

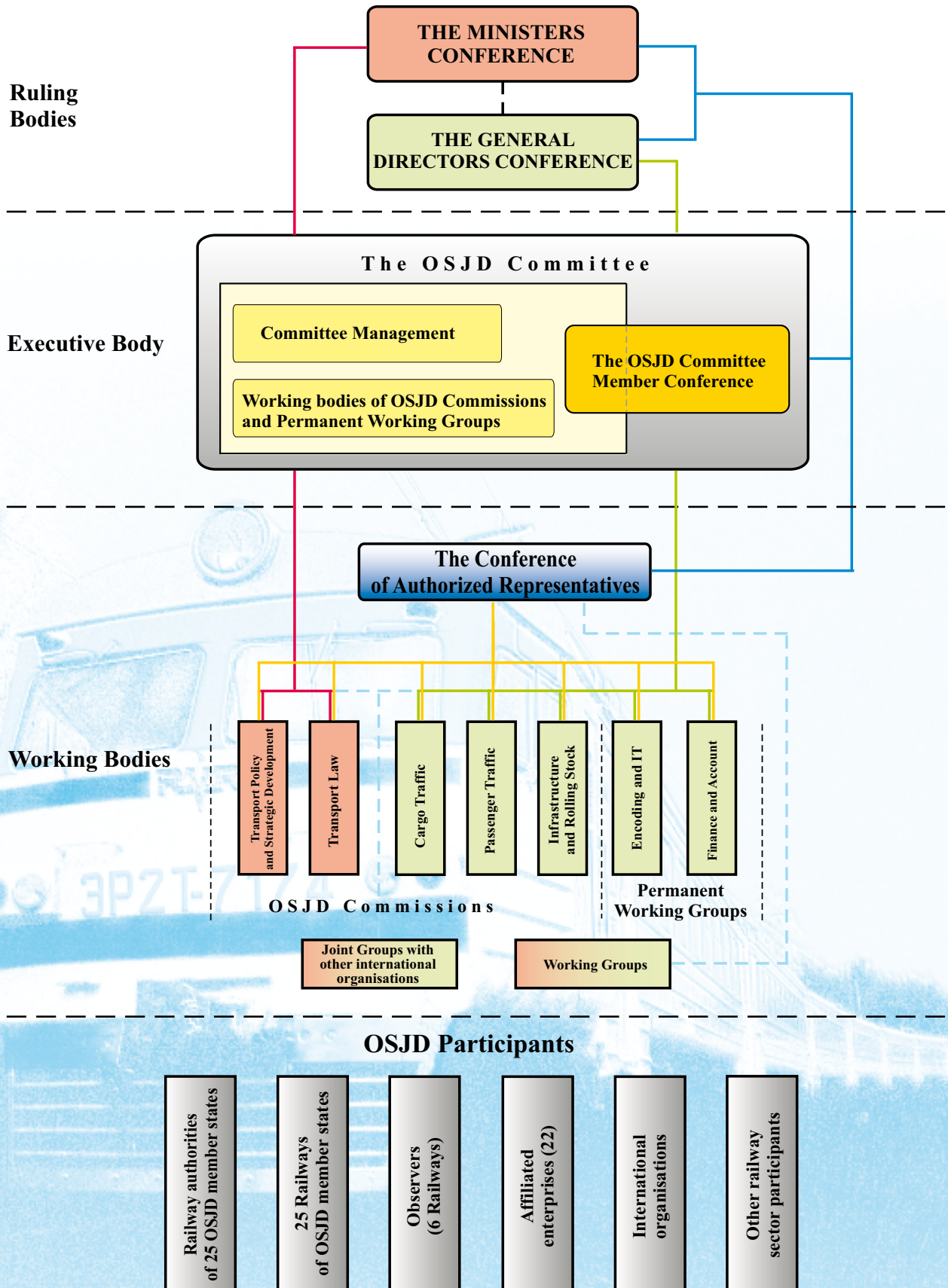
**ORGANIZATION FOR CO-OPERATION
BETWEEN RAILWAYS
(OSJD)**



REPORT
on OSJD activities in 2006

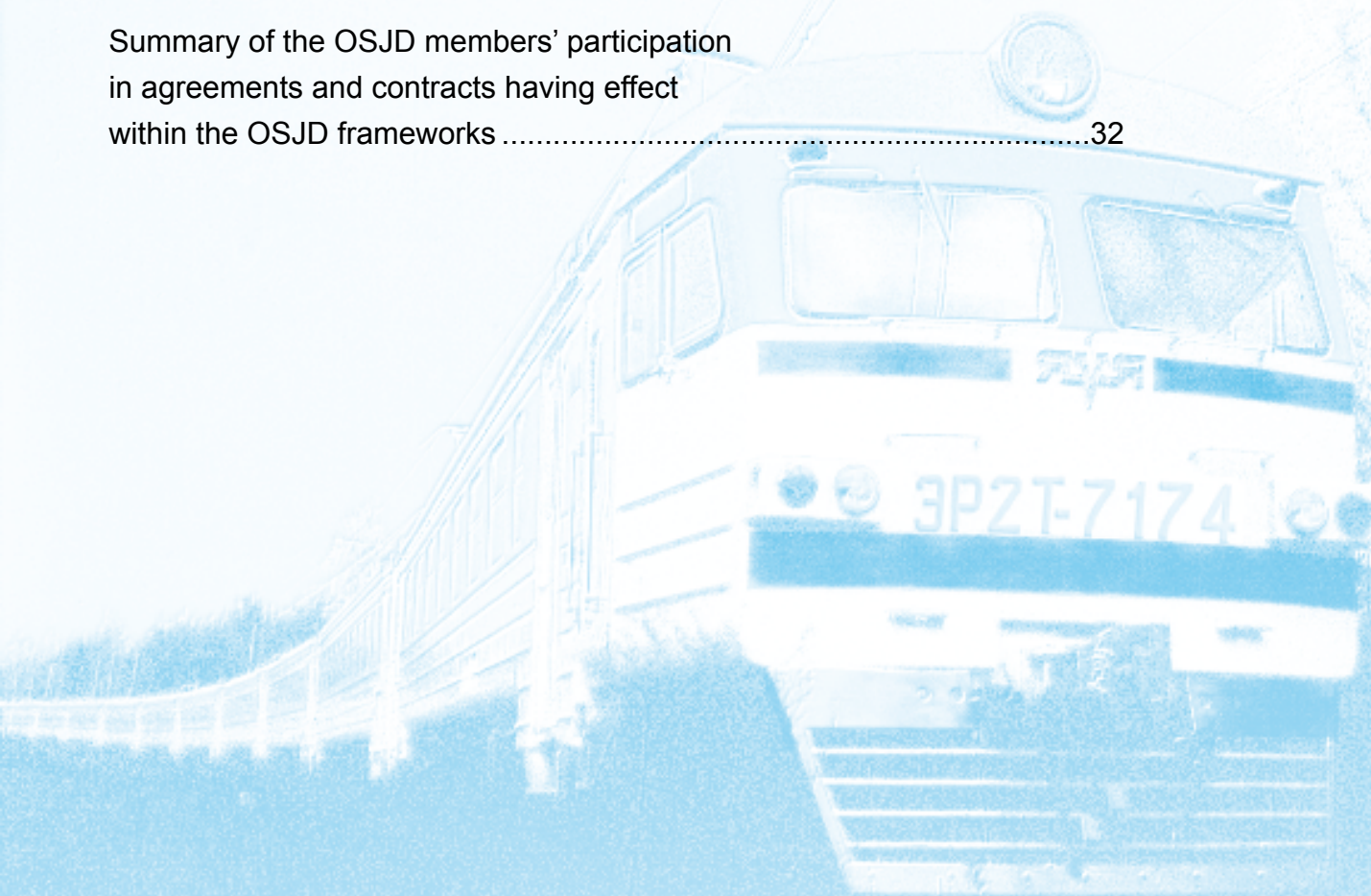
Warsaw

Structure of Organisation for Co-Operation between Railways



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Heads of Delegations, participating in the XXII meeting Conference of General Directors (Authorized Representatives) of OSJD Railways (Georgia, Tbilisi, 23 – 27 April 2007)



Heads of Delegations, participating in the XXXV session of the Ministers Conference (Poland, Warsaw, 26 – 29 June 2007)

Introduction

In 2006 all OSJD activities were carried out in an atmosphere of the 50-anniversary of the Organization's foundation.

During the past period the cooperation of the transport ministries and railways of the OSJD member countries extended, which railway network connects Europe and Asia. The transport system created in the past and bounded by the existing SMGS and SMPS agreements, contracts and rules, appeared capable to provide perfection and development of the international rail transportation, increase of competitiveness, meeting the needs of the countries in transportation of goods and passengers on a large Euro-Asian space.

For the past period most railways of the OSJD member countries have carried out a substantial reorganization and modernization of the administrative structure to adapt it to the market conditions and requirements of the new century featured by the tendency of significant technical development of railway transportation. This was promoted by a number of actions and recommendations developed by OSJD together with the ministries and railways, which enabled to reconstruct most railway lines, to modernize components within the OSJD transport corridors resulting in a substantial increase of the freight and passenger transportation level on the railways of the OSJD member countries.

So, in 2006 new railway lines were put into operation by the Chinese Railways with an overall length of 1605 km, second tracks of 705 km, 3960 km of railway lines were electrified. On July 1, 2006 a 1142-km Tsing Hai -Tibet railroad line (Golmud-Lhasa) became fully operational.

306 km of main and 146 km of station tracks entered into operation on the Russian Railways. At 105 stations 243 receiving-and-departure tracks were extended, which enabled to increase the transit and carrying capacity of the main routes by using cargo trains of increased length and tonnage up to 6 thousand tons.

Considerable repair works have been done by the Polish Railways to modernize the railway line between Mińsk Mazowiecki - Siedlce - Terespol, Węglińiec - Legnica, Wrocław - Poznań, Warsaw - Gdynia.

The Kazakh Railways completed the last stage of construction and full operationalization of the Altynsarin – Khromtau which is due to increase considerably the efficiency of the transport system of Kazakhstan.

Proceeding from the researches and infrastructure modernization, the Azerbaijani State Railway have carried out considerable work to reconstruct the trunk communications line between Baku - Beuk - Kasik.

The Turkmen Railways have put into operation a new 540-km railroad line connecting Ashkhabad and Dashoguz.

In 2006 all OSJD member countries continued to escalate multimodal transportation and to create new container routes on the railways of Belarus, Hungary, China, Kazakhstan, Mongolia, Latvia, Lithuania, Poland, Russia, Slovakia, Uzbekistan, Ukraine and Czech Republic. In total 167 international routes of container trains have been organized on the railways of the OSJD member countries to include those of combined transport.

The Program approved by the XXX Ministers Conference session with the purpose of developing fast and high-speed passenger lines on the railways of China, Russia, Poland, Ukraine, Belarus, Kazakhstan, Czech Republic and Slovakia was under successful implementation. There was a stage-by-stage increase of routing speeds for passenger trains. Nine pairs of passenger trains between Kiev and Moscow travel with a speed of up to 120 km/h that enabled to reduce their en-route time to 55 minutes. The Russian Railways have completed the I stage of increasing the running speeds of trains between Moscow and St. Petersburg. The line has been reconstructed to provide the movement at a speed of 200 km/h thus decreasing the en-route time of a high-speed train to 3 hours 55 minutes. The line Moscow – Krasnoie has been modified, thus enabling to decrease the routing time of the joint BC-RZD premium train “Slavonic Express” from Moscow to Minsk by 2.5 hours.

The active work of the Chinese Railways in this field has enabled to bring the total length of the

railroad track lines with speeds of movement of 160-200 km/h up to totally 14000 km, with speeds of above 200 km/h - up to 6003 km, with speeds of above 250 km/h - up to 806 km.

In 2006 the Czech Railways introduced regular passenger high-speed trains 680 series “PENDOLINO” with an inclined body of the coach, running in domestic (Prague - Ostrava) and international communication (Prague – Bratislava and Prague – Vienna), that has allowed to reduce considerably the en-route time between these cities and to make an essential competition to air transportation.

In 2006 the Railways of the Islamic Republic Iran organized a high-speed train movement between Teheran and Meshed.

It is symbolical that at the 34th jubilee session of the Ministers Conference of the OSJD member countries (June, 2006) the timeliness and the necessity of the OSJD creation was stressed, as well as the confidence was expressed in its constructive and fruitful subsequent activities. In the statement adopted at the session, the basic directions of OSJD work for the period of 2006-2016 have been determined and formulated in view of a concentration of attention and efforts on the solution of the challenges connected with the overcoming of existing problems, contradictions and drawbacks.

The problems of facilitating railway border crossing have become the most important issues requiring soonest solution for the OSJD member countries. To solve them the preparatory work was continued under to hold in 2007 under the aegis of the United Nations an international conference for the facilitation of RW border crossing at which it is planned to adopt a number of conventions and documents.

Considerable attention in the OSJD activities was focused on the perfection of the OSJD legal base by means of SMPS and SMGS revision in accordance with the realities of the changes having occurred lately in the system of economical and political relationship between the OSJD member countries.

Also the result, achieved in the relationship between CIT and OSJD, worth mentioning, which provided for the fastest joint development of a unified railway consignment note CIM/SMGS to be used also as a customs document in order to facilitate railway border crossing.

Thanks to the active work and concern of the OSJD member countries in harmonization of the Rules for the Transportation of Dangerous Goods with the RID ones it became possible to commission in effect from July 1, 2006 the actual Rules for the Transportation of Dangerous Goods (Appendix 2 to SMGS), developed on the basis of the UN Recommendations and RID Rules of 2005 and to start further modification of Appendix 2 to SMGS with the RID Rules of 2007.

Active works were carried out to draw and coordinate the train schedules, to perform and coordinate the volumes of transportations, changes and amendments to PPW.

Works on development and approval of the leaflets relating to the technical problems of railways were actual in the field of the rolling stock, railway track and artificial structures gauges, communications networks, data transmission and SFT, power supply and power traction, organization of paperless-technology transportation, as well as in the field of scientific, technical and economic information.

The active work performed in the field of perfection of financial and accounting activities enables the OSJD member countries to reduce mutual debts between them.

Successful cooperation with the international organizations, first of all with the UNECE, UNESCAP, OTIF, CIT and UIC was carried out.

Noticeable contribution and positive influence on the OSJD activities were made by the OSJD observers and affiliated enterprises.

The actions carried out by the OSJD Committee enabled most railways of the OSJD member countries to increase considerably the volumes of passengers and freight flows in 2006.



Electric high speed train of the Chinese Railways

Statistics

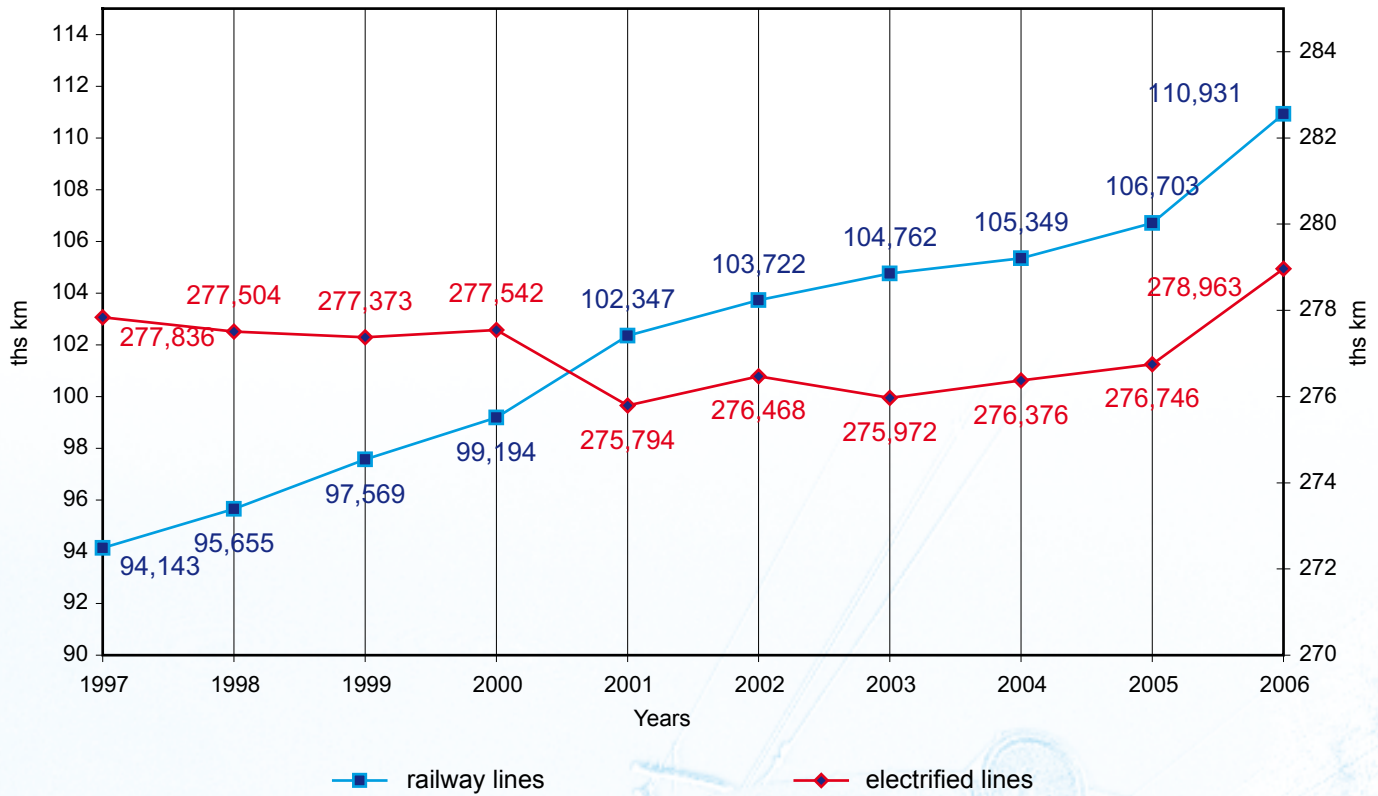
Main indices of Railways of the OSJD Member countries in 2006

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					Pa-senger transport stock	Railcars and railcar trailers	Freight transport stock
					Total	electrified	Steam locomotives	Diesel locomotives	Electric locomotives	Diesel railcar trains	Electric railcar trains			
					(24-23) km	(24-23) km								
4	5	6	7	8	9	10	11	12	13	14	15			
1	Azerbaijan	AZ 0057	86.6	8.4	2122.0	1269.5	17.0	228.0	173.5	1.0	73.0	649.0	148.0	20706.0
2	Byelorussia	BC 0021	207.6	9.7	5494.0 -4.0	898.0	152.0	265.0	1698.0	1196.0	24789.0
3	Bulgaria	BDZ 0052	111.0	7.7	4146.0 -8.0	2913.0 33.0	4.0	322.0	266.0	25.0	72.0	1337.0	0.0	16811.0
4	Hungary	MAV 0055	93.0	10.1	7648.3 -81.7	2573.0 -55.0	11.0	518.0	462.0	352.0	24.0	2228.0	504.0	16018.0
5	Vietnam	VZD 0032	331.7	84.2	2347.0	-	-	330.0	-	-	-	1046.0	-	4894.0
6	Georgia	GR 0028	69.7		1513.0 -46.1	1513.0 -46.1	0.0	137.0	199.0	3.0	74.0	397.0	93.0	12772.0
7	Iran	RAI 0096	1648.0		7131.0 726.0	148.0	0.0	598.0	8.0	0.0	0.0	1525.0	28.0	20737.0
8	KPDR	ZC 0030	122.7		4400.0	0.0								
9	Kazakhstan	KZH 0027	2717.0	15.2	14205.4 0.1	4143.5 6.9	30.0	1105.0	592.0	10.0	77.0	2032.0	-	90493.0
10	China	KZD 0033	9600.0	1314.5	63411.7 1211.7	23435.4 4027.2	91.0	16904.0	5465.0	0.0	0.0	40945.0	0.0	558483.0
11	Kirgizia	KRG 0059	198.5	5189.8	417.2	0.0	2.0	46.0	0.0	0.0	0.0	394.0	-	2339.0
12	Latvia	LDZ 0025	84.6	2.3	2269.2 -0.6	257.4	3.0	197.0	-	41.0	107.0	159.0	331.0	8848.0
13	Lithuania	LG 0024	65.3	3.4	1771.0	122.0	9.0	243.0	-	82.0	43.0	179.0	279.0	13393.0
14	Moldova	CFM 0023	34.0		1154.2 116.1	0.0	0.0	154.0	0.0	31.0	0.0	435.0	108.0	8351.0
15	Mongolia	MTZ 0031	1531.0	2.6	1810.0	0.0	0.0	123.0	0.0	0.0	0.0	271.0	0.0	2688.0
16	Poland	PKP 0051	312.7		19429.0 -78.0	11846.0 -5.0	20.0	1851.0	1653.0	82.0	971.0	4340.0	3076.0	74146.0
17	Russia	RZD 0020	17075.4	142.2	85216.0 -29.0	42911.0 -9.0	211.0	9687.0	9162.0	332.0	7642.0	26313.0	16315.0	616823.0
18	Roumania	CFR 0053	237.5	21.6	10781.0	3978.0	0.0	1065.0	741.0	246.0	14.0	139.0	3213.0	59802.0
19	Slovakia	ZSR 0056	48.0	5.4	3658.4 -1.6	1577.0 59.0	0.0	533.0	437.0	174.0	46.0	1290.0	437.0	29152.0
20	Tadzhikistan	TDZ 0066	143.1	7.1	616.0 -0.7	-	-	57.0	-	-	-	318.0	-	2452.0
21	Turkmenistan	TRK 0067	488.1		3068.9 545.9	0.0	0.0	329.5	0.0	0.0	0.0	361.0	0.0	14112.0
22	Uzbekistan	UTI 0029	447.2	0.0	4004.5 -9.7	593.9	0.0	245.6	56.0	0.0	13.0	758.0	0.0	16696.0
23	Ukraine	UZ 0022	603.7	46.6	21891.0 -110.0	9580.0 173.0	55.0	2557.0	1809.0	356.0	1602.0	7823.0	-	197824.0
24	Czechia	CD 0054	78.9	10.2	9496.0 -17.0	3041.0 44.0	22.0	1130.0	925.0	766.0	113.0	2519.0	2248.0	42762.0
25	Estonia	EVR 0026	45.2	1.3	962.0 3.0	131.0	0.0	111.0	0.0	32.0	24.0	41.0	144.0	17109.0
Total (24-23) km		OSSJD			278962.8 2216.4	110930.7 4228.0	475.0	38471.1	21948.5	2685.0	11160.0	97197.0	28120.0	1872200.0

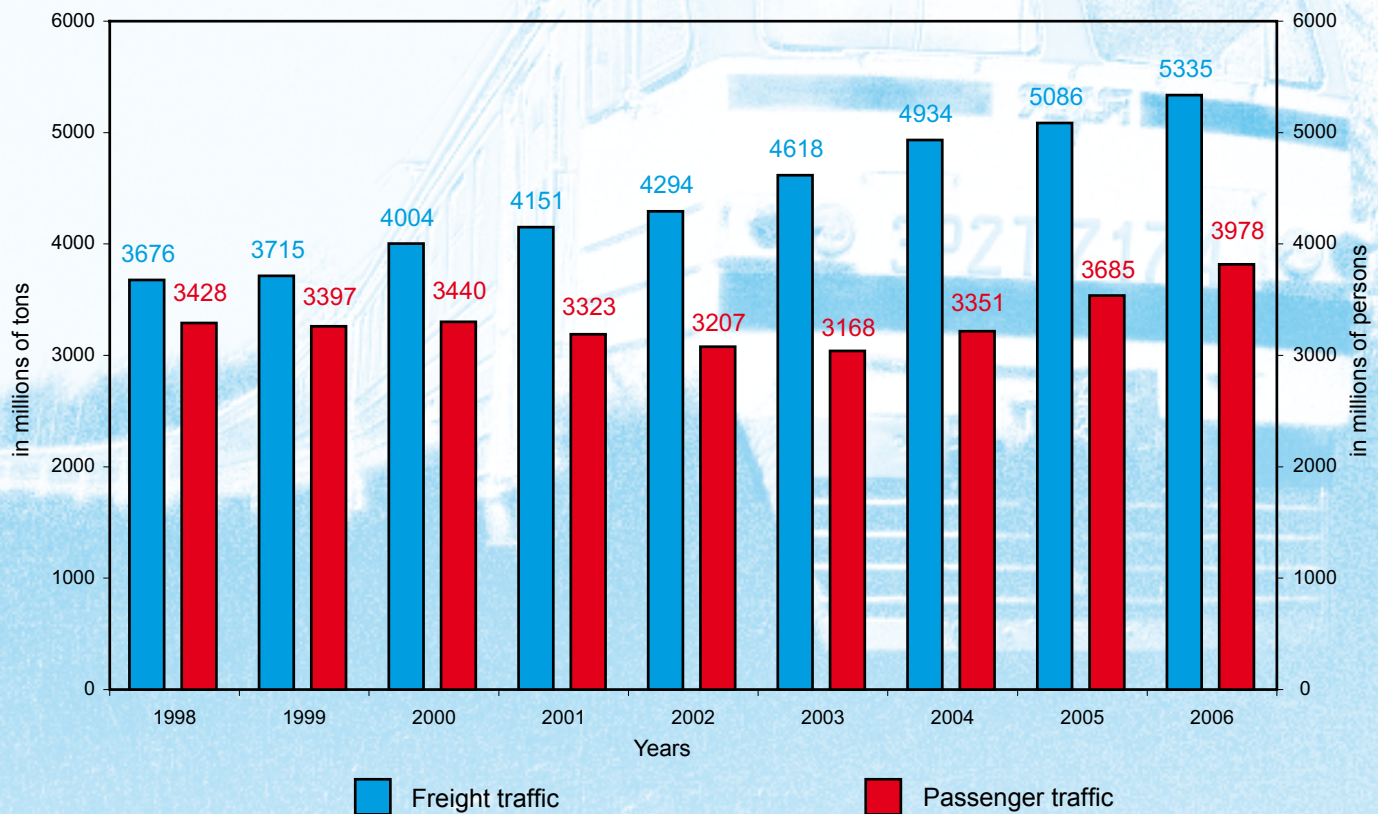
Main indices of Railways of the OSJD Member countries in 2006

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 tonne-kilometres in millions
				% 24/23	% 24/23	% 24/23	% 24/23	% 24/23	% 24/23	% 24/22
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	30171.0 1.1	23878.6 13.5	2714.6 2.2	21085.4 15.2	5824.0 6.1	964.1 9.8	30208.1 13.9	11059.1 14.9
2	Byelorussia	BC 0021	77975.0 -0.4	105473.0 2.4	20396.0 -0.0	84231.0 3.0	99434.0 -4.8	9968.0 -3.7	133679.0 6.9	45723.0 5.0
3	Bulgaria	BDZ 0052	33663.0 0.1	16214.0 -13.5	5771.0 -20.6	10443.0 -9.1	34113.0 1.1	2422.0 1.4	21183.0 4.4	5224.8 1.2
4	Hungary	MAV 0055	41269.4 -14.5	32531.0 6.1	14248.0 3.6	18283.0 8.1	119814.0 -0.5	6742.0 -3.2	46777.0 -2.4	9279.0 12.8
5	Vietnam	VZD 0032	31852.0 -1.8	12203.4 9.7	6120.1 9.3	6467.6 17.1	11572.8 -9.4	4333.7 -4.9	9153.2 5.4	3446.6 17.7
6	Georgia	GR 0028	6552.0 -2.7	15528.7 17.6	1508.3 -10.4	14012.6 21.7	3878.6 7.9	808.9 12.4	22604.0 19.0	7378.7 20.4
7	Iran	RAI 0096	-	45304.0 1.3	11509.0 11.8	33795.0 -1.8	19400.0 11.6	11149.0 11.4		
8	KPDR	ZC 0030								
9	Kazakhstan	KZH 0027	99042.0 1.7	365275.0 11.7	29840.0 6.4	332178.0 12.1	17282.0 5.3	13613.0 12.2	246880.0 10.9	191189.0 11.3
10	China	KZD 0033	0.0	3820317.0 4.7	589705.0 5.0	3177561.0 4.4	1197280.0 8.2	635327.0 8.9	2443950.0 5.8	2032162.0 5.0
11	Kirgizia	KRG 0059	4962.0 4.4	1509.0 13.3	164.0 6.5	1345.0 14.2	445.4 28.9	60.3 30.8	5522.5 12.7	751.8 13.6
12	Latvia	LDZ 0025	14074.0 -3.6	29691.0 -14.3	2010.0 -1.9	27483.0 -15.1	27424.0 5.7	992.0 -11.2	48731.0 -11.2	15273.0 -14.8
13	Lithuania	LG 0024	10827.0 -4.4	25455.0 2.6	1413.0 -7.9	23992.0 3.4	6194.0 -7.8	430.0 0.5	50225.0 1.9	12896.0 3.5
14	Moldova	CFM 0023	13598.0 -3.3	6748.0	1246.0	5502.0	5284.0 5.2	471.0 32.7	11093.0 -5.2	3655.0 22.7
15	Mongolia	MTZ 0031	15087.0 -1.9	18801.0 -6.3	2391.0 2.4	16410.0 -7.5	4329.9 2.2	1288.5 3.8	14793.2 -5.0	9218.5 -7.2
16	Poland	PKP 0051	125894.0 -1.5	119904.0 -0.9	29334.0 -0.7	89468.0 -1.0	217410.0 -0.3	16971.0 1.4	150987.0 0.7	42661.0 -2.7
17	Russia	RZD 0020	973.6 -99.9	3826129.0 4.8	409360.0 3.0	3416769.0 5.0	1338643.0 21.3	177639.0 14.3	1311635.0 5.7	1782512.0 8.7
18	Roumania	CFR 0053	64951.0 -0.3	42777.0 -7.9	18421.0 3.3	24321.0 -12.8	93201.0 1.9	8049.0 1.1	52022.0 -5.9	11586.0 -10.5
19	Slovakia	ZSR 0056	34487.0 104.3	25809.6 3.1	6478.4 -1.7	19331.2 4.9	47021.0 -4.2	9822.0 353.5	50055.0 4.8	9704.0 4.1
20	Tadzhikistan	TDZ 0066	5357.0 -18.3	2364.0 14.7	133.9 -6.7	2230.1 16.3	760.5 7.4	5238.0 1.4	13943.8 15.1	1220.1 14.5
21	Turkmenistan	TRK 0067	16086.0 1.1	19500.0 1.0	2702.0 5.1	16451.0 2.4	5349.0 19.1	1435.0 8.0	0.0	10441.0
22	Uzbekistan	UTI 0029	46318.0 4.7	38696.0 7.3	4079.0 5.2	34617.0 7.6	15351.7 -3.9	2339.3 11.5	58270.7 5.9	19281.4 6.6
23	Ukraine	UZ 0022	368227.0 6.1	499818.0 1.6	100722.0 1.6	388619.0 6.8	522225.0 0.7	53230.0 1.1	478711.0 6.3	240810.0 7.5
24	Czechia	CD 0054	58850.0 -9.9	52316.0 4.5	18426.0 3.8	33312.0 4.5	180939.0 1.5	6887.0 3.9	89622.0 6.8	16445.0 2.6
25	Estonia	EVR 0026	3170.0 -4.5	19356.0 -3.0	697.0 2.4	18586.0 -3.3	5323.0 3.3	260.4 4.8	44960.0 0.3	10151.8 -1.5
Total (24-23) km		OSSJD	1103386.0 -74.6	9165598.3 4.8	1279389.3 3.6	7816492.9 4.8	3978498.9 8.0	970440.2 9.4	5335005.5 4.9	4492068.8 6.5

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

In 2006 the work of the OSJD Commission on Transport Policy and Development Strategy was focused on the solution of the problems to implement complex measures aimed at the improvement of transportation and development of OSJD transport corridors, facilitation of international passenger and freight railway traffic, as well as growing of competitiveness of railways to attract additional volumes of international transit flows.

In the reporting year the Commission together with the leading duty holders from Russia and Belarus developed and had approved by the XXXIV OSJD Ministers Conference session the Complex Plans for 3 transport corridors. Meanwhile, the work was continued in relation to other ten transport corridors, which were subdivided into 2 subgroups:

- I Group of OSJD transport corridors – 2, 3, 4, 6, 10, 12;
- II Group of OSJD transport corridors – 5, 7, 8, 13.

As a result of the discussion of the provided documentation the Commission at its meeting took a decision to submit, after completion, the Complex Plans of corridors 2, 3, 4, 6, 7, 8, 10, 12 and 13 for the approval by the Minister Conference session.

In 2007 the Complex Plans for the I group will be submitted for coordination and approval by the OSJD supreme administrative bodies.

Besides, the Commission approved at its meeting the proposed draft technical-operational passports for OSJD corridors 3 and 7 and recommended to continue similar works in relation to other transport corridors, which will result in the increase of traffic flows and elimination of ‘bottlenecks’ in communication between Europe and Asia.

Also under consideration were the issues pertaining to the railway transport policy, the strategic objective of which was to develop cooperatively the OSJD railway system and to increase the competitiveness of railways in order to attract additional volumes of international transit flows.

The data summarized by the Republic of Kazakhstan were taken into account, which deal with the expertise and conditions of use of the infrastructure (trunk railway network) for the carriage of goods and passengers on the railways of the OSJD member countries to include the answers of on the railways of the OSJD member countries to the questionnaire worked out by the Republic of Kazakhstan. The specified data have been acknowledged useful for the work of the railways undergoing the reforms in their initial stage. The leading executor (duty holder) from Kazakhstan was invited to specific legal, structural, financial and economical issues in order to focus attention on the priority fields of reforms.

In October 2006 an international workshop with the EU participation was held entitled «Interaction between 1435 и 1520-mm railway systems».

According to the workshop participants, an important objective of this cooperation with EU is to recognize within the EU framework the status of the 1520-mm system similar to the status of the 1435-mm system with the respective inclusion of this status into the corresponding documents – TSIs. It was decided to include this subject into the Plan of Work of the OSJD Commission on Transport Policy and Development Strategy for 2007 on the basis of which a Joint OSJD/ERA contact group was founded.

One of the major reserves of international railway transportation development is to simplify the procedures of state border crossing, meaning minimum train stoppage time at the border crossing points of the countries, participating in the shipment, and to



Train Truskavec - Riga at Lvov station

decrease the delivery time of goods and passengers, which is possible only under the condition of effective collaboration of the railways with the border and customs agencies of their own and neighbouring countries.

On the basis of the analyzed data on the infrastructure of the transport corridors, some complex measures have been developed to improve the organization of international railway traffic through priority routes, to include, as a rule, procedures for border-crossing facilitation and reduction of train stoppage time on the border stations.

The Commission has already held 5 preparatory interagency meetings under the auspices of the UNECE of late, participated by the representatives of border and customs agencies, ministries and railway administrations, at which the draft Annex 9 “Facilitation of International Border-Crossing Procedures by Rail” to the International Convention on the Harmonization of Frontier Controls of Goods (1982) and an International Convention to Facilitate the Crossing of Frontiers in the International Railway Passenger Traffic were developed, prepared and agreed on.

The abovementioned draft conventions were discussed at the 60th session of the UNECE ITC WG on Railway Transport (SC2) and 115th session of the Working Group on the Customs Issues Affecting Transport (WP 30).

After the drafts have been finalized, they will be submitted for the consideration and approval by the International Conference on the Facilitation of Railway Border-Crossing, due to be held under the auspices of the UN in the second half-year of 2007. It will be attended by the representatives of governments, ministries, central boundary and customs agencies, railway administrations and other concerned organizations.

The complex measures for the upgrade and modernization of tracks, electrification of lines, adaptation of new rolling stock, construction of new logistics centers and terminals, construction of modern fiber-optical and satellite communications assets, creation of reliable IT systems, implementation of IT technologies in transport process and facilitation of railway border-crossing procedures, both in passenger and freight traffic, have resulted in the notable increase of the traffic volumes through the transport corridors.

Remarkable new construction works have been completed on the Chinese Railways in particular on a new high-speed line for passenger traffic only between Harbin – Shenyang – Dalian on «1Д» branch of OSJD corridor N 1.

The Tsing Hai – Tibet railroad line (Golmud – Lhasa, total length - 1142 km) has become fully operational, through which 1160000 tons of cargoes and 1180000 passengers had been transported by the end of 2006.

The freight flow on Datong – Qinhuangdao railway line has reached 254 mln tons through large-scale usage of heavy trains (large-capacity trains) weighing 10 thousand and 20 thousand tons.

Cargoes of 210313 TEU (twenty-foot equivalent unit) were transported through the border-crossing points of Manchuria, Suifenhe, Alashanko and Erlian, the gain has made 48.3%. 749 international container block-trains have passed through the routes connecting Lianyungang – Alashanko – Almaty, Tsingtao – Alashanko – Almaty, Tianjin – Alashanko – Almaty, Tianjin – Erlian – Ulan-Bator and Ulan-Bator – Erlian – Tianjin. The freight traffic has also increased on other sections of the transport corridors, too.

Remarkable works have been completed by the railways to construct second tracks, to extend station tracks and to lay new ones. A new 540-km railway line has become operational in Turkmenistan, connecting Ashgabat – Dashogus (TRACECA corridor branch).

The Complex Plans of the OSJD corridors make provisions for the development of railway



Berlin-Warszawa-Express at the platform at Berlin Ostbahnhof



Train 13 "Moskva-Ekspress" Moskva - Berlin at Moskva Belorusskaja station

infrastructure till 2010, the completion of which will make it possible to increase considerably the freight flows throughout all OSJD corridors.

Besides, the publication modernization of "The Bulletin of the OSJD Statistical Data on Railway Transportation" was underway. The responsible duty holder – the Republic of Uzbekistan – has developed the software to draw up tables of the basic operational parameters of the railways of the OSJD member countries, which is approved by all the OSJD member countries and was used to prepare tables of statistical data for 2005, as well as to summarize the aggregate data on OSJD railways. Their analysis shows, that in OSJD as a whole the rate of growth in freight traffic has increased in comparison with the previous year has increased and has made up 3.08%, while the total turnover of goods has increased by 3.06%. The

passenger traffic volumes have grown up. 3685 million passengers were transported, that is 9.98% more, than the previous year.

The operational length of railway lines has risen by 370 km and made up 276,746 km, the gain of electrified lines has reached 1354 km, bringing their total length to 106,703 km.

The total number of diesel and electrical locomotives had reached 35,892 vehicles by the end of the reporting year.

The coach stock of the OSJD member countries had made 100,133 vehicles by the end of 2006 and the wagon stock – 1,786,778 vehicles.

The personnel quantity has cut by 2.04% and had been brought to 4,349,206 people by the end of the reporting year.

The Commission's Ad Hoc Working Group expert meeting developed a "Methodology Common for the OSJD Member Countries for the Calculation of the Main Operational Rolling Stock Indices and the interrelation of them", which was agreed by the OSJD Commission meeting and proposed for the approval by the OSJD Minister Conference members as the I-st edition of Leaflet R-307.

The work relating to the international cooperation of the OSJD member countries in the field of scientific, technical and economical information (STEI) means an exchange and distribution of scientific and technical information on the railway transportation problems, as well as contiguous subjects of science and technology. Creation of a uniform information space within the framework of OSJD is necessary to establish and update business ties between the information bodies of the OSJD member countries, and foundation of an OSJD Uniform Searching System (USS) for data exchange via the Internet will facilitate the rapprochement and eliminate the data deficit in every participating state, meanwhile creating a uniform information space. In connection with this within

the framework of the subject "Creation of Distributed International Databank of OSJD Scientific, Technical and Economical Information on Transport" the leading executors from the Russian Federation, Republic of Latvia and Republic of Poland have developed the following documents, approved by the expert meeting:

- basic principles of "OSJD STI Uniform Inquiry and Searching System";
- full version of OSJD ADB Technical Classifier, containing an introduction part, main classification table and 2 alphabetical-subject indexes in Russian and English.



CFM boogie change of train 33 Bucuresti-Chisinau at Ungheni

According to STEI centers, the overall information source of the TEI international distributed databank had reached more than 800 thousand documents by early 2006.

The total number of users of the STEI international distributed databank of the OSJD member countries was 67 thousand subscribers last year, the total number of inquiries made in the OSJD ADB was in excess of 760 thousand, mainly via Internet.

Also considered were the results of work in the field of development and administration of the Web-site of the STEI centers of the OSJD member countries in Internet in accordance with OSJD leaflet O+R 905/4 “Organization and Administration of the of the Web-site of the Scientific, Technical and Economical Information of the OSJD Member Countries in Internet”. The specified work on the subject will be continued in collaboration with the UIC.



2TE10M-2941 has just arrived to Balti-Slobozia (Moldova), with a train from St. Petersburg

1.2. Transport Law

Harmonization of the transport law, on the basis of which further development of the international rail transportation was ensured, was one of the major fields of OSJD activities.

The activities accomplished in this field were aimed at further development of the Agreement on International Freight Traffic (SMGS), the Agreement on International Passenger Traffic (SMPS), promotion of cooperation between OSJD and OTIF in the field of international transport law harmonization.

An amendment has been made to the SMGS Agreement, regulating the conditions of use of the electronic consignment note. The study of the issue of fee levying for the replacement of wagons at the border stations was continued. Annex 12.6 to SMGS “Instruction for Filling in the SMGS Consignment Note during Transportation with SMGS Consignment Note to be Re-Written for the Consignment Note of another Transport Law System and in the opposite direction” was added with a provision for the filling in of the consignment note during the transportation of goods to Afghanistan.

The creation and introduction in 2006 of a unified CIM/SMGS consignment note has become an important contribution into the transport law streamlining.

The OSJD, CIT and OTIF specialists have developed models of a unified CIM/SMGS consignment note together with a “Manual for the CIM/SMGS consignment note” as Annex 22 to SMGS. Both documents have been agreed and approved by the OSJD and CIT corresponding administrative bodies with their effect since 1 September 2006. The transportation of goods between the SMGS and CIM countries has started without re-writing consignment notes, and the CIM/SMGS may be used both as a transport and a customs document.

Also continued within the framework of the OSJD Commission on Transport Law was the development of new Appendix 14 to SMGS “Rules for Arrangement and Securing of Cargoes in Wagons and Containers”. Chapter 3 “Arrangement and Securing of Metal Products and Scrap Metal” has been prepared and given effect since July 1, 2006; Chapter 2 “Arrangement and Securing of Timber” has been completed to come into effect since 2007.

The conditions for the transportation of dangerous goods are also part of the transport law field. The rates of activities to streamline the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS) hasn't been slowed down for the past 3 years, last year included. As a result the streamlining of the Rules on the basis of UN recommendations was continued in 2006, of the Typical Rules – 14th edition, and RID Rules of 2007 taking into account the peculiarities of railway operation in the OSJD member countries. In accordance with the plan of work the experts from Latvia, Lithuania, Poland, Russia, Czech Republic, Estonia and OSJD Committee took part in the joint meetings of Security



Train trip Wien - Moskva: Inside regauging hall at Brest - sleeping car Wien - Moskva

Committee of RID, ADR/ADN, OTIF, UNECE and RID Committee of Experts.

A number of amendments have been made into the SMPS agreement, regulating the passenger service conditions, to come into effect since 1 May 2007. On the basis of Article 36 of SMPS dealing with the liability for the damage caused to the passenger life or health, an “Act on an Accident Occurred on Railway with an Insured Passenger” and “Procedure for the Paperwork of an Accident Occurred on Railway Transport with a Passenger”.

A number of amendments have been introduced into Leaflet O-111 “Rules for the Distribution and Use of the OSJD Privilege Tickets and Single-Use Free Tickets” due to the validity expiration of the OSJD privilege tickets in 2007, on the basis of which new ticket forms will be issued to come into effect since 1 January 2008.

In accordance with the decisions of the XXXIII and XXXIV sessions of the OSJD Ministers Conference the revision of SMPS and SMGS agreements continued. The Ad Hoc Working Group for the SMGS Revision, composed of the experts from Byelorussia, Hungary, Kazakhstan, China, Latvia, Poland, Russia and Ukraine held 4 meetings, at which the main directions of this revision were discussed, and a new SMGS edition was developed and discussed. At the meeting of the II OSJD Commission in October 2006 the information on the SMGS revision progress was delivered, the troubles were exposed, across which the leading developers (Latvia, Russia) came, the points were defined, which required additional study, i.e.: use of private wagons, issues connector with the agreement entry into effect, denunciation, introduction of amendments, functions of depository, etc.

The Ad Hoc Working Group on the SMPS revision (Belarus, Kazakhstan, China, Latvia, Lithuania, Poland, Russia, Ukraine and Czech Republic) held two meetings to discuss the questions connected with the SMPS revision.

It is planned to consider the progress of SMGS and SMPS revisions at the XXXV Ministers Conference session.

1.3. Freight Traffic

In the accounting period the activities of the OSJD Commission on Freight Traffic were aimed to streamline the existing international agreements and contracts on the organization of combined transportation in communication between Europe and Asia, application of transit freight tariffs, actualization of the rules for the mutual use of freight wagons in international traffic with the purpose to harmonize them with the similar international normative documents; actualization of a uniform system for the description and coding of goods carried through the OSJD railways; planning and organization of container block-trains in communication between Europe - Asia - Europe.

The tariff questions were considered within the framework of the effective Agreements on the Uniform Transit Tariff (ETT) and on the International Railway Transit Tariff (MTT).



Train in Siauliai railways station (Lithuanian Railways LG) gauge 1520 mm

The parties to the Agreement on the Uniform Transit Tariff (ETT) have agreed on the modifications and amendments to the ETT agreement and ETT tariff, in effect since 1 July, 25 July and 10 October 2006, dealing with:

- actualization of the text of the effective Agreement;
- introduction of new tables of transit distances of Moldavian Railway (since 25.07.2006) and Uzbek Railways (since 01.07.2006);
- tariff rules, calculation and levying of carriage charges for the transportation of dangerous goods, for the transportation of wagonload and container cargoes;
- application of additional charges;
- actualization of tables for the calculation of the carriage duty for the low-speed transportation



SA132-005 at Mrzezino as the passenger train Gdynia - Hel

of goods in transit through the railways – ETT participants (tables for the calculation of the carriage duty for the astray and wagonload transportation have been included).

The OSJD Committee, entrusted by the parties to the ETT Agreement as an ETT administrative body, published an updated text of the ETT Agreement and ETT Tariff as of 01.01.2007.

In order to streamline the MTT Agreement and MTT Tariff the alterations and amendments have been considered and agreed on, which had come into effect since in the course of 2006 in the prescribed order, in particular:

- the effective MTT Agreement text has been updated;
- the effective MTT Tariff text has been streamlined;
- the tables of transit distances for the Railways of Azerbaijan and Ukraine have been updated (from 01.01.2006), for the Uzbek Railways (from 01.01. and from 01.07.2006), for the Railway of Moldova (since 20.07.2006), for the Byelorussian Railway (from 25.07., from 05.08. and from 21.08.2006) and for the Russian Railways (since 01.10.2006);
- alterations and amendments have been introduced, dealing with the high-speed shipments, wagonload and con trailer transportation of goods, as well as in wagons, not belonging to the railway (in private wagons and wagons rented by it);
- the chapter “Additional Charges” has been streamlined.

Besides, the proposals of the Parties to the MTT Agreement have been considered and agreed on to include a number of changes and amendments into the MTT Agreement and MTT, to come into effect since 15 January 2007.

The analytical material has been prepared, which contains the analysis of the ETT basic rate and MTT level for the transportation of goods, from the position of rapprochement of those tariffs, prepared by the experts of the Railways of Ukraine.

The following activities were related to the subject of “Streamlining of PPW Agreement, Introduction of Alterations and Amendments into the Rules for the Use of Wagons in International Traffic (PPW)” in the accounting period:

- streamlining of PPW Agreement;
- actualization of PPW on the basis of the proposals from the Parties to PPW Agreement;
- calculation of the tariff rates for the use of wagons in international traffic on the basis of the real costs for the wagon stock handling for 2005;
- preparation and consideration of proposals from railways to unify and update the prices for the wagon repair and for the wagons themselves.

These issues have been discussed by the Parties to the Agreement at the meetings of the Working Subgroup, experts and representatives of of the Parties to the Agreement.

The Working Subgroup of Experts prepared a draft indexation in 2007 of the tariff rates for the



RAI DH4-1 on a test run at Pörschach/Würthersee

use of 2-axle and 4-axle wagons in international traffic by the Swiss frank inflator in the amount of 1.2% (according to the Swiss National Bank data for 2005) and proposed it for the approval by the XXII meeting of the Conference of General Directors (authorized representatives) of the OSJD railways (April, 2007).

Meanwhile the amendments and changes to the PPW Agreement, as well as to Annex 166 to PPW and Annex 46 to PPW were proposed for the approval by the XXII CGD meeting.

Pursuant to the decision of the XXI CGD meeting of the OSJD railways (April 24-28, 2006, Baku, the Azerbaijani Republic) concerning the split of the effective Agreement on the “Rules for the Use of Wagons in International Traffic” (PPW Agreement dated 01.01.1992) into two separate agreements: “On the Use of Coaches” (PPW) and “On the Use Freight

Wagons” (PGV) in the international traffic, taking into account the structural changes occurring on the OSJD railways, within the framework of the meeting activities of the representatives of railways participating in the PPW Agreement (June 27-30, 2006, OSJD Committee), the final structure of the Ad Hoc Working Group of Experts for the separation of the existing PPW Agreement from the railways of Belarus, Bulgaria, Hungary, Kazakhstan, Lithuania, Poland, Russia, Romania, Ukraine and Estonia (the leading duty holder is Byelorussian Railway) has been agreed on.

An AWG meeting was held to consider this issue (5-7 September 2006, Brest, Republic of Belarus).

In the field of development and organization of combined transportation, the work was carried out within the framework of streamlining of the effective “Agreement on Organizational and Operational Aspects of Combined Transportation in Communication between Europe and Asia” (further on referred to as Agreement).

On 24 July 2006 the changes and amendments to Annex I “Railway Lines of Vital Importance for the International Combined Traffic” and Annex II “Locations of Vital Importance for the International Combined Traffic” of the Agreement came into effect.

These changes and amendments to Annexes I and II of the Agreement were prepared on the basis of proposals, received from the Republic of Belarus, Republic of Latvia, Republic of Poland, Slovak Republic and Ukraine, as well as Czech Republic (is not a Party to the Agreement).

To provide the harmonization of the description and coding systems for goods used in OSJD

- Harmonized Commodity Code (GNG - ГНГ) and in UIC - Harmonized Commodity Code (NHM), certain work has been completed by the OSJD railways applying GNG (ГНГ), and by the Russian Railways JSC, which is a leading developer of GNG in OSJD.

In connection with the forthcoming introduction in 2007 of the alteration and amendments into the Harmonized System of Commodity Description and Coding (GS - ГС) (4th edition - 2007) and accordingly into NHM by the leading developer – RZD JSC – taking into account the proposals of the OSJD railways, applying GNG, a draft GNG has been prepared (2007 version). This draft was submitted for the approval by the XXII CGD meeting of the OSJD Railways (2007).



2TE25A-001. Moskva-Rizhskaya

The following activities were undertaken within the framework of the subject “Organization of Large Container Traffic in Communication between Europe and Asia” in the reporting period.

The leading executor – Russian Railways JSC – has updated the data on the international container train traffic and contrailer transportation organization, a summarized information on which was published in the “OSJD Bulletin” N5-6/2006.

To improve the database on the container trains and international contrailer traffic, the leading duty holder – Russian Railways – has developed a draft database electronic version, which was proposed for the consideration of the OSJD railways.

On the subtopic “Formation of the Volumetric Parameters Base for Container Transportation” the leading executor - Ukrzaliznytsa (UZ)- prepared a summary table on the large-capacity container transportation volumes of the OSJD railways for 2005 (on the basis of the data provided by the railways of Azerbaijan, Belarus, Bulgaria, Hungary, Georgia, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Moldova, Mongolia, Russia, Romania, Slovakia, Ukraine, Czech Republic and Estonia).

The leading executor - Bulgarian State Railways – has prepared a questionnaire relating to the subtopic of “Study of Potential Feasibility of Container Traffic Organization in Communication China - Countries of Central Asia - Countries of Europe (through the Countries in the Balkan Peninsula)” and was sent to the concerned railways with the purpose of their further discussion and development of actions to implement this subtopic.

The summary on the questionnaire has been prepared on the basis of the materials submitted by the railways of Azerbaijan, Kazakhstan, Russia and Ukraine.

On the subtopic “Study of potential Feasibility of Container Traffic Organization in Communication Western China - Countries of Western Europe, the Port of Olja - Countries of Western Europe” the leading duty holder - Railways of Ukraine – developed a questionnaire relating to the progress of work, which was sent to the concerned OSJD railways. The leading executor has prepared summary on the developed questionnaire on the basis of the data submitted from the following railways: Bulgaria, Poland, Russia, Slovakia and Czech Republic.

In the performance of the decision of XXI session of Conference of General directors (responsible(crucial) representatives) railways OSJD (April, 2006) on a question of the organization of container transportations with use of containers of new generation (length of 45 feet and from above) in the international message the information has acted(arrived) from railways of Azerbaijan, Kyrgyzstan, Lithuania, Moldova, Mongolia, Russia, Romania and Ukraine.

Pursuant to the decision of the XXI CGD meeting of the OSJD railways (April 2006) relating to the container traffic organization with the use of new-generation containers (45 feet and longer) in international traffic the data have been received from the railways of Azerbaijan, Kyrgyzstan, Lithuania, Moldova, Mongolia, Russia, Romania and Ukraine.

In 2006 the organization of container trains and planning of new container block-trains was underway on the railways of Belarus, Hungary, Kazakhstan, China, Latvia, Lithuania, Mongolia, Poland, Russia, Slovakia, Czech Republic, Ukraine, Germany and Finland.

Container trains traffic has been organized between Nakhodka – Brest – Warsaw, Brest – Aktobe, Zabaikalsk – Dnepropetrovsk, Zabaikalsk – Moscow, Xingang – Almaty, Ulan-Bator – Brest – Duisburg.

The issue coordination for the period of 2006-2007 of the time-tables for the international freight trains was under consideration by the first group of the European railways of Bulgaria, Hungary, Poland,



The Railways of Iran, driver's cabin in the locomotive Siemens



UTI electric engine "O'zbekiston 0012" has just arrived with express train no. 2 "Registon" (Tashkent – Samarqand) at Samarqand

Romania, Slovakia, Czech Republic, Germany, Serbia, Austria, Bosnia and Herzegovina, Slovenia, Macedonia and Croatia.

It has been agreed to continue this work in collaboration with the Forum Train Europe (FTE) to develop time-tables for the freight trains in Europe.

The fifth group of railways from Vietnam, Kazakhstan, China, DPRK, Mongolia and Russia have summarized the results of the transportation volumes for the foreign trade cargoes in 2005, the transportation volumes of export, import and transit goods for 2006 have been agreed upon with their distribution by quarters and types of commodities through each border crossing point, and technical and organizational measures have been developed to ensure the accomplishment of the agreed volumes.

In July 2006 an International Conference was held in the city of Tallinn (Republic of Estonia) under

the title of "Key Ways to Improve Transport Services Market" (further on referred to as Conference) with the participation of the representatives of railway from Bulgaria, Georgia, Kazakhstan, Latvia, Lithuania, Poland, Russia, Romania, Slovakia, Uzbekistan, Ukraine, Czech Republic and Estonia, as well as the representatives of the German Railways (DB AG) and Railways of Finland – OSJD observers, OSJD affiliated enterprises - "Neftechimtrans" and "JERID", OSJD Committee, Center for Transport Researches (Czech Republic), transport-forwarding and logistical companies from Belarus, Lithuania, Poland, Russia, Czech Republic, Ukraine and Estonia.

The recommendations and conclusions, adopted by the conference, have been approved by the railways to solve such problems, as a possibility to increase the freight transportation volumes, to ensure the railway mode competitiveness, and have been recognized useful to be used in the further work of railways for the organization of international freight traffic in communication Europe - Asia - Europe.

1.4. Passenger Traffic

In 2006 the OSJD Commission on Passenger Traffic carried out a purposeful work on co-ordination of the international passenger transportation, adjustment of the time schedules for international passenger trains, creation of necessary service for passengers and their attraction to the railway mode of transportation.

The experts of the railways - participants of the MPT Agreement have discussed the proposals from BC, LDZ, RZD and UZ regarding changes and amendments into the Agreement on International Railway Passenger Tariff (MPT) and into the MPT text, and it was suggested that they be approved in due procedure at the next meeting of the representatives of the railways participating in the MPT Agreement.

The final time-table for international trains and the diagrams of train composition makeup, as well as assignation of coaches in them in the international passenger traffic for 2006/2007 of the I group of railways (BC, BDZ-EAD, NR IC, MAV, KZH, LDZ, LG, CFM, PKP, RZD, ZSR, ZSSK, UZ and CD) have been agreed upon.



Modernized interior of PKP Intercity's 2nd class car in express train "Witkacy" from Zakopane to Warsaw

The time-tables for passenger trains in international communication for 2007/2008 of the II group of railways (VZD, KZH, KRG, KZD, ZC, MTZ, RZD and UZ) have been agreed upon.

On the basis of the agreed time-tables for passenger trains in international communication of the I and II groups of railways the working body of the Commission have developed and re-published an international time-table of «Euro-Asia-Rail» passenger trains.

In regard to the booking of seats, passenger inquiry and information service, provision of services and mutual accountancy for transportation the expert meetings have discussed and streamlined joint OSJD/UIC leaflets dealing with the interface of electronic booking systems, uniform digital coding of routes, analytical numbering of passenger trains, as well as information exchange about train routes, as follows:



A high speed train of the Chinese Railways

- 419-1 “Analytical Numbering of International Passenger Trains”;
- 108-2 “Exchange of Fare Information”;
- 171 “Regulations governing production of reservation lists”;
- 361 “Prevention of fraud on travel tickets in passenger traffic”;
- 920-9 “Standard numerical route coding for use in international passenger traffic”.

The development of electronic booking systems has made it possible to improve the quality of passenger service, inquiry and information service and the technology of passenger traffic control. E.g.:

- RZD provide booking via Internet, accountability is made for book-keeping and financial accounting. The travel documents are issued for the trains, belonging to private companies, inside the country and their accounting is taken;
- UZ have completed the operationalization of the ASU PPUZ (ACY III Y3) national system. There are 2500 terminals operational, 2000 of them are booking and ticket offices;
- KZH have brought into industrial operation the KOZRV Express ACS («KO3PB» ACY «ЭКСПРЕСС»). The development of a new software for the booking of tickets via Internet has started;
- BC have brought into industrial operation the Express ACS (ACY «Экспресс») analytical database. All travel documents at the intermediate stations along the train route are issued with seat reservation;
- PKP, CD and VR have made it possible to issue travel documents in domestic communication via Internet. The payment is made by a bank card or in cash through a cash office. Passenger has a travel document printed on a sheet of paper with the travel data indicating, inter alia, a unique number to be checked at boarding time by the conductor;
- MAV issues tickets via Internet.

In accordance with the decision of the XXI CGD meeting of the OSJD railways (24-28 April 2006, Baku, Azerbaijan) the Ad Hoc Working Group (AWG) of experts have accomplished the task given to split the effective Agreement on “Rules for the Use of Wagons in International Traffic” (PPW) into 2 separate agreements dealing with the use of passenger coaches and freight wagons in international traffic, to be then signed by the XXII CGD meeting of the OSJD railways.

Meanwhile, in the conditions of structural reforms, ongoing on the OSJD railways, as well as in connection with the changes in the normative legal documents, regulating railway transport operation (to include the OSJD fundamental documents) it became instantly necessary to continue the work of the AWG.

Taking into account the fact, that the separation has been made without revision and streamlining of the agreements and their annexes, the AWG consider it expedient to apply to the XXII OSJD CGD

meeting with a request to consider the issue of AWG work continuation, and to entrust it to revise two independent agreements.

1.5. Infrastructure and Rolling Stock

In 2006 the OSJD Commission on Infrastructure and Rolling Stock considered the subjects and solved the tasks relating to the technological field of railway infrastructure and operational assets of railway assets.

In 2006 the Commissions' activities continued on 6 subjects, within the framework of which 13 expert meetings were held, to include 1 meeting of the joint OSJD/UIC Working Group.

In the field of "Rolling Stock Gauges in the International Traffic in the Context of Interoperability", like in 2005, the experts continued to solve problems in cooperation and with participation of the delegations from OTIF and UIC.

The experts succeeded in pushing the preparation of the draft OSJD/UIC joint leaflet 502-3 "Transportation of Exceptional Consignments in International Railway Traffic with the Participation of 1435 and 1520-mm Railways".

Also continued were activities relating to the draft annex "Methodology for the Calculation of Gauges for Traction Stock" to the Joint Leaflet OSJD (O 500)/ UIC (V 505-6) "General rules for interoperable rolling stock gauges (without unloading freight or disembarking passengers) in cross-border traffic".

In the subject of "Railway Tracks and Engineering Structures" the following 14 railways of OSJD member countries took part in fruitful cooperation: BC, NK IC, MAV, KZH, KZD, LDZ, LG, CFM, PKP, RZD, CFR, ZSR, UZ and CD).

In view of the great volumes of diversified materials and streamlined conditions of their specific character the subject has been subdivided into 4 subtopics:

- "Rails, rail fastenings, jointless tracks, their complex diagnostics, mechanization of trackworks";
- "Roadbed, engineering structures and their complex diagnostics";
- "Technical standards and diagnostics of railway tracks for fast and high-speed traffic";
- "Railway sleepers, timbers and turn-out switches and their diagnostics».

The expert meetings have considered 24 individual technical issues, of which 4 recommendatory leaflets have been developed and approved by the Commission.

The XXII CGD meeting have ratified a new main obligatory Leaflet dealing with the subject of infrastructure diagnostics complex system – "Concept for the Development of a Complex System for Diagnostics of Technical State of Railway Infrastructure Elements" (O 733).

Meanwhile 7 new obligatory-recommendatory leaflets have been approved dealing with:

- substructure (new structures of the roadbed, use of geogrids, geolocational diagnostics);
- engineering structures (repair of tunnels, anti-corrosion protection of metal bridges);
- standards (optimization of canting devices in curves);
- turn-out switches (reliability indices for main elements).

Collective solutions of technical problems in design, maintenance and reconstruction of the railway track structure and substructure, as well as engineering structures are for the benefit of railways and are of great importance from the point of view of train movement safety, increase of movement speeds and comfortableness of train movement, reduction of negative affects of railway transport onto environment, efficiency of the invested assets, etc.

In 2006 within the framework of the subject of "SFT and Communications Networks" 3 new leaflets were developed and approved by the Commission's



Train crew of the high speed train "Harmony"

meeting dealing with safety and non-failure operation of microprocessor systems of railway automatics and telemechanics, elimination of electrothermal degradation effect of fibre-optical cables, as well as with observance of some rules for the construction of fibre-optical cables and cables with copper veins (conductors) in railway beds.

Observance of the recommendations laid down in those leaflets will make it possible to ensure main safety rules and reliability of railway automatics systems, based on microprocessor devices, and will provide basis for a reliable and long-term operation of fiber-optical cables, suspended on the railway overhead structures with DC power traction.

The SFT and communications experts have also streamlined three effective recommendatory leaflets concerning progressive technology for the maintenance of electrical locking devices, semi-automatic blocking and railway crossing signaling.

The work in the field of “Development of Standards for the power supply and power traction systems and devices” was carried out actively, that provided, in turn, for a positive result. The Commission have approved 5 new recommendatory leaflets. Most active part was taken by RZD, UZ, PKP, LG, CD.

The ratified leaflets will facilitate a more qualitative application of the following topics:

- “Recommendations for power supply control organization”;
- “Recommendations for the design of traction substations”;
- “Main technical and economical criteria for the modernization and reconstruction of traction power supply devices of electrified railways”;
- System for measuring parameters of overhead catenary and collecting pantograph interaction;
- “Recommendations for the unification of the overhead catenary basic elements of railways of the OSJD member countries.

It has been decided to continue the work related to the new document “Recommendations for compensating devices of traction substations of 25 kV, 50 Hz” in 2007.

In 2006 a purposeful and task-oriented work was carried out in the field of “Rolling stock for railways. Technical requirements for its elements”. A contribution into successful work has been made by RZD JSC, BC, LDZ, UZ. 13 recommendatory leaflets have been discussed, of which 11 were approved by the OSJD Commission meeting on 6-9 November 2006, and 5 leaflets of O and O+R category were submitted for the approval by the 2007 CGD meeting.

The following recommendatory leaflets have been approved:

- “Coefficient to recalculate rated force of brake depression for 1520-mm wagons into brake mass of 1435-mm wagons and vice versa”;
- “Magnetic-rail braking system for passenger coaches. General technical requirements”;
- “Procedure for brake testing in trains at a border station. Recommendations”;
- “Recommendations for the adjustment of braking systems for coaches and wagons when placed from 1520 to 1435-mm tracks and vice versa”;
- “Fire protection for coaches”;
- “Method for the calculation of an average heat transfer coefficient "k" for coaches in stationary conditions”;
- “Conditions for wagon operation in international railway traffic”;
- “Recommendations to define an influence of fuel additives on the operation and power effectiveness of diesel locomotives”;
- “Recommendations relating to technical requirements and materials for wires and cables of electrical and diesel rolling stock”;



KZD Passenger-train on the Tibet Railway

- “Recommendations for repair, assembling and adjustment of wheel set axle boxes for traction vehicles”;
- “Main technical requirements for axle box heat control system for traction vehicles”.

Two recommendatory leaflets “Recommendations for the methods of measuring railway rolling stock noise” and “Sanitary requirements for passenger compartments of the motor-coach rolling stock” have been reserved fore 2007.

The following leaflets were submitted for the approval by the XXII CGD meeting:

- obligatory:
 - “Basic requirements for wagons in international traffic”;
 - “Screwed coupling with a towing hook of the screwed coupling device for wagons and coaches. Technical requirements”;
- obligatory-recommendatory:
 - “Electrical heating in coaches, running in international traffic”;
 - “Power supply for coaches. General requirements for high-voltage equipment”;
 - “Technical requirements for designing unified 4-axle high-sided wagons”.

In terms of the abovesaid it is evident, that the work performed by the OSJD Commission in the field of the rolling stock in 2006 was diversified, with a number of concrete, and first of all positive results.

The subject of “Technical Assets for Combined Transportation” remained open in 2006, and the work was continued with an increased responsibility of most of the 12 participating railways. The experts agreed on the draft initial railway requirements for the system of combined transportation and developed draft technical-operational requirements for the technical assets of combined transportation.

As a result in 2006 the OSJD Commission on Infrastructure and Rolling Stock prepared 39 new and updated basic technical documents, rules or recommendations (OSJD leaflets) to be subsequently approved and applied in OSJD practical activities, namely:

- 26 recommendatory leaflets;
- 1 new and 2 updated obligatory leaflets;
- 9 new and 1 updated obligatory-recommendatory leaflets.

Through the team-work of the experts representing the participating railways the Commission has made a considerable contribution into the process of general technical level increase of infrastructure and rolling stock of the OSJD member countries.

1.6. Coding and Information Technology

The activities of the OSJD Permanent Working Group on Coding and IT (PWG C&T) in 2006 were carried out in accordance with the decisions of the Conference of General Directors (authorized representatives) of OSJD railways in cooperation with the UIC and EU in the interests of Euro-Asian railway traffic development.

In 2006 within the framework of PWG C&T the activities were related to the following subjects:

- updating of leaflets on encoding;
- revision of the leaflet list from the OSJD Leaflet List, which are within the responsibility of the PWG, with the purpose of their streamlining;
- activities of the Joint OSJD/UIC Group on “Coding and IT”;
- Joint OSJD/UIC migration project - RICS (streamlining of joint OSJD/UIC leaflets within the framework of transition to the 4-digit coding system of railway undertakings);



The sleeping-car of the Spanish train "Talgo 200", contains 20 sleeping berths or armchairs in 5 compartments. Alma-Ata 2 station, Kazakhstan

- Allocation of 4-digit codes according to Leaflet 920-1 “Uniform digital coding for railway undertakings, infrastructure managers and other companies, participating in railway transportation”;
- “Paperless technology for the carriage of goods in international traffic”;
- “Interaction of electronic systems for the sale of travel documents and services in international traffic”. Systems of seat reservation, inquiry and information service for passengers, provision of services and mutual accounting for transportation”;
- OSJD Web-site;
- “Security of information resources and information-telecommunications infrastructure”;
- “Information support for railway traffic – Technical Specifications for Interoperability (TAF TSI).



RA2-003, Moskva-Rizhskaya

At the meeting of the OSJD/UIC Joint Group the following information was delivered:

- OSJD/UIC RICS Ad Hoc Working Group on the progress of the migration project;
- responsible duty holder from the OSJD and UIC side on the progress of joint leaflets;
- on the allocation of 4-digit codes for RUs;
- on the development of coding standards under the ERA control;
- on the SEDP TAF TSI project.

The List of Responsibles for the Joint OSJD/UIC Leaflets on “Coding and IT” has been corrected.

Within the framework of the RICS project the OSJD/UIC Ad Hoc Working Group continued to allocate 4-digit codes (according to Leaflet O 920-1) upon the requests received from railway undertakings. The table of the actual RICS codes has been published on the UIC Web-site, as well as a request form. In the near future various channels will be used to inform non-UIC members about the RICS application procedures. 305 codes have been allocated as of 30 September 2006.

At their meetings the experts of the WG on paperless technology considered and agreed on draft OSJD Leaflets P 942 “Technology of information follow-up for the freight transportation with the use of SMGS at electronic data exchange in UN/EDIFACT standard”, supplemented with additional data about transfer slip and about wagon coupling/uncoupling operations, and O+R 944 “List of classifiers and data elements codes”, supplemented with corresponding data element description 4441 “Description of transportation status” for the wagon coupling/uncoupling operation. These OSJD draft leaflets were approved by the final meeting of OSJD PWG C&T.

The PWG C&T meeting has approved the following leaflets: “Principles of information security organization at the interface of digital telecommunications networks (leading railway - RZD) and organizational and legal measures to provide information security on railway transport in international traffic” (BC is a leading railway) with the allocation of status “R” for them.

1.7. Financial and Accounting Issues

In accordance with the decision of the XXI CGD meeting (24-28 April 2006, Baku, Azerbaijani Republic) the activities of the PWG on Finance and Accounting (further on referred to as PWG FA) was organized in 3 directions:

- actualization of the effective “Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic” (further on referred to as Agreement) in view of the modern economical conditions of railway operation and legislation of the OSJD member countries;

- on the streamlining of the “Rules for Accounting in International Passenger and Freight Railway Traffic” on the level of experts in the course of 2006 and for 2007 in view of the ongoing reforms;
- on the cooperation development with the UIC in financial-accounting field.

The PWG FA meetings were attended by the specialists of the countries – members of the Agreement on the “Rules.....”, which facilitated in taking competent decisions, resulting in an overall debt decrease.

Successful work was carried out by the expert group with the participation of 14 railways. Meanwhile it is necessary to point out, that the work connected with the streamlining of the “Rules on Accounting...” is a difficult and diversified process, containing various aspects – financial, economical, legal, etc. New opportunities were discussed, e.g. creation of a Compensation Bureau within the OSJD framework.

In 2006 the expert group actively worked to update the “Rules on Accounting...” and prepared a summary, which has been already discussed, and the ways of including it into the effective “Rules...” are being considered. The coordination of proposals with the effective “Rules...” in part of the payment delay settlement, protection measures against currency exchange rates variations, etc. is done to converge and unify the OSJD and UIC accounting systems.

On the basis of article 5 of the Agreement on the “Rules for Accounting...”, which describes the procedure for consideration and approval of modifications and amendments in the “Agreement” and “Rules for Accounting”, in order to better the quality of the decisions taken the proposals were considered in view of the opinions received from all the participating railways. Proceeding from the unanimity principle in the decision taking in regard to the modifications and amendments, the railways having sound objections included them into the minutes of the meetings.

At some railways participating in the Agreement on the “Rules for Accounting...” the actions are taken to reform the railway transport. The services provided by infrastructure, passenger and freight sectors are reserved into an individual type of activity. The emergence of new entities as a result of the structural reforms ongoing on the railways brings about a problem of accounting for international transportation within the framework of the Agreement on the “Rules for Accounting...”. Within the frameworks of the OSJD PWG FA there is an ongoing discussion about the influence of structural reforms in the established system of financial accounting and the existing procedure of mutual accounting is proposed to be maintained as a whole through a uniform accounting organization.

To improve the process of financial accounting between railways participating in the Agreement on the “Rules for Accounting...” RZD has prepared a draft Regulations relating to the Commission activities for the settlement of financial issues arising between railways.

According to the Plan of Work of the PWG FA for 2006 a number of proposals were sent by ZSSK “Cargo”, BC, LG, UZ, LDZ, KZH, RZD and UTI to the OSJD Committee connected with

the modifications and amendments into the existing “Rules for Accounting...” to improve the tools of mutual accounting. The opinions and remarks on these proposals have been received from TDZ, PKP, ZSSK “Cargo”, CD, LDZ and EVR. On the basis of the constructive and full-argument discussion the participants of the meetings have decided to introduce some of them as changes and amendments into the “Rules...”, and the others to be finalized and re-considered at the following meetings. The adopted modifications and amendments were sent to all the participants to the Agreement on the “Rules for Accounting...” and the data of their effect was informed in the established periods (according to article 5 of the Agreement on the “Rules for Accounting...”).



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The practical application of the “Rules for Accounting...” is subject to considerable difficulties resulting from new economical conditions. The following railways participate in this work: BC, BDZ-EAD, MAV, KZH, KZD, ZC, MTZ, RZD, ZSSK Cargo, CD, CFR «Marfa», UTI, UZ and EVR. 2 expert group meetings were held. Basically the activities of the expert group are aimed at the summary of the results of the work done, at the formulation and discussion of concrete proposals for the future with inclusion of new sections into the effective “Rules...”

Except for consideration of an opportunity to apply some provisions of UIC leaflet 311 O+R “Financial relations between railway undertakings - Principles and terms of application” in the “Rules...”, there was also an ongoing discussion of a possible creation of the Bureau of Compensations within the OSJD frameworks.

The results of the trial calculations made with the use of multilateral debt-clearance method are discussed. The provided incomplete data made it impossible to perform an objective analysis of a possible of application of the method of the Bureau of Compensations.

The application of the multilateral debt-clearance methods within the frameworks of the OSJD Agreement on the “Rules for Accounting...” is considered to be expedient and is submitted for the discussion by the PWG FA meetings.

Due to the necessity to produce a mutual accounting mechanism, which will enable to optimize financial resources, payments volumes and accounting periods, a draft Regulations of Work of the OSJD Bureau of Compensations (further on referred to as BoC) have been proposed for consideration. This draft contains eventual functions and fields of its activities, to include those connected with the organization of multilateral netting (credits) between the railways participating in the “Agreement on the Rules ...”. Possible variants of BoC organizational and legal forms have been foreseen, to include the one as an OSJD structure and as an independent entity (e.g., limited liability company). The issue of BoC foundation is still being discussed.

In view of the modifications and amendments made an alignment check-out of the texts of the “Rules for Accounting...” has been completed with the purpose of publishing an updated version of the RA as of 31.01.2007. The “OSJD Information Directory on Mutual Accounting in International Passenger and Freight Traffic” has been reissued, which includes actual data on banking details and main domiciles of financial organizations, represented by the railways participating in the “Agreement on the Rules for Accounting”.

Cooperation with the UIC is continued in 2 ways:

- application of the UIC experience in multilateral nettings on the principle of mutual compensations;
- participation of the PWG FA members and an OSJD specialist on financial and accounting matters in the UIC meetings as observers.



OSJD Committee members during their visit to the diagnostics station for diesel generators of diesel locomotives, Warsaw, 2007

2. Activities of the OSJD Governing Bodies

2.1. OSJD Ministers Conference

The XXXIV OSJD Ministers Conference session (Sofia, June 2006) was of a festive nature, as 2006 marked the 50th anniversary of the OSJD foundation. In connection with it the session participants signed a “Declaration of the XXXIV OSJD Ministers Conference session”, which stressed an enormous importance of OSJD in providing international railway transportation, and new directions of its activities have been defined for the period of 2006-2016.

Meanwhile the session considered the main issues of OSJD activities approved the corresponding decisions:

- Complex Plans for Transportation Improvement and Development of OSJD transport corridors No. 1, 9 and 11 were approved. Meanwhile the OSJD Commission on Transport Policy and Development Strategy was entrusted to speed up the development of the Complex Plans of other corridors in order to submit them for the approval by the next OSJD Ministers Conference session;
- The results of work of the OSJD working bodies to streamline legal documents regulating the conditions of passenger and freight transportation in direct international railway - ferry traffic have been approved;
- The OSJD Commission on Transport Law was entrusted to continue the application of the CIM/SMGS consignment note, SMPS and SMGS revision in view of the ongoing structural reforms on the railway transport, as well as to develop and submit for the decision of the XXXV OSJD Ministers Conference session the main principles for the SMPS revision;
- the AWG on the SMGS Revision has been tasked to develop draft rules for the carriage of goods, wagons and containers in direct international railway ferry traffic;
- the OSJD Committee was entrusted to coordinate the matters relating to the collaboration with OTIF and CIT as concerned the harmonization of SMGS-CIM and SMPS-CIV legal systems, Rules for the Transportation of Dangerous Goods, application of the CIM/SMGS consignment notes and other issues, ensuing from the accord of “Cooperation between OSJD and OTIF, “The Common Point of View” and “Agreement between OSJD Committee and CIT on the Application of the CIM/SMGS Consignment Note”;
- the attention of the OSJD Ministers Conference members was drawn to the necessity of the procedures (according to the national provisions) related to the adherence to the Convention on the International Customs Transit Procedure for the Railway Transportation of Goods with the Use of the SMGS Consignment Note”;
- the works related to the draft Agreement on OSJD Privileges and Immunities have been ceased.

Mr Tadeusz Szozda, representing an OSJD member from the Republic of Poland, has been appointed Chairman of the OSJD Committee by the OSJD Ministers Conference for the period of 1 July 2006 – 30 June 2008, as well as Mr Zhukov Viktor, representing an OSJD member from the Russian Federation, and Mr Xie Gaochao, representing an OSJD member from the People’s Republic of China, have been appointed OSJD Committee Deputy Chairmen.

The session has approved the Report on OSJD Activities for 2005 and the Report of the Revision Commission for 2005, as well as the OSJD Committee budget (final – for 2006 and preliminary – for 2007) and the OSJD Programme of Work for 2007 and the years to follow.



OSJD Committee members during their visit to the diagnostics station for diesel generators of diesel locomotives, Warsaw, 2007

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

The Conference of General Directors held its XXI meeting in April 2006 in Baku, at which the results of work of the OSJD working bodies, acting within the Conference domain, were discussed together with the materials to be submitted for the Ministers Conference session.

The results of work on the joint UNESCAP - OSJD project on planning and organization of demonstration runs of container block trains along the Northern Corridor of Trans-Asian Railway have been approved with the support of the recommendation of the 3rd meeting of the UNESCAP Steering Committee on the project.

The Conference has ratified the modifications and amendments into the PPW and GNG texts, and has taken a decision to update ITT and ETT. It has been decided to separate the PPW into 2 individual Rules for the use of coaches and wagons.

The progress was noted in the accomplishment of the first phase (Mongolia) of the joint UNESCAP/OSJD project to increase the effectiveness of the Euro-Asian railway routes with special attention to the landlocked countries of Asia and Caucasus. A task has been adopted for the railways of the OSJD member countries, participating in the Joint Project, to define a routing list and a composition of the Project Group for the II-nd phase (Kazakhstan) of the Joint Project.

The Conference has entrusted to continue the work in the field of the passenger traffic on the subject of “Booking of seats, inquiry and information service for passengers, provision of services and mutual accounting for transportation”.

A number of norms and prescriptions in the form of OSJD leaflets have been approved by the Conference in the field of technical issues of railways, and has taken a decision to continue the work in this field on the following subjects: rolling stock gauges, tracks and engineering structures, SFT and communications networks, power supply and power traction devices, rolling stock for railways, technical means for combined transportation.

In the field of coding and IT the OSJD PWG on Coding and IT was entrusted to continue the work on administering the joint OSJD/UIC leaflets, on developing together with CEN the technical specification for interoperability in the field of freight traffic coding (TAF TSI – Telematic Applications for Freight).

To increase the effectiveness of the AWG work, the Conference entrusted to define the responsible persons for some Group’s tasks.

The following leaflets were approved: O+R 944 “List of classifiers and codes for data elements. Coding lists library for freight traffic according to SMGS rules” and O+R 943 “Standard electronic messages library for international freight traffic according to SMGS rules in UN/EDIFACT standard”, as well as “OSJD and UIC regulations on company codes administration”.

As a result of the financial standing considered between the railways in regard to the debts, the Conference has entrusted, in addition to requesting the debtors to clear their debts, to continue analyzing the tools for decreasing the amount of mutual indebtedness. The Conference kindly requested the heads of the railways, having long-term debts, to inform the XXII-nd meeting about the actions taken to pay the debts.

Regarding the financial and accounting issues the Conference entrusted to continue streamlining the “Rules on Accounting” on the level of experts in 2006-2007 taking into account the reforms ongoing on the railways of the OSJD member countries, and to continue co-operation with the UIC in this field.

The Conference has approved the OSJD Programme of Work for 2007 in regard to the passenger and freight traffic, infrastructure and rolling stock, finance and accounting, coding and IT.



Liu Zhijun, Minister of Railways of the People’s Republic of China during his visit to the OSJD Committee



OSJD Committee members during their visit to the diagnostics station for diesel generators of diesel locomotives, Warsaw, 2007

The status of an affiliated enterprise has been granted by the Conference to:

- Close joint stock company “Transmashholding”, an association of railway machine-building enterprises (Moscow, Russia);
- “Railway Transport Pesa Bydgoszcz Holding JSC” (Bydgoszcz, Poland);
- “Southern Industrial-Investment Group” («Южная промышленно-инвестиционная группа») Corporation (Dnepropetrovsk, Ukraine);
- VolkerRail Deutschland (Oberhausen, Germany).

The Conference appointed Mr Kalman Somodi, representative of an OSJD member from the Republic of Hungary, OSJD Committee Secretary for the period

from the 1st of July 2006 till the 30th of June 2008.

The Conference discussed the materials to be submitted for the Ministers Conference session and prepared its own recommendations on them for the session, in particular on the Report on OSJD Activities for 2005 and the Committee’s budget, as well as in regard to the appointment of the OSJD Committee management.

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

3.1 Cooperation with Observers

The status of an OSJD observer was enjoyed by the railways of Germany (DB AG), Greece (CH), France (SNCF), Finland (VR), Serbia and Montenegro (JZ) and Gyor-Sopron-Ebenfurt Railway (joint-stock company DySEV).

The work of the OSJD Commissions and the expert meetings on some topics of the Plan of Work were actively participated by the OSJD observers. In particular it was showed in the field of transport policy, transport law streamlining, improvement of work of boundary stations, tariff and commercial issues, rules for the transportation of dangerous goods, organization of large container traffic in communication between Europe and Asia, as well as the development of leaflets of technical nature.

The SNCF participated in the development of the OSJD transport policy among leading railways.

By the agreement with the OSJD Committee the DB AG ran translations of the “OSJD Bulletin” articles into German.

The VR actively participated in the work related to transport corridors, transport law, transportation of dangerous goods, ETT, MTT (ITT) and GNG (NHM).

The observers’ representatives also took part in the meetings of the OSJD governing bodies.

3.2 Cooperation with Affiliated Enterprises

The cooperation of affiliated enterprises with OSJD is defined by their activities and concern to take part in some developments. During the reporting period the composition of the companies, which enjoyed the status of an affiliated enterprise, has changed. Some companies have denounced their agreement on the status of an affiliated enterprise due to the changes in their organizational structure and strategy; some others have been awarded it. As a whole the number of affiliated enterprises, which signed the agreement on cooperation, had reached 22 by the end of 2006.

In most cases these enterprises participated in the activities of the Commission on Infrastructure and Rolling Stock, when drawing up technical manuals on track facilities and rolling stock.

It is worth mentioning active participation of the Neftechimtrans in the activities related to the transportation of dangerous goods, wagon design and border crossing, JERID – freight forwarder servicing, KAMAX – adjustable wheel-sets, SERVTRANS – PPW and accounting regulations. The technical issues were participated by KPM Consult, RDM, Elektro-Thermit and RAILTECH. The KPM Consult cooperated on the transport corridors.

During the expert meetings the affiliated enterprises were able to deliver their presentations. They took part in the meeting of the Conference of General directors as guests.

4. Co-operation with International Organizations

4.1 Co-operation with UNECE

Taking into account the UNECE activities in the field of the development of the Euro-Asian transport ties, the OSJD took active part in the activities of a number of working groups on railway transport, customs issues, combined transportation development, and actualization of the rules for the transportation of dangerous goods. The co-operation between OSJD and UNECE for the preparation of an international conference to facilitate railway border-crossing was continued.

In February 2007 a final version of the Convention on the International Customs Transit Procedure for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes was adopted by the UNECE ITC session. Due to some technical reasons, connected with a delayed translation of the Convention text into all UN working languages, the ratification procedure of the Convention by the OSJD member countries has been postponed.

The process of bringing the OSJD transport corridors in line with the requirements of the European Agreement on main International Railway Lines (AGC) has become another positive direction of collaboration.

In 2006, in order to coordinate the activities for harmonizing the Rules for Transportation of Dangerous Goods, the OSJD responsible took part in the meetings of the UNECE ITC Working Group on the Transportation of Dangerous Goods (WP15).

4.2. Co-operation with UNESCAP

In 2006 the OSJD co-operated with the UNESCAP within the framework of the two joint projects:

- Organization of demonstration runs of container block-trains along the Northern Corridor of the Trans-Asian Railway (Project 1);
- Effectivization of Euro-Asian railway routes focusing special attention on the landlocked countries of Asia and Caucasus (Project 2).

Considerable progress has been observed in regard to Project 1 (Organization of demonstration runs of container block-trains), to include the provision of regular movement of the TARW NC sectors (Corridor I of OSJD).

An importance of the DPRK Railways joining the “Memorandum on Understanding on Planning and Organization of Demonstration Runs of Container Block-Trains along the Northern Corridor of the Trans-Asian Railway” and realization by them of the joint UNESCAP/OSJD project was noted.



OSJD Committee members during the visit of Liu Zhijun, Minister of Railways of the People's Republic of China in the OSJD Committee

The participants of the joint project and the concerned international organizations delivered a report on the container transportation on their individual railway sectors to the 4th meeting of the UNESCAP Steering Committee on the planning and organization of demonstration runs of container block-trains along the Northern Corridor of the Trans-Asian Railway (19-20 September 2006, Astana, Republic of Kazakhstan). The recommendations of this meeting will be submitted by the OSJD Committee for the XXII-nd CGD meeting of OSJD railways (2007).

The works to fulfil the first stage of project I were accomplished in accordance with the Methodology, approved by the XX-th CGD meeting of the OSJD railways (28-29 April 2005, Vilnius, Republic of Lithuania).

3 routes were considered in the course of the joint project realization, which are of interest for Mongolia and concerned countries:

- route 1: Tianjin – Ulan-Bator,
- route 2: Europe – Ulan-Bator,
- route 3: port of Nakhodka – Ulan-Bator.

The study results of the abovementioned routes provide necessary technical, operational and commercial indices, which directly represent a part of comparative analysis of international transport routes (relating to Mongolia).

Pursuant to the decision of the XXI CGD meeting of the OSJD railways (April 2006) the meeting discussed an issue related to the consideration of the OSJD Euro-Asian railway routes to Kazakhstan and through Kazakhstan as a II-nd phase of the joint UNESCAP project. KZH was agreed as a leading duty holder on this subject.

Active working contacts have been established between the UNESCAP Secretariat and OSJD Committee. A UNESCAP representative on transport participated in the XXI CGD meeting of the OSJD railways (April, 2006) and the corresponding meetings of the OSJD Commission on Freight Traffic, as well as working consultations were held between UNESCAP and MTZ representatives (a leading duty holder on phase 1 of the pilot project), RZD, container trains operators – MTZ Forwarding Center, TUUSHIN Company (Mongolia) and Rubicon CJSC (Russia), Belintertrans (Belarus), Trade Trans (Poland).

4.3. Co-operation with OTIF

In 2002 OSJD and OTIF signed a Common Point of View, the basic principles of which were approved by the XXXI OSJD Ministers Conference session, which provided the co-operation with a new field of activities.

The issues of OSJD and OTIF co-operation were discussed by the international conference in Kiev relating to the problems of railway transport law (Kiev, 21-22 October 2003), which adopted a Joint Declaration, saying, that in order to increase the railway transport competitiveness with other modes of transportation, the railways have to raise the service quality to make them more reliable and safety, and the delivery of goods be accomplished in the shortest time possible.

The Programme for Co-Operation between OSJD and OTIF, based on the principles of the Common Point of View, will facilitate to achieve those objectives. The cooperation is aimed to improve 2 legal systems, to increase the level of transportation, to develop transport corridors, to facilitate railway border crossing, to raise transport service quality and technical fitting of the rolling stock.

Special attention was focused on the interface of the 2 transport law systems: SMGS and CIM. The existence of the 2 legal zones impedes to a considerable extent the development of the international railway traffic between Europe and Asia.

In 2005 OSJD, OTIF and CIT established a joint Working Group for the development of a new CIM/SMGS consignment note to solve this problem.

In the month of March 2006 the newly-borne CIM/SMGS consignment note was approved by the meeting of the OSJD Commission on Transport Law and came into effect on the 1st September 2006. In the month of March CIT approved this consignment note as well.

The first trial transportations of goods with the use of this new CIM/SMGS consignment note from Ukraine to Germany showed that this project was realistic and had a long-lasting future.

In the course of the trial runs some technical drawbacks have been discovered, which, by the parties' consent, may be eliminated in the short-term, and which have no influence on the traffic process.

It has also become clear that in addition to the CIM/SMGS consignment note it is necessary to develop some other documents related to this consignment note, i.e.: CIM/SMGS Wagenbrief (wagon consignment) and CIM/SMGS commercial act.

It was experts of the CIT- OSJD joint working group who were engaged in the development of these documents in 2006.

The harmonized provisions for the CIM/SMGS liability were developed in the reporting year to create legal relationship between the client and the carrier, as well as between the carriers. These are the "General Provisions for the CIM/SMGS Liability", which would serve as an information source both for the customers, carriers and customs bodies.

4.4. Co-operation with UIC

The co-operation with the UIC is carried out in various forms, starting from an information and documentation exchange and ending up with joint developments. The problems, discussed in 2006 in cooperation with the UIC, are included into the plans of work of the OSJD working bodies in view of the OSJD/UIC Programme for Cooperation, adopted by the XVIII-th CGD meeting.

Continued in 2006 were the works in the field of the harmonized commodity code, booking and ticketing systems, technical requirements for gauges and other issues.

The joint OSJD/UIC working group on Coding and IT continued its activities.

The OSJD and UIC published their statistical bulletins with unified, from the point of view of the contest, indices and mutually conformed data.

5. OSJD Committee Activities

5.1. General Issues

The OSJD Committee accomplished the tasks resulting from the functions of the OSJD executive bodies, stipulated by the OSJD fundamental documents and decisions of the OSJD governing bodies, to include the the development coordination of the Plan of Work and the OSJD working bodies plans.

The OSJD Committee's function was to be a Secretariat for the preparation and holding of the XXI-st CGD meeting of the OSJD railways in Baku, as well as the XXXIV-th jubilee MC session in Sofia.

7 meeting of the OSJD Committee members took place in 2006, at which the results of work were considered carried out by the Commissions and PWGs during the year, to include the draft decisions submitted for the approval by the OSJD governing bodies in the field of transport policy, combined traffic, etc., as well as reports about the meetings of the working bodies and other international organizations, in which the OSJD Committee members took part.

Among all the issues implement within the framework of OSJD, great attention was paid to the development of the unified CIM/SMGS consignment note and the Rules for the Transportation of Dangerous Goods, revision of the Agreement on the International Freight Traffic (SMGS), as well as to the preparation for the International Conference on the Facilitation of Railway Border-Crossing. The activities related to the organization of 4 meetings of the AWG for the updating of the OSJD fundamental documents were of special importance.

In 2006 the OSJD marked the 50th anniversary of its foundation. According to the OSJD Committee's Programme, specifically developed for this purpose, an exposition stand was prepared and a booklet was published, in which the most important events in the OSJD history were included.

Besides, the anniversary badges and Diplomas of Honour were prepared for the OSJD members and the persons, who made noticeable contribution into the development of the organization. The diplomas were awarded during the XXI CGD meeting and XXXIV MC session, as well as issued for the OSJD members to be handed over for their staff and veterans. The total number of the diplomas issued by the OSJD Committee was 400. The meeting participants of the OSJD working bodies were awarded jubilee badges.

A gala reception was held on 8th June 2006 in the OSJD Committee premises to mark the 50th anniversary, attended by the ambassadors and diplomatic representatives of the OSJD member countries, delegates of the Polish ministries and agencies, PKP administration, some OSJD honoured veterans, including Mr Golaszewski, former OSJD Committee Chairman and Mr R. Chovan, former OSJD Committee Secretary.

The OSJD Committee cooperated with the international organizations, observers and affiliated enterprises on the basis of concluded agreements and on the mutually beneficial basis. According to the decision of the XXI CGD meeting the OSJD signed two agreements with affiliated enterprises.

The representatives of 22 countries worked in the OSJD Committee. Unfortunately, there were still no representatives of Romania, Tajikistan and Turkmenistan in 2006, which diminished the OSJD Committee's capacity in regard to the realization of the challenges facing it. The OSJD Committee Chairmanship have repeatedly requested them to send their representatives as a result of which Tajikistan has delegated its representative in August 2007.

During the year the representatives from the Socialist Republic of Vietnam, Republic of Kyrgyzstan and Republic of Uzbekistan were rotated. The representative of the Islamic Republic of Iran completed his tenure in the OSJD Committee, who was responsible for the transportation of dangerous goods.

4 staff members have been also replaced.

98 meetings of the OSJD working bodies were held in 2006, 48 of them in the OSJD Committee premises. An analysis was carried out by the OSJD Committee in regard to the activities of the OSJD Commissions and permanent working groups, which showed their unequal capacity.

During the year the OSJD Committee representatives participated in a number of international conferences and other international events in the field of railway transport, in exhibitions, devoted to the transit traffic – “InnoTrans-2006”, «TransEuroAsia», «TRANSLOG», etc., as well as in the meetings of the working bodies of the international organizations – UNECE, UNESCAP, OTIF, UIC, CIT, CCTST.

A few meetings took place in the OSJD Committee on the live issues with Mr I. Levitin, Minister of Transport of the Russian Federation, Mr V. Gladkih, General Director of UZ, and Mr Kozak, Managing Director of MAV Cargo.

In 2006 the OSJD Committee was visited by the following representatives of the international organizations: Mr A. Michel, UIC General Secretary, Mr T. Leimgruber, CIT General Secretary, Mr J. Ludewig, CER Executive Director, Mr Bessonov, CCTST General Secretary, and Mr V. Timofeev, UNESCAP Adviser.

A workshop was held on 19 October devoted to the interaction of the 1435 and 1520-mm railway systems, at which the fields of future cooperation between OSJD and EU were defined, attended by the representatives of DG TREN and ERA.

5.2. Publishing Activities

In 2006 5 issues of the OSJD Bulletin journal were published in Russian, Chinese and German languages (including a doubled issue). The translation into German was provided by DB AG.

The journal had a 2929-copy run in 2006, including 1846 copies in Russian, 672 in German and 411 in Chinese languages.

The journal is dispatched to all the OSJD member countries, railways of OSJD observers and affiliated enterprises free of charge, as well as to the organizations and individual persons paid additionally (by subscription). Besides the “OSJD Bulletin” is sent to 25 states around the world by way of a free-of-charge exchange.

Since 2005 the Bulletin has been delivered through the post office.

The subjects of the issued materials mainly reflected the basic decisions of the OSJD Ministers Conference Meeting, CGD Session, OSJD permanent Commissions, expert and working groups. The journal pages first of all were made available to the railways of the OSJD member countries, observers and affiliated enterprises.

In 2006 the articles of the authors from the following countries were published in the journal: Azerbaijan, Bulgaria, Vietnam, Georgia, Iran, Poland, Russia, Uzbekistan, Ukraine and Czech Republic.

The materials published in the Bulletin dealt with the reforms ongoing on the railways of the OSJD member countries, streamlining of SMGS and SMPS, implementation of a new COTIF, as well as many other topics.

The authors of the articles published in the journal were Ministers of Transport of the OSJD member countries, heads of railway branches, leading scientists, skilled experts and specialists of railway transportation, OSJD Committee members, as well as OTIF and UNESCAP representatives.

Two Bulletin issues were published on the eve of the Ministers Conference and CGD Meetings and were distributed on-site during the opening days of these most important events.

In the reporting year the negotiations were held and an agreement signed between the OSJD Committee and the “Deine Bahn” DB AG trade journal.

The information on the OSJD activities was published on a regular basis.

Some requests were received to publish our materials in various journals.

In addition to the issuing of the journal some additional work has been performed by the editing staff within the preparation for the OSJD 50th anniversary as follows:

- a stand was developed and drawn up illustrating the OSJD background;
- a jubilee leaflet published;
- a presentation was prepared for the OSJD Committee Chairman to be delivered at the jubilee session of the Ministers Conference.

Finalized and published during the year were:

- OSJD information directory in Russian, Chinese, German and English languages;
- Report on the OSJD Activities for 2005 in 4 languages;
- Stands of the CGD and Ministers Conference participants;
- Calendars for 2007 with the OSJD logos and clocks;
- Desktop diaries with the OSJD symbolic;
- Calendars with the OSJD meeting timetable for 2007;
- Maps of the OSJD international railway transport corridors.



SUMMARY

on participation of OSJD Members in Agreements and Treaties in Force within the OSJD Framework (as of 31.01.2007)

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



2006