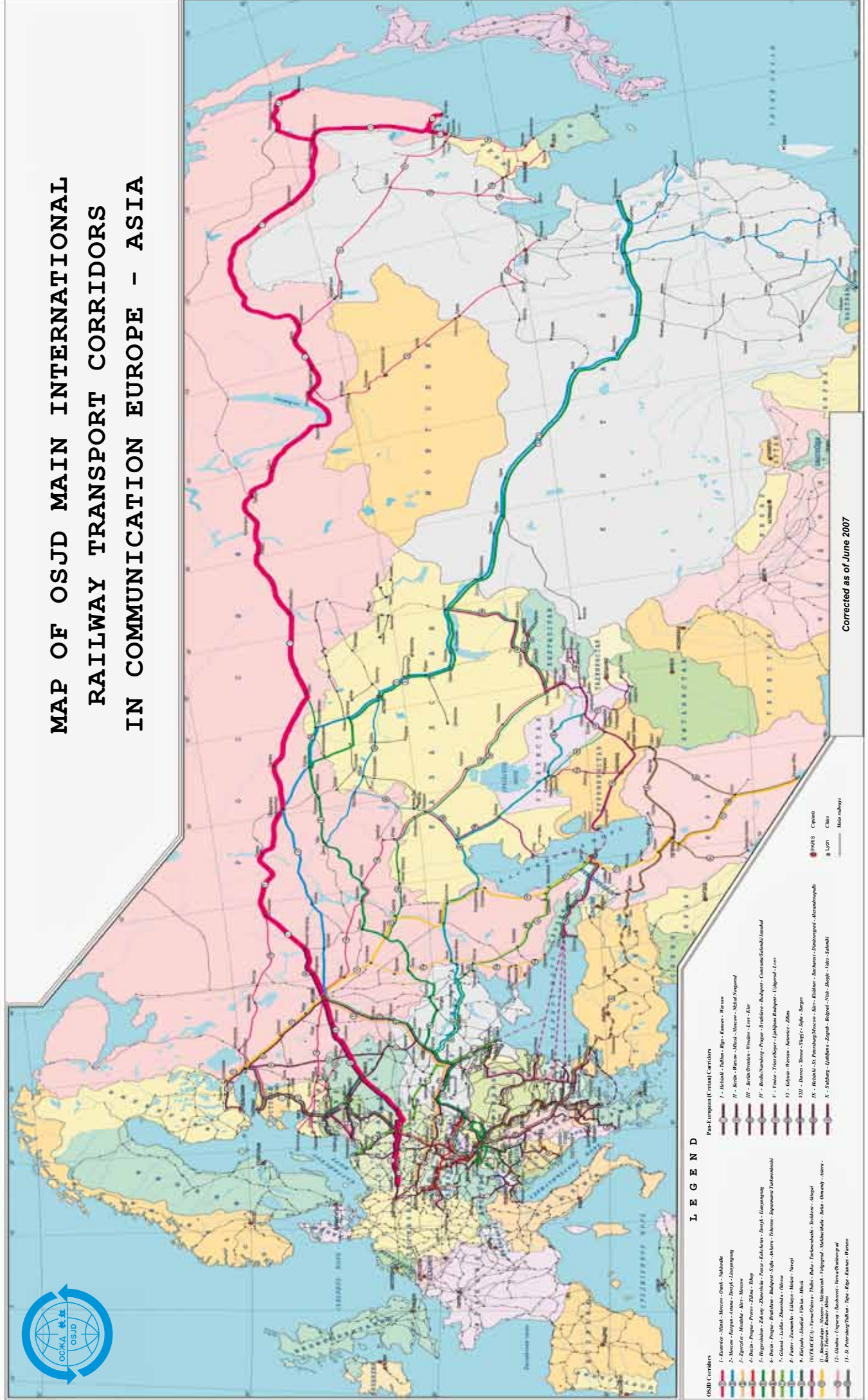








MAP OF OSJD MAIN INTERNATIONAL RAILWAY TRANSPORT CORRIDORS IN COMMUNICATION EUROPE - ASIA



- OSJD Corridors**
- 1 - Kiev - Minsk - Moscow - Omsk - Novosibirsk
 - 2 - Moscow - Astana - Chymkent - Bishkek - Urumqi
 - 3 - Zaporozh'ye - Bratislava - Belgrade - Sofia - Istanbul
 - 4 - Dnipro - Prague - Poznan - Berlin - Warsaw - Krakow
 - 5 - Kyiv - Prague - Bratislava - Budapest - Vienna - Zagreb - Belgrade - Sofia - Istanbul
 - 6 - Gdansk - Tallinn - Riga - Vilnius - Warsaw - Krakow - Sofia - Istanbul
 - 7 - Helsinki - Stockholm - Tallinn - Riga - Vilnius - Warsaw - Krakow - Sofia - Istanbul
 - 8 - Helsinki - Stockholm - Tallinn - Riga - Vilnius - Warsaw - Krakow - Sofia - Istanbul
 - 9 - Helsinki - Stockholm - Tallinn - Riga - Vilnius - Warsaw - Krakow - Sofia - Istanbul
 - 10 - Helsinki - Stockholm - Tallinn - Riga - Vilnius - Warsaw - Krakow - Sofia - Istanbul
 - 11 - Helsinki - Stockholm - Tallinn - Riga - Vilnius - Warsaw - Krakow - Sofia - Istanbul
 - 12 - Helsinki - Stockholm - Tallinn - Riga - Vilnius - Warsaw - Krakow - Sofia - Istanbul
 - 13 - Helsinki - Stockholm - Tallinn - Riga - Vilnius - Warsaw - Krakow - Sofia - Istanbul
 - 14 - Helsinki - Stockholm - Tallinn - Riga - Vilnius - Warsaw - Krakow - Sofia - Istanbul
 - 15 - Helsinki - Stockholm - Tallinn - Riga - Vilnius - Warsaw - Krakow - Sofia - Istanbul
- Trans-European (Crest) Corridors**
- I - Helsinki - Tallinn - Riga - Warsaw - Krakow
 - II - Berlin - Warsaw - Minsk - Moscow - Nizhny Novgorod
 - III - Berlin - Dresden - Warsaw - Lviv - Kyiv
 - IV - Berlin - Warsaw - Prague - Bratislava - Budapest - Vienna - Zagreb - Belgrade - Sofia - Istanbul
 - V - Vitor - Frankfurt - Leipzig - Budapest - Zagreb - Sofia
 - VI - Warsaw - Sofia - Skopje - Thessaloniki
 - VII - Helsinki - Tallinn - Riga - Warsaw - Krakow - Sofia - Istanbul - Athens - Bucharest - Timisoara - Belgrade - Zagreb - Sofia - Istanbul
 - X - Salzburg - Innsbruck - Zurich - Milan - Rome - Athens
- Legend**
- OSJD Capital
 - UN Capital
 - Main railway

Corrected as of June 2007

OSJD



2008