

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



**Организация сотрудничества
железных дорог (ОСЖД)**

**铁路合作组织
(铁组)**

**Organisation für die Zusammenarbeit
der Eisenbahnen (OSShD)**

**REPORT
ON THE ACTIVITIES OF THE ORGANISATION
FOR CO-OPERATION BETWEEN RAILWAYS
FOR 2023**

Members of OSJD

As of 1 August 2024

The Countries and Railways - Members of OSJD

Countries	Railways/Authorities
Republic of Azerbaijan	AZD - Azerbaijani Railways CJSC
Republic of Albania	
Islamic Republic of Afghanistan	ARA - Afghanistan Railway Authority (ARA)
Republic of Belarus	BC - Byelorussian Railway
Republic of Bulgaria	BDZ - Holding "Bulgarian State Railways"
Hungary	MAV - CJSC "Hungarian State Railways"
Socialist Republic of Vietnam	VZD - Vietnamese Railway State Company
Georgia	GR - "Georgian Railway" JSC
Islamic Republic of Iran	RAI - Railway of the Islamic Republic of Iran
Republic of Kazakhstan	KZH - JSC "Kazakhstan Temir Zholy National Company" (Railway of Kazakhstan)
People's Republic of China	KZD - State Department for Railways / China State Railway Group Co., Ltd.
Democratic People's Republic of Korea (DPRK)	ZC - Railways of the People's Democratic Republic of Korea
Republic of Korea	KORAIL - Korea Railroad Corporation
Republic of Cuba	
Kyrgyz Republic	KRG - "Kyrgyz Temir Zholy National Enterprise" State Company (Kyrgyz Railway)
Lao People's Democratic Republic	LNRE - Lao National Railway State Enterprise
Republic of Latvia	LDz - State JSC "Latvian Railway" (Latvijas dzelzceļš)
Republic of Lithuania	LTG - JSC "Lithuanian Railways" (AB "Lietuvos geležinkeliai")
Republic of Moldova	CFM - State Enterprise "Railway of Moldova"
Mongolia	UBZD - JSC "Ulan-Bator Railway"
Republic of Poland	PKP - JSC "Polish State Railways"
Russian Federation	RZD - OJSC "Russian Railways"
Romania	CFR - "National Railway Company of Romania" SA
Slovak Republic	ZSR - Railways of Slovak Republic (Železnice Slovenskej republiky)
Republic of Tajikistan	TDZ - State Unitary Enterprise "Rohi Ohani Tojikiston" (Tajik Railway)
Turkmenistan	TRK - Agency "Turkmenmiryollary" at the Transport and Communications Agency under the Cabinet of Ministers of Turkmenistan
Republic of Uzbekistan	UTI - JSC "Uzbek Railways" (O'zbekiston temir yo'llari)
Ukraine	UZ - JSC "Ukrainian Railways"
Czech Republic	CD - JSC "Czech Railways" (České dráhy)
Republic of Estonia	EVR - JSC "Estonian Railway"

Railways – OSJD observers

DB AG – JSC "German Railway"	ZS – JSC "Serbian Railways"
OSE – Organisation of Greek Railways	FPC – JSC "Federal Passenger Company" (Russia)
SNCF – National Society of French Railways	

OSJD Affiliated Enterprises:

OLTIS Group JSC (Czechia)	Euro Rail Cargo LLC (Latvia)
Grup Feroviar Roman JSC (Romania)	SIGIS Ltd. (Latvia)
PESA Bydgoszcz JSC (Poland)	Baltijas Tranzita Serviss JSC (Latvia)
Unicom Tranzit JSC (Romania)	Baltijas Ekspresis JSC (Latvia)
CTM LLC (Russia)	Mongolian Railway SJSC (Mongolia)
PLASKE JSC (Ukraine)	INTERTRANS JSC (Russia)
Dnieper Railway Switch Plant (Ukraine)	Post of Russia JSC
Rail Cargo Hungária CJSC (Rail Cargo Group) (Hungary)	Beijing Jiaotong University (BJTU) (China)
Freightliner PL LLC (Poland)	South-West Jiaotong University (SWJTU) (China)
South Caucasus Railway CJSC (Armenia/ Russia)	Gargždų geležinkelis CJSC (Lithuania)
PJSC Center for Cargo Container Traffic "TransContainer" (Russia)	NorthStar Sinogold Exhibition Chengdu Co. Ltd. (China)
Firma TVEMA JSC (Russia)	CER CARGO HOLDING (Hungary)
UTLC ERA JSC (Russia)	Gepard Express SE (Czech Republic)
Eurosib SPb-TS JSC (Russia)	OST-WEST Logistic Poland LLC (Poland)
Track Tec JSC (Poland)	"Far Eastern Shipping Company" (FESCO) (Russia)
Northeast Asia Railway Corporation CJSC (China)	Instytut Kolejnictwa (Railway Research Institute) IK (Poland)
Russian University of Transport (RUT) (Russia)	New Land Grain Corridor (Russia)
China Railway Eryuan Engineering Group Co. Ltd (China)	Union of Legal Entities "Association of Kazakhstan Freight Railway Carriers' Self-Regulatory Organisation" (Kazakhstan)

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PUBLISHER
Committee of the Organisation for Co-Operation
between Railways

EDITORIAL BOARD
Sergey Kabenkov, AP (Chairman)
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EDITORIAL STAFF
Editor-in-Chief: S. Kabenkov
Editor: Zhu Haifeng
Secretaries: T. Korniluk, A. Głogowska

Address: 00-681 Warszawa, ul. Hoża 63/67
Telephone: (+4822) 657-36-17;
(+4822) 657-36-18
Fax: (+4822) 621-94-17;
(+4822) 657-36-54
osjd@osjd.org.pl; www.osjd.org

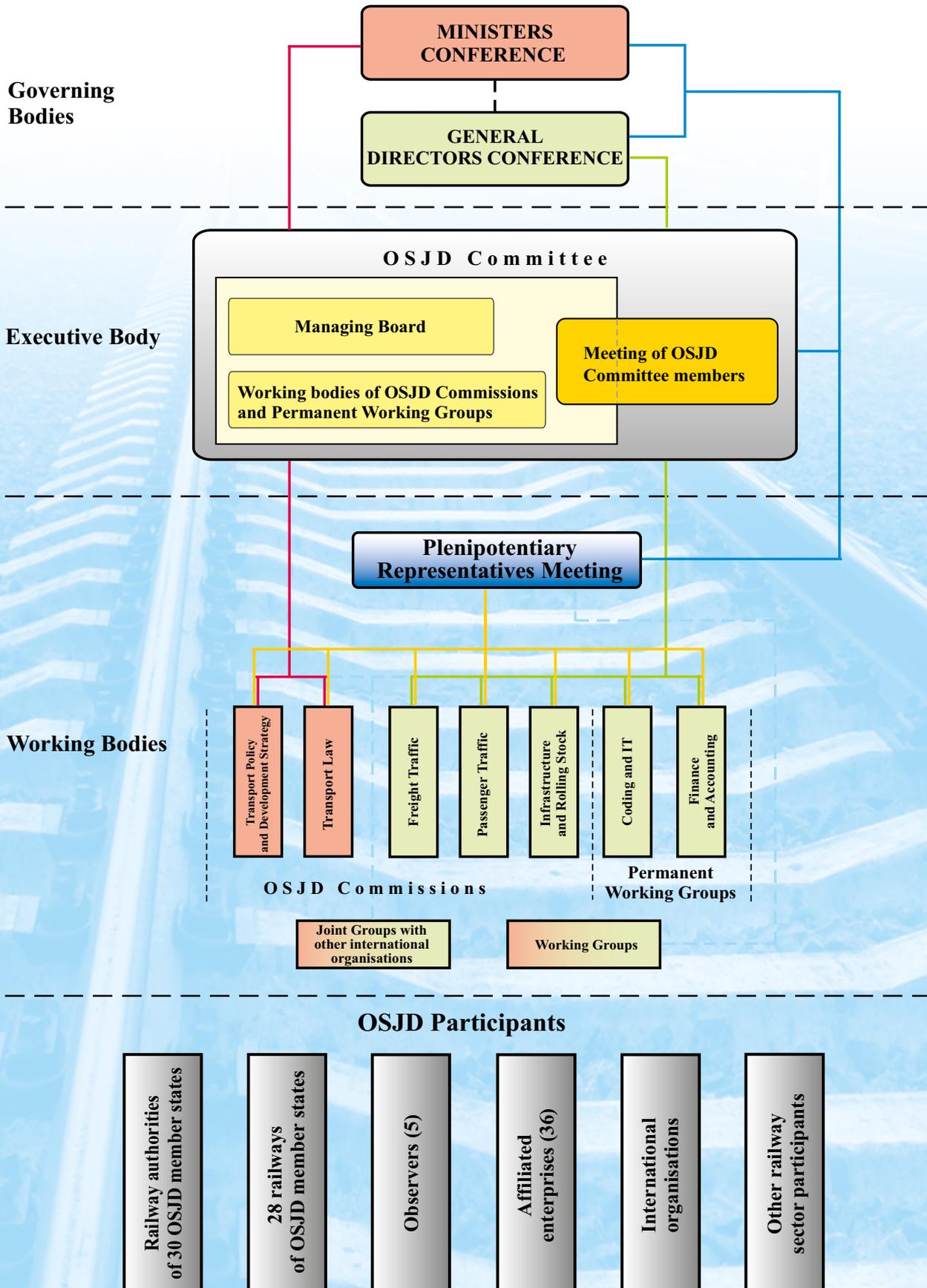
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List of Abbreviations Used in the Text

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

Structure of Organisation for Co-Operation between Railways (OSJD)

(As of 1 August 2024)



OSJD Committee's Managing Board



Chairman
Miroslaw Antonowicz



Deputy Chairman
Mikhail Vsevolozhskiy



Deputy Chairman
Sui Ruizheng



Secretary
Attila Kjss

Statistics

Main Indices of Railways of the OSJD Member Countries in 2023

No.	Country	Railway	Code	Length of lines km	Electrified km	Passenger traffic tsd. p.	Passenger- kilometres mln. pass-km	Freight traffic in tsd. t	Tonne-kilometres mln. t-km
1	Azerbaijan	AZD	0057	2179.57	1150.61	7 185	313.55	18275.90	6739.50
2	Afghanistan	ARA	0068	226				4 408.9	83.9
3	Belarus	BC	0021	5 474.1	1 369.3	62 439.6	5 336.1	99 904.4	35 287.5
4	Bulgaria ¹	BDZ	0052	4 044	3 005	21 852.9	1 593.3	5 759.3	1 710
5	Hungary ²	MAV	0055	7 419	3 261	190 127.83	10 400.0	43 387.85	10 764.7
6	Vietnam	VZD	0032	2 347		6 122.8	2 209.8	4 639.3	3 717.0
7	Georgia	GR	0028	1 576.5	1 546.22	2 283.4	687.3	13 551.5	3 839.6
8	Iran	RAI	0096						
9	Kazakhstan	KZH	0027	16 005.6 ³	4 237.5 ³	20 177.8	16 488.8	297 357	262 411.9
10	China	KZD	0033	69 838	48 933	1 475 182	479 179	2 794 080	2 561 617
11	DPRK	ZC	0030						
12	Republic of Korea	KORAIL	0061	4 147.7	3 309.2	136 693	23 973	21 257	5 528
13	Kyrgyzstan	KRG	0059	417.2		247	21.6	9 367	1 085.6
14	Latvia	LDz	0025	1 830.9	250.9	17 134	612	15 636	5 296
15	Lithuania	LTG	0024						
16	Moldova	CFM	0023	1150.8		774.3	58.9	3 947.4	802.4
17	Mongolia	UBZD	0031	1839.8		2 141.84	797.47	32 305.43	18 869.32
18	Poland ⁴	PKP	0051	19393*	12126*	374 443	25 856.71	231 661.4	61 598.53
19	Russia	RZD	0020	85 502	44 296	1 199 558.5	136 308.15	1 369 954.8	2 636 928.3
20	Romania	CFR	0053	10 615	4 031	74 393.37	6 154.47	15 248.4	2 899.44
21	Slovakia	ŽSR	0056	3 584.13	1 584.7	71 726.51 ⁵	3 560.4 ⁵	26 352.39 ⁶	5 185.04 ⁶
22	Tajikistan	TDZ	0066	670		455.6	23.4	6 458.1	304.1
23	Turkmenistan ⁷	TRK	0067	5113					
24	Uzbekistan	UTI	0029	4 839.7	1 942.2	9 809.7	3 903.7	109 411	27 080.7
25	Ukraine	UZ	0022						
26	Czechia ⁴	CD	0054	9 513.9	3 276.9	184 576.6	10 487.9	87 018.2	15 531.4
27	Estonia	EVR	0026	907	139	7 803.7	408.1	4 794.4	571.7
	TOTAL	OSJD		253 520.9	134 458.5	3 504 986.6	668 323.5	5 076 806.7	5 262 677

* data for 2022

1 data of NRIC, "BDZ-Passenger Services" single-member LLC,

"BDZ-Freight Services" single-member LLC

2 data of MAV Co., MAV-START Co., GySev Co.

3 data as of 01.01.2023

4 data of all carriers in the country

5 ZSSK data

6 ZSSK Cargo

7 OSJD Bulletin No. 2/2024, p. 2

Introduction

Esteemed ladies and gentlemen!

The year of 2023 has been another year when the railway transport segment had to respond to new challenges associated with an unstable geopolitical and social situation. The Organisation for Co-Operation between Railways, within the framework of the development of international cooperation in the field of railway transport in the Eurasian space, has developed a set of measures aimed at stabilising the situation and maintaining safe railway supply chains for goods and cargoes.

The activities of the OSJD working bodies were carried out in accordance with the approved plans and the Work Programme using modern technologies and communications tools. The Organisation, being in a difficult geopolitical and social situation, demonstrated stability and the ability to flexibly adapt to new working conditions. The activities of the OSJD management and members of the Committee were focused on increasing the efficiency of transport processes and improving all aspects in the railway transport operation. The Organisation advocated peace, mutual respect and dispute resolution based on international law.

In 2023, the OSJD governing bodies – the session of the Ministerial Conference and the meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways, held intramurally in the Republic of Korea in Busan and the Republic of Poland in Warsaw – made a number of important decisions related to the activities of the Organisation. The Republic of Korea was accepted as one of the Parties to the SMGS and SMPS Agreements.

During the previous year, within the framework of the OSJD commissions and permanent working groups, work was carried out on a wide range of issues related to transport policy and development strategy, transport law, organisation of freight and passenger traffic, development of infrastructure and modernisation of rolling stock, as well as the use of modern technologies and financial settlements.

The successful implementation of these tasks wouldn't have been possible without the active assistance and efforts of the members and staff of the Committee, specialists and experts of the OSJD member countries, as well as observers and affiliated enterprises. I greatly appreciate this and express my gratitude to everyone for their work and contribution to the development of our Organisation. Despite the unfavourable external conditions, the management and members of the OSJD Committee managed to hold a number of intramural meetings within the framework of the conferences and other events, representing the position of the Organisation on railway transport issues at international forums. New ties have been established, for example with the Organisation of Turkic States, and a number of new initiatives were undertaken to strengthen cooperation in the field of railway transport. These events contributed to the development of cooperation with the ministries and railways of the OSJD member countries, as well as better awareness of the functioning of the Organisation and its contribution to the development of the transport industry at the international level. Digital transformation, ecology and climate change, as well as the need for railways to find answers to these issues, have determined new areas of the Organisation's activities for the future. This should find its repercussions in the long-term strategy of OSJD.

In 2023, OSJD continued to fulfill its tasks aimed at developing the most optimal solutions for the railway industry. In its work, the Organisation sought to ensure the stability and security of railway supply chains, develop cooperation between the countries and elaborate best practical solutions adapted to the current geopolitical situation. In submitting this document for consideration, I express hope for the earliest possible geopolitical stabilisation and the search for instruments aimed at overcoming all difficulties for the benefit of all members of the Organisation for Co-Operation between Railways and further development of railway transport in the Eurasian space.

With kind respect,



*Chairman of the OSJD Committee
Mirosław Antonowicz*



1.

Activities of the OSJD Governing Bodies



1.1. OSJD Ministerial Conference

For the first time since the pandemic, the main OSJD event was organised in person. The L (50th) anniversary session of the OSJD Ministerial Conference was held from 13 till 16 June 2023 in Busan (Republic of Korea) with the participation of ministers and authorised representatives of the ministries and state bodies responsible for railway transport of the OSJD member countries from 19 OSJD member countries. Representatives of OSJD members, OSJD Committee staff and representatives of the Eurasian Economic Commission (EEC) took part in the MC session.

One of the important issues considered by the OSJD Ministerial Conference was the accession of the Republic of Korea to SMPS and SMGS. As a result of the discussion, the members of the OSJD Ministerial Conference, who are also Parties to these agreements, decided to agree to the accession of the Government of the Republic of Korea to the SMPS and SMGS agreements. The accession will be completed on the 30th day after the Government of the Republic of Korea's submission to the OSJD Committee, being the Depository of the SMPS and SMGS Agreements, the instruments of ratification of accession.

Session L of the OSJD Ministerial Conference noted the implementation of the OSJD Programme and Work Plan for 2021 and 2022, approved the Reports on OSJD Activities for 2021 and 2022, the OSJD Committee Budget (final – for 2023 and preliminary – for 2024), the OSJD Work Programme for 2024 and subsequent years.

In the field of transport policy and development strategy, the OSJD Ministerial Conference session approved the results of work of the OSJD Commission on Transport Policy and Development Strategy for 2021 and 2022 and adopted a number of decisions on the areas of work for 2023, including the resumption of works in the field of ecology and environmental protection in railway transport, and approved the “Comprehensive plans for improving transportation and developing OSJD railway transport corridors Nos. 1-13 until 2030”.

The OSJD Ministerial Conference session approved the results of work of the OSJD Commission on Transport Law for 2021 and 2022. A number of decisions were made in this area, including the instructions to continue its works aimed at improving SMPS and SI to SMPS, SMGS and SI to SMGS, as well as to continue the work of the OSJD Ad Hoc Working Groups in the field of transport law. The information on the introduction of amendments and additions to the SMPS and SI to SMPS as of 1 May 2023 and amendments and additions to the SMGS and SI to SMGS as of 1 July 2023 was taken into account.

The progress of work of the OSJD AWG on the issues of vocational education/training in the field of railway transport for March 2021 – July 2022 and for August 2022 – March 2023 were approved. At the same time, the OSJD Ministerial Conference session adopted the Procedure for OSJD approval of the training programme, submitted by a participant of the OSJD Academy, and its implementation, the Regulation on the OSJD Internet information resource in the field of vocational education and training in the field of railway transport and the Regulation on the work of the editorial board of the OSJD Internet information resource in the field of vocational education and training in the sphere of railway transport. The session of the OSJD Ministerial Conference, due to the lack of unanimity, was unable to make a decision on the distribution of posts in the OSJD Committee and the appointment of the leadership of the OSJD Committee. In this regard, the OSJD working bodies and the OSJD Committee were instructed to continue their work in accordance with the approved OSJD Programme and Work Plan.

The OSJD Ministerial Conference session decided to hold its LI (51st) session from 11 till 14 June 2024 in Hungary.



Session L of the OSJD Ministerial Conference (13-16.06.2023, Busan, Republic of Korea)

At the joint meeting of the Plenipotentiary Representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways, which took place in December 2023 in the OSJD Committee, the Hungarian delegation informed the meeting participants about the impossibility of holding session LI of the OSJD Ministerial Conference in Hungary in June 2024.

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

Meeting XXXVII (37th) of the Conference of General Directors (Authorised Representatives) of OSJD Railways was held from 12 till 14 April and 19 April 2023 in the OSJD Committee (Warsaw, Republic of Poland). Delegations from 23 Conference member railways, representatives of three OSJD affiliated enterprises took part in the Conference meeting. At the Conference meeting, 14 items of the adopted agenda were considered and discussed.

The work results of the OSJD working bodies operating within the capacity of the Conference were approved. In particular, the following decisions were taken regarding:

- approval and entry into force from 1 June 2023 of amendments and additions to the Harmonised Nomenclature of Goods (GNG);
- approval of a number of OSJD Leaflets, cancellation of OSJD Leaflets that have lost their relevance, in the field of infrastructure and rolling stock, coding and information technology;
- instructing the OSJD Permanent Working Group on Finance and Accounting to continue its works on updating the current Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic and the Rules for Accounting in International Passenger and Freight Railway Traffic, taking into account the current operating conditions of railway transport, including freight traffic, on improving the technology and reducing the time frame for mutual accounting for transportation in international railway traffic, on preparing proposals agreed upon by the Parties to the Agreement on Rules for Accounting for organising electronic document flow in the sphere of financial relationship.

The Conference addressed the heads of the railways RAI, ZC and TRK, which have been in arrears for more than a year, to take effective measures to pay off their debts and to inform CGD meeting XXXVIII of the measures taken.

The Conference approved the distribution of positions in the OSJD Committee management, chairmen and specialists in the OSJD working bodies until 30 June 2027, as well as appointed the Secretary of the OSJD Committee for the period until 30 June 2027.

The OSJD Work Programme for 2024 and subsequent years in the field of freight and passenger traffic, infrastructure and rolling stock, coding and IT, finance and accounting issues has been approved.

The materials submitted to session L of the OSJD Ministerial Conference were reviewed, and recommendations were prepared for the session on the proposals of the OSJD AWG on the issues of vocational education/training in the field of railway transport, on the Report on OSJD Activities for 2022, as well as on the OSJD Committee Budget (final – for 2023 and preliminary – for 2024).



Heads of delegations of meeting XXXVII of the Conference of General Directors (Authorised Representatives) of OSJD Railways (12-14 and 19.04.2023, Warsaw, Republic of Poland)



2.

Activities of the OSJD Committee



2.1. General Issues

During 2023, the OSJD Committee, as the executive body of the Organisation for Co-Operation between Railways (OSJD), continued its activities to fulfill the tasks defined by the fundamental documents of the OSJD and decisions of the OSJD governing bodies. The OSJD Committee carried out coordination activities to organise and implement the Programme and Work Plans of the OSJD working bodies for 2023.

At six meetings of the OSJD Committee members, the results of the work carried out by the OSJD Commissions and PWGs during the reporting period were considered, including the reports on the meetings of the OSJD working bodies, other international organisations, in which the OSJD Committee members participated, as well as draft decisions on the issues of transport policy, transport law, combined transportation, in the field of freight and passenger traffic, technical issues, etc. submitted for approval to the OSJD governing bodies.

The OSJD Committee assumed the functions of a secretariat for the preparation and holding of meetings of the OSJD governing bodies. The OSJD Committee was entrusted with organising the next XXXVII (37th) meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways. The meeting of the authorised representatives of the Conference members was held from 12 till 14 April 2023 with the use of the videoconferencing mode, while the Conference meeting was held intramurally on 19 April 2023 in Warsaw. The anniversary L session of the OSJD Ministerial Conference was held in Busan (Republic of Korea) from 13 till 16 June 2023 in a face-to-face format.

Based on the concluded agreements and on a mutually beneficial basis, the OSJD Committee cooperated with international organisations, observers and OSJD affiliated enterprises.

In 2023, representatives of 25 OSJD member countries continued their work at the OSJD Committee. A representative of the Lao People's Democratic Republic began working at the OSJD Committee for the first time since the country's accession to the OSJD at the end of 2022. After the pandemic, the representative of the Democratic People's Republic of Korea resumed his work. There were no representatives from the Republic of Moldova (sanctions for non-paid membership fees), the Islamic Republic of Iran and Turkmenistan. The issue of forwarding the representatives of



Participants in the working meeting of the delegations of the OSJD Committee and the Republic of Korea near the flags of the OSJD member countries (02.03.2023, Warsaw)



In the hall of the working meeting with the delegation of the Korea Railroad Corporation (KORAIL) (31.01.2023, OSJD Committee, Warsaw)

these countries was the subject of working contacts.

During 2023, representatives of the OSJD members from the Republic of Azerbaijan, People's Republic of China, Kyrgyz Republic and Mongolia were substituted.

In 2023, 75 meetings of the OSJD working bodies were held, 73 of which were organised in the OSJD Committee. Thanks to the joint efforts of the OSJD Committee members and the administrative and technical staff of the OSJD Committee, as well as the support of specialists and experts from the OSJD member countries and OSJD affiliated enterprises, the OSJD Committee ensured the successful implementation of all activities.

The managing officials of the OSJD Committee expressed their gratitude for the great support of the countries for the activities of the Organisation and active joint work to implement the planned activities. In order to make decisions by the governing bodies of the OSJD member countries, the OSJD Committee ensured the use of the decision-making mechanism through a written survey, provided for in the OSJD fundamental documents.

In addition to the active participation of its delegations, the OSJD Committee organised or participated in the organisation of a number of other major events, listed below, including providing them with logistical support, ensuring English-Russian translation, work of computer operators, etc.

- 18-19 January - the second joint OSJD-CIT-TRACECA-OSJD seminar was held on the subject "The use of the CIM/SMGS electronic consignment note on selected TRACECA railway routes" (in videoconferencing mode). The OSJD Committee members held separate sessions and events, presentations were made on the experience of the OSJD member countries: the event was attended by the interested countries, railway and transport authorities, customs authorities and international organisations;
- 10 February – at the invitation of the Vice Prime Minister, Minister of Economy and Sustainable Development of Georgia Levan Davitashvili, the Chairman of the OSJD Committee took part in the Sixteenth Annual Meeting of the TRACECA Intergovernmental Commission: during the event, the procedure for transferring the mandate of the chairmanship of the TRACECA IGC from the Republic of Bulgaria to Georgia took place; the Chairman of the OSJD Committee held a number of bilateral meetings with the representatives of the ministries and railways of the OSJD member countries;
- 21-24 February – the delegation of the OSJD Committee headed by the Chairman of the OSJD Committee took part in the Eighty-fifth session of the Inland Transport Committee of the United Nations Economic Commission for Europe in Geneva: the Chairman of the OSJD Committee made a report in the high-level segment dedicated to the subject of "Actions of the inland transport sector to join the global fight against climate change";
- 2 March – a meeting of the OSJD Committee manage-



In the hall of the joint meeting of the Authorised Representatives of the members of the Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways (05-08.12.2023, OSJD Committee, Warsaw)



Participants in the working meetings with the delegation of the Ministry of Public Works and Transport of the Lao PDR and UNESCAP in the OSJD Committee (29.05.2023, OSJD Committee)

ment – Deputy Chairmen of the OSJD Committee with the Deputy Minister of Land, Infrastructure and Transport of the Republic of Korea Eo Myung-seo was held; during the meeting, the issue of preparation for session L of the OSJD Ministerial Conference in the Republic of Korea was discussed;

- 21 March – meeting of the OSJD Committee Chairman with OTIF Secretary General Wolfgang Küpper was held at the OSJD Committee, with the subject of discussion being bilateral cooperation;
- 29 March – meeting of the OSJD Committee management with the representatives of the Organisation of Turkic States (OTG) was held in the videoconferencing mode. The possibilities of exchanging experience and cooperation between the two Organisations were discussed;



During the working meeting with the Ambassador Extraordinary and Plenipotentiary of the Islamic Republic of Iran to the Republic of Poland (05.07.2023, OSJD Committee)

- 5-6 April – the OSJD Committee management and specialists of the OSJD Commission on Transport Policy and Development Strategy participated in the High-Level Regional Conference on Accelerating Digital Transformation of Railway Transport in the Asia-Pacific Region (New Delhi);
- 11 April – the Deputy Chairman of the OSJD Committee from the People’s Republic of China took part in the International Conference “Innovations for Sustainable Development of Transport. Logistics as a Science and Sphere of Professional Activity”, organised jointly by CCTT, RUT (MIIT) and the Association of Transport High Schools;
- 20 April – a meeting of the OSJD Committee management board with KORAIL Acting President Ko Joon-yong and representatives of the Ministry of Land, Infrastructure and Transport was held at the OSJD Committee: the parties discussed the planned session of the OSJD Ministerial Conference in Busan, the issues of possible accession of the Republic of Korea to the Agreement on International Passenger Traffic (SMPS) and the Agreement on International Railway Freight Traffic (SMGS), as well as other issues of bilateral cooperation;
- 24-26 May – delegation of the OSJD Committee headed by the Chairman of the OSJD Committee took part in the 2022 Summit of the International Transport Forum chaired by Morocco in Leipzig (Germany); the Chairman of the OSJD Committee delivered a speech at the ministerial session on the subject “Transport development in the context of a pandemic and OSJD activities in response to current challenges in the field of railway transport”. The event also became a platform for bilateral and multilateral meetings with the representatives of participating countries – OSJD members and other international organisations;
- 29 May – a meeting of the OSJD Committee delegation with the Minister of Public Works and Transport of the Lao People’s Democratic Republic on the presentation of the Organisation’s activities was held at the OSJD Committee; the Chairman of the OSJD Committee expressed his hope for the development of cooperation; in cooperation with PKP LHS LLC and with the support of UNESCAP, a visit to the Sławków Euroterminal was organised: the working visit provided an opportunity for a deeper understanding of the processes and relevant documentation related to the successful implementation of international freight railway traffic;



Participants in the working meeting with the delegation of the Korea Railroad Corporation (KORAIL) (22.11.2023, OSJD Committee)

- 1-2 June – the delegation of the OSJD Committee headed by the Chairman of the OSJD Committee took part in the 20th Anniversary Caspian International Exhibition “Transport, Transit and Logistics” in Baku: bilat-

eral meetings of the OSJD Committee delegation with the Chairman of AZD CJSC Rovshan Rustamov and the Secretary General of the TRACECA Intergovernmental Commission Permanent Secretariat (IGC PS) Asset Asavbayev were held;

- 24-27 August – the OSJD Committee delegation headed by the Deputy Chairman of the OSJD Committee from the People’s Republic of China took part in the exhibition “International Railway Fair of the 1520 Space ‘PRO//Motion. Expo” in St. Petersburg;



Participants in the working meeting with the Ambassador Extraordinary and Plenipotentiary of the Republic of Korea to the Republic of Poland (16.10.2023, OSJD Committee)

- 12-14 September – the OSJD Committee delegation consisting of the Chairman of the OSJD Committee and the member of the OSJD Committee from the Republic of Azerbaijan participated in the Multimodal Transport and Logistics Forum in Istanbul (Türkiye): the OSJD Committee Chairman made a report on the subject “Legal aspects of international multimodal transport”; during the visit, bilateral meetings were held with the heads of the participating railways of the OSJD member countries; the delegation of the OSJD Committee also met bilaterally with the Secretary General of the TRACECA IGC PS Asset Asavbayev, the Secretary General of the Organisation of Turkic States Kubanychbek Omuraliev and with the Deputy Director General of the Turkish State Railways (TCDD) Altun Çetin; the meeting with Azat Atamuradov, Chairman of the Turkmenemiryollary Agency of the Transport and Communications Agency under the Cabinet of Ministers of Turkmenistan, was also important, where topical issues related to Turkmenistan’s participation in the OSJD were discussed, including the organisation of CGD meeting XXXVIII by Turkmenistan, forwarding a representative to the OSJD Committee, as well as the possible entry of Turkmenistan into individual agreements and treaties concluded within the OSJD framework;
- 14-15 September – the Deputy Chairman of the OSJD Committee from the Russian Federation and member of the OSJD Committee from Georgia took part in the Eighth Biennial Meeting of the Working Group on the Trans-Asian Railway Network (in videoconferencing mode); during the meeting, discussions were held on sustainable transport and logistics networks and mobility for economic growth, environmentally sustainable transport systems and services, as well as safe and inclusive transport;
- 25-26 September – the OSJD Committee delegation headed by OSJD Committee Chairman, including the Deputy Chairman of the OSJD Committee from the People’s Republic of China and member of the OSJD Committee from the Republic of Uzbekistan, took part in the Global High-Level Forum on Sustainable Transport in Beijing: the OSJD Committee Chairman made reports on the subjects of the experience of the OSJD member countries and the OSJD contribution to the development of railways and sustainable transport in general: during the visit, bilateral meetings were held with Fei Dongbin, Head of the State Railway Administration of the People’s Republic of China, General Director of the State Corporation “China Railways” Guo Zhuxue, with the Minister of Public Works and Transport of the Lao People’s Democratic Republic Ngampasong Muongmany, as well as informal conversations with the Ministers of Transport of the Socialist Republic of Vietnam, Mongolia, Russian Federation, Serbia and Republic of Tajikistan, as well as with the OTIF Secretary General;
- 13 October – the OSJD Committee Chairman took part in a videoconferencing format in the IV Eurasian Forum on Safety



Panel discussion “Directions for Improving the Competitiveness of the Mongolian Railway Sector” (07.11.2023, Ulan-Bator, Mongolia)



IV Tbilisi Silk Road Forum, which was held on 26-27 October 2023 in Tbilisi (Georgia) with the participation of the OSJD Committee delegation

and Digitalisation in Railway Transport of the Academy of Logistics and Transport (Almaty, Republic of Kazakhstan) and made a report on modern technologies in the field of railway transport;

- 26-27 October – the OSJD Committee delegation consisting of the OSJD Committee Chairman and member of the OSJD Committee from Georgia participated in the IV Tbilisi Silk Road Forum; the forum was attended by about two thousand guests from almost 60 countries, including prime ministers and heads of the transport sector of the OSJD member countries;
- 6-10 November – at the invitation of the Minister of Road and Transport Development of Mongolia Sandag Byambatsogt, the OSJD Committee Chairman took part in the International Forum “Transport Week 2023” in Ulan-Bator (Mongolia); during the Forum, the OSJD Committee Chairman made a report on the subject “OSJD and trends in the development of railway transport in the OSJD member countries”; bilateral meetings were held with the heads of the transport industry of Mongolia and other participating OSJD member countries;
- 21 November – the OSJD Committee Chairman took part in the SPECA-2023 Economic Forum “Transforming the SPECA region into a connectivity hub with global outreach” (Baku/online) at the invitation of the Ministry of Economy of the Republic of Azerbaijan and the UN Economic Commission for Europe;
- 22 November – the OSJD Committee delegation headed by the Chairman of the OSJD Committee and consisting of the chairmen and specialists of OSJD Commissions I, III and IV met with the President and Director General of



II Global High-Level Forum on Sustainable Transport with the participation of the OSJD Committee delegation (25-26.09.2023, Beijing, China)



IV Railway Congress with the participation of the OSJD Committee delegation (15.12.2023, Moscow, Russia)

KORAIL Han Moon Hee; the parties discussed cooperation issues, including the participation of the Republic of Korea in treaties and agreements within the OSJD framework, as well as the implementation of a pilot project on combined railway traffic;

- 23 November – the OSJD Committee Chairman, at the invitation of the CIT Secretary General Gilles Mounier, took part in the CIT General Assembly in videoconferencing mode;
- 26 November – the OSJD Committee Chairman participated in the Global Conference on Sustainable Transport (in videoconferencing mode), which was held in Ashgabat, Turkmenistan, timed to coincide with the proclamation of 26 November as “World Sustainable Transport Day”; in his speech, the OSJD Committee Chairman emphasised the importance of partnership and the need to expand international cooperation, collaboration and interaction for solving joint problem and the creation of an environmentally friendly transport policy;
- 15 December – Deputy Chairman of the OSJD Committee Sui Ruizheng took part in the IV Railway Congress in the year of the 186th anniversary of railways in Russia and the 20th anniversary of the RZD OJSC foundation, which was held



In the hall of the First Caspian International Forum “Transport and Logistics”, held on 1-2 June in Baku (Republic of Azerbaijan) within the framework of the 20th Anniversary Caspian International Exhibition “Transport, Transit and Logistics” (TransLogistica Caspian 2023)



During the Forum on Multimodal Transportation and Logistics (12-14.09.2023, Istanbul, Republic of Turkey)

in Moscow: during the event, among other things, bilateral meetings were held dedicated to the issues of cooperation within OSJD.

During 2023, bilateral meetings of the OSJD Committee Chairman with the Ambassadors Extraordinary and Plenipotentiary of the following OSJD member countries were held: the Islamic Republic of Iran, the People's Republic of China, the Republic of Korea and Ukraine. During the year, the OSJD Committee Chairman also attended the events organised by embassies of other OSJD member countries. The managing board of the OSJD Committee paid special attention to the development of the geopolitical situation and took necessary measures to ensure the smooth implementation of planned objectives. Members of the OSJD Committee took an active part in the meetings and conferences held at the OSJD Committee, as well as the events of the partners and international organisations dedicated to the subject of modern challenges and the development of railway transport, as well as strengthening cooperation in the regions of the OSJD member countries.



On 24-26 May, the OSJD Committee delegation took part in the Summit-2023 of the International Transport Forum in Leipzig (Germany)

3.

Status of OSJD Activities by Subjects



3.1. Transport Policy and Development Strategy

The activities within the OSJD Commission on Transport Policy and Development Strategy were carried out in the field of OSJD railway transport policy, the main strategic objective of which is the coordinated development of the OSJD railway system, the implementation of comprehensive measures aimed at improving transportation and developing OSJD transport corridors, facilitating border crossing procedures in international railway passenger and freight traffic, increasing the attractiveness of railway transportation, widening the railway component in multimodal transportation, with the aim of attracting international transit traffic and, accordingly, raising the share of railway transport in the transport market, using the advantage inherent in railway transport, namely environmental friendliness and acceptable delivery times at economically justified prices.

In the reporting year, at session L of the OSJD Ministerial Conference (13-16 June 2023, Busan, Republic of Korea), the Comprehensive Plans (CP) for improving the transportation and developing the OSJD railway transport corridors Nos. 1-13 until 2030 (OSJD RTC) were approved.

Taking into account possible additions and provision of materials for the Comprehensive Plans (CP) for improving the transportation and developing the OSJD railway transport corridors Nos. 1-13 until 2030 by OSJD member countries, as well as proposals from OSJD member countries to connect new lines to OSJD railway transport corridors Nos. 1-13, it was decided to continue work on updating the CP.

In order to analyse the status of implementation

of the planned activities for developing the railway infrastructure, including the junction sections specified in the CP, it was decided to start monitoring the implementation of the CP for 2021-2023 in 2024.

This year, updated Technical and Operational Certificates (TOC) of OSJD railway transport corridors Nos. 1-13 were prepared and presented at the final meeting of the OSJD Commission on Transport Policy and Development Strategy.

It was decided to continue works on updating the TOC taking into account possible additions, updating data and connecting lines to OSJD RTCs Nos. 1-13.

Interest was confirmed in continuing the exchange of information on the activities to implement the provisions of the Memoranda of Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors Nos. 1-13. In the reporting year, the Memoranda of Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors Nos. 1, 2 and 10 were re-signed and entered into force.

Consultative meetings of the member countries of OSJD railway transport corridor No. 1 continued.

The main objectives of the consultative meetings are the following issues:

- identifying the bottlenecks and developing appropriate solutions to eliminate them along the entire length of the corridor;
- improving interaction between the member countries of the corridor and their railway companies for more efficient operation, including digitalisation of transportation along the corridor.

The issue of possible setting-up a Working Group (Coordinating Body) to provide administration of the OSJD railway transport corridor No. 1



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



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



Expert meeting of the OSJD Commission on Transport Policy and Development Strategy on the subject "Directions for strategic development of railway transport in the OSJD member countries" (06-08.02.2023, OSJD Committee, Warsaw)

was considered. When considering this issue, the member countries of OSJD railway transport corridor No. 1 did not come to a unanimous decision on the advisability of its setting-up.

The meeting of the Commission planned to consider the positions of the OSJD member countries regarding the preparation of proposals for introducing amendments and additions into the provisions of the standard Memoranda of Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors Nos. 1-13. However, no proposals for amendments and additions into the provisions of the standard Memoranda of Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors Nos. 1-13 have been received from the OSJD member countries.

One of the important areas of the OSJD Commission on Transport Policy and Development Strategy's activities is the development of OSJD railway transport corridors by studying the possibility of connecting new lines to them. Thus, in the reporting year, the proposal of the Russian Federation to include a new railway section Birobidzhan I – Mikhailo-Semyonovskaya (Leninsk II) – Tongjiang-North in OSJD railway transport corridor No. 1 was considered one more time.

The participants of OSJD railway transport corridor No. 1 from the Republic of Belarus, Republic of Kazakhstan, People's Republic of China, Democratic People's Republic of Korea, Republic of Latvia, Mongolia, Republic of Uzbekistan and Republic of Estonia supported the inclusion of the new railway section Birobidzhan I – Mikhailo-Semyonovskaya (Leninsk II) – Tongjiang-North into the OSJD railway transport corridor No. 1.

The participants of OSJD railway transport corridor No. 1 from the Republic of Lithuania and Republic of Poland did not participate in the decision-making on this issue. In addition, the procedure for connecting the new line Tbilisi – Marabda – Akhalkalaki – Kartsakhi – Janbaz – Kars as a branch 'k' of OSJD RTC No. 5 was completed.

In this regard, the countries participating in OSJD RTCs Nos. 1 and 5 addressed the OSJD Committee with a request to prepare and send Memoranda of Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors Nos. 1 and 5 for their re-signing, as well as to update the TEC of OSJD RTCs Nos. 1 and 5 and the CP of RTCs Nos. 1 and 5.

At the meeting of the Commission, the draft updated Map of OSJD railway transport corridors as of 2009 was considered in terms of including into the Map of the new lines connected to OSJD corridors Nos. 1-13. The works in this field are continued in 2024, taking into account the proposals and comments received from the OSJD member countries.

In the reporting year, the OSJD Committee, as the depositary of the "Agreement on organisational and operational aspects of combined transportation in Europe-Asia traffic", informed that on 21 June 2023, the Republic of Korea acceded to this Agreement, and from 5 August 2023, in accordance with



Presidium of the expert meeting on the subject "Directions for strategic development of railway transport in the OSJD member countries" (06-08.02.2023, OSJD Committee, Warsaw)



Participants in the expert meeting on the subject "Directions for strategic development of railway transport in the OSJD member countries" (06-08.02.2023, OSJD Committee, Warsaw)

Article 11 of the Agreement, the railway lines of the Republic of Korea are included in Annexes I and II of the "Agreement on organisational and operational aspects of combined transportation in Europe-Asia traffic".

In 2023, works were carried out to analyse the information regarding the causes of passenger train delays and freight wagons' downtime at border (transfer) stations, identifying existing problems and barriers to the movement of goods and the transportation of passengers in international traffic, with the participation of the representatives of border control bodies, customs services, ministries of transport and railways of the OSJD member countries, as well as international organisations.

An exchange of views took place on the issues of best practices, equipment and technologies used at railway border crossing points by border, customs and railway authorities, which make it possible to achieve substantial results in reducing border crossing times and the greatest efficiency of cargo and passenger control.

Analytical information on the causes of passenger train delays and freight wagons' downtime at border (transfer) stations in the countries for 2022 was reviewed in comparison to 2021.

In the information provided by the OSJD member countries on the number and reasons for delays (uncouplings) of freight wagons at border and transfer stations in international freight traffic, in most cases the following data are indicated:

- commercial reasons;
- technical reasons;
- non-acceptance due to exceeding the daily acceptance rate of wagons by the adjacent party, lack of customs declarations, accompanying documents for wagon shipments, technical faults of wagons, absence of the cargo owner's mark, incorrectly filled out consignment note, delay of freight wagons based on the decision of the state administration (customs, border inspection, veterinary and phytosanitary authorities);
- obstruction of traffic/customs control/border control;
- other reasons.

Bilateral investigations of delay cases of passenger and freight trains are conducted on a periodic basis with neighbouring railways, information is exchanged and the reasons for the delays are analysed. The volumes of train traffic are agreed upon by the parties based on the efficient use of the processing capacity of border (transfer) stations and the capacity of the adjacent sections.

In the reporting year, a draft Compendium Report under the title "Improving the efficiency of border (transfer) stations in international railway traffic in the Eurasian space" was prepared



Consideration of the agenda items of the expert meeting on the subject "Development of measures aimed at facilitating border crossing procedures in international railway traffic in the Eurasian space" (24-27.04.2023, OSJD Committee)



In the hall of the annual meeting of the OSJD Commission on Transport Policy and Development Strategy (07-10.11.2023, OSJD Committee)

and presented at a the Commission meeting. It was decided to continue the works on filling in the draft Compendium Report with the information submitted or supplemented by the OSJD member countries.

In order to ensure uninterrupted transport communications, reduce delays in passenger trains traffic and downtime of freight wagons at border crossing points, the Chinese party proposed to establish a uniform platform through which operational data will be exchanged on the functioning and operation of railway border crossing points/transfer stations of the OSJD member countries.

The Chinese party made a presentation on the goals and objectives of the proposed platform, as well as presented a draft Table for the exchange of relevant information on the functioning of border crossing points. The Ukrainian party proposed to supplement the draft Table with the information on the existing electronic data exchange in the volume of the consignment note, train transfer sheet, wagon list, and accompanying documents.

The works in this area are continued in 2024.

The information received from OSJD member countries on the implementation of the provisions of the Declaration adopted at the VIII International Interagency Meeting "Practice in border crossing by rail" (22-23 September 2015, Gdańsk, Republic of Poland) has been summarised.

At the Commission meeting, the delegation of Ukraine informed that today the current mechanism that will significantly reduce the downtime of wagons at border stations is the introduction of transportation using paperless technology. An alternative to this can be high-quality data exchange in the volume of a consignment note.

In this regard, the delegation of Ukraine asked the meeting participants to intensify the works towards introducing the electronic consignment note. At the first stage, it is advisable to organise information exchange of data in the volume of a consignment note, ensuring the timeliness and reliability of the transmitted information.

In accordance with the Work Plan of the OSJD Commission on Transport Policy and Development Strategy for 2023, the X International Interagency Meeting "Practice in border crossing by rail" was scheduled for 27-28 September 2023, but due to the insufficient number of participants who applied to participate in this Conference, it was cancelled.

The issues of practical implementation of Annex 9 "Facilitation of border crossing procedures for international carriage by rail" to the International Convention on the Harmonisation of Frontier Controls of Goods of 1982 were considered.

Based on the information provided by the OSJD member countries on the activities carried out on the practical implementation of Annex 9, the following can be stated:

- the activities are underway in the OSJD member countries aimed at developing the facilities of the railway border stations (availability of equipment, devices, information systems and communication facilities providing the exchange of preliminary information, etc.) and improving their infrastructure. The implementation of these activities will make it possible to bring the throughput and carrying capacity of stations and adjacent sections



Participants in the annual meeting of the OSJD Commission on Transport Policy and Development Strategy (07-10.11.2023, OSJD Committee)

in line with the volumes of transportation;

- bilateral investigations of the delays in passenger and freight trains traffic are carried out on a periodical basis between neighbouring railway administrations (railway administrations exchange information and analyse the causes of train delays, including those caused by the faults of railway service personnel);
- customs control is performed on the basis of the principle of selectivity, based on the risk analysis and management system.



Expert meeting on the subject "Development of measures aimed at facilitating border crossing procedures in international railway traffic in the Eurasian space" (24-27.04.2023, OSJD Committee)

If the goods located in (on)

a rolling stock unit are closed and sealed properly and the necessary information is provided, then customs control for transit goods is usually performed in a simplified order;

- the application of Annex 9 has contributed to the increased efficiency of border crossing points and has reduced the downtime of freight wagons.

At the Commission meeting, the delegation of Ukraine informed that Ukraine has become the thirty-sixth country to join the Convention on a Common Transit Procedure. As of today, all necessary measures have been completed to ensure the transportation of goods under the common transit procedure. The practical application of this procedure can significantly reduce the downtime of goods at the checkpoints.

In this regard, the delegation of Ukraine asked the countries participating in the Convention on a Common Transit Procedure to inform railway transport customers about the possibility of using this customs procedure when sending goods to Ukraine.

The works were continued on the issues of railway transport policy, the strategic objective of which to coordinate the development of the OSJD railway system, to increase the competitiveness of railways and to attract additional volumes of international transit traffic. At the expert meeting on the subject "Directions of strategic development of railway transport in the OSJD member countries", presentations and information reports were delivered by the representatives from Hungary, People's Republic of China, Kyrgyz Republic, Russian Federation, Slovak Republic, Republic of Uzbekistan and Ukraine regarding the directions of strategic development and ongoing reforms of railway transport in these countries, in particular, as regards the infrastructure projects for the development of the railway network, further development of passenger service and improvement of the quality of services provided to passengers, ongoing reforms to liberalise railway transport and the transportation process. The presentation of the OSJD Committee on the strategic objectives of the Organisation, the works carried out to raise the attractiveness of railway transport, to increase the railway component in multi-modal transportation, to extend the share of railway transport in the transport market, using the



Meeting of the AWG on the OSJD railway transport statistics (14-15.03.2023, OSJD Committee)

advantageous features of railway transport, namely environmental friendliness, and the role that digitalisation of the railway transportation process of passengers and goods plays in the further development of railway transport as a whole, was also delivered.

The importance of further attempts for the development of OSJD railway transport corridors and the works carried out within the OSJD framework on this subject, taking into account the strategic goals of the OSJD member countries, was noted.

An exchange of experience and opinions on key strategic areas of railway transport development in the OSJD member countries took place.

A Round Table on the outcomes and plans for reforming railway transport carried out in the OSJD member countries was planned for 29-30 March 2023, but due to the insufficient number of participants applied for the above-mentioned Round Table, it was cancelled.

The working staff of the OSJD Commission on Transport Policy and Development Strategy made a summary of the materials on the subject "Main statistical data on railway transport" for 2022 and the main operational indicators of the OSJD railway transport corridors Nos. 1-13 for 2022 based on the data provided by the OSJD member countries.

The summed-up statistical data and key performance indicators of the OSJD railway transport corridors Nos. 1-13 for 2022 were agreed upon for compilation and publication in the "OSJD Bulletin of Statistical Data on Railway Transport for 2022".

In 2023, the OSJD member countries continued their activities towards formation and development of national databases on scientific, technical and economic information, the totality of which constitutes a distributed international database – OSJD ADB.

The total volume of the international distributed database of scientific, technical and economic information of the OSJD member countries that submitted data as of 30 December 2022 amounted to 2,825,496 documents; the total volume of the documents issued from the OSJD ADB amounted to 4,601,229 documents.

An analysis of the technical libraries' activities of the OSJD member countries was done, based on the data received from the OSJD member countries. The participants in the Commission meeting were informed about the progress of work on maintaining and developing the STEI centres Web-page on the OSJD Website and were encouraged to use this OSJD Internet resource more actively.

A draft updated version of OSJD Leaflet O 905/1 "Methodological Guide for working in the field of transport scientific, technical and economic information exchange" was prepared, which was agreed upon and sent for approval in accordance with the procedure provided for in paragraph 2 of Article IV of the OSJD Committee Regulations.

The "Address Directory" was updated and its electronic version was posted on the STEI centers Webpage on the OSJD Website.

In the reporting year, in accordance with the decision of session L of the OSJD Ministerial Conference, the works on the subject of "Ecological issues and environmental protection in railway transport" were resumed.

A decision was made to begin the works in 2024 on updating OSJD Leaflets of a recommendatory nature Nos. 001-007.



Participants in the expert meeting on railway transport statistics
(20-22.09.2023, OSJD Committee)

3.2. Transport Law

The legal basis for ensuring international railway traffic in the OSJD member countries is the Agreement on International Passenger Traffic (SMPS) and the Agreement on International Freight Railway Traffic (SMGS).

SMPS and SMGS are legal acts that regulate both the conditions for concluding a contract of transportation of cargo, passengers, luggage and load luggage, and directly the conditions and procedures for carrying out such transportation.

The activities of the OSJD Commission on Transport Law are aimed at the improvement of SMGS and SMPS Agreements, in particular, consideration of draft amendments and additions to the mentioned agreements and service instructions to them, preparation of draft documents that regulate the international railway transportation of freight, passengers, luggage and load luggage, consideration, agreement and adoption of proposals for amendments and additions to the leaflets that are under the jurisdiction of the Commission.

In the reporting year, the Commission carried out its activities on the basis of the Commission's Work Plan for 2023, adopted by the joint meeting of Plenipotentiaries of the Members of OSJD Ministerial Conference and Conference of General Directors (Authorised Representatives) of OSJD Railways, which was held on 30 November – 2 December 2021, as well as the Work Programme for 2023 on the following subjects:

- Improvement of the Agreement on International Passenger Traffic (SMPS) and the Service Instructions to SMPS (SI to SMPS) and preparation of draft documents regulating international railway transport of passengers, luggage and load luggage;
- Updating of OSJD leaflets on the issues of international railway passenger traffic;
- Agreement on International Freight Railway Traffic (SMGS) and the Service Instructions to SMGS (SI to SMGS);
- Carrying out work in the field of the Rules for the Transportation of Dangerous Goods;
- Development of technical conditions for stowage and fastening of goods;
- Improvement of Annex 6 "CIM/SMGS Consignment Note Manual (GLV-CIM/SMGS)" to SMGS.

On 1 May 2023, the amendments and additions to **the Agreement on International Passenger Traffic and Service Instructions (SI) to SMPS**, adopted in 2022 and approved in accordance with the procedure established in Article 46 "Publication, amendment and modification of the present Agreement, Service Instructions", came into force. Also, the SMPS was amended following the accession of the Lao People's Democratic Republic to the Agreement as of 1 January 2023. The OSJD Committee prepared and submitted to all SMPS participants the updated texts of SMPS and SI to SMPS. The updated texts of SMPS and SI to SMPS with amendments and additions effective from 1 May 2023 are posted on the OSJD Website. The OSJD Committee prepared and posted on the OSJD Website an unofficial translation of the above-mentioned updated texts in English.

In 2023, two expert meetings of the Commission on SMPS issues and a meeting of the Commission on SMPS issues were held.

All meetings in 2023 considered proposals received from SMPS participants for amendments and additions to the SMPS and SI to SMPS.

Amendments and additions to Article 10 "Conditions of validity of travel documents", Article 35 "Refund of carriage charges", Article 43 "Claims" of the SMPS were agreed. Articles 4 "Performance of carriage of passengers, luggage and load luggage" and 23 "Packing and marking of luggage" of the SMPS have been amended for editorial purposes. In Annex 1 "List of addresses of SMPS Parties making information available on the specified services to be provided for the passengers with reduced mobility" and Annex 3 "List of addresses of organisations handling and settling claims" the data concerning Ukraine has been changed.

In SI to SMPS, amendments and additions were made to Article 6 "Non-machine processable ticket folder", Article 15 "Service staff management" and Article 28 "Actions to be taken by the carrier in the case of non-compliance with provisions of the contract for carriage of passengers or changes in contractual terms". Editorial changes have been made to Article 15 "Service staff management", Article 32 "Carriage of passengers, handover of luggage and load luggage at border stations", Article 35 "Claims against carriers", Article 37 "Claims for refund of charges for carriage of luggage and load luggage", item 40 of Annex 12 "Explanatory notes for completing the SMPS formal report" and Annex



Chairperson of the OSJD
Commission on Transport Law
Olena Oleksiy



Specialists of the OSJD Commission on Transport Law (from left to right):
Jelena Antonevič, Okhunboy Khudoyorov, Jelena Agamalova

13 "Sample of the transfer note". Article 3 "Non-machine processable blank tickets with fixed data" has been deleted from the SI text to the SMPS and the subsequent articles have been renumbered accordingly.

Amendments and additions to agreed and adopted in accordance with the established procedure will be effective from 1 May 2024.

In 2024, the procedure for improving the SMPS Agreement and SI to SMPS is underway within the framework of the Commission.

In 2023, the work was continued on updating the draft **Agreement on the relationship between carriers in international passenger traffic**, prepared and agreed upon at the meeting of the OSJD Commission on Transport Law in 2015. Proposals from the OSJD member countries on this issue were considered at all meetings in 2023.

The draft Agreement on the relationship was amended in connection with requirements to filling in of travel and transportation documents, registration of claims and other documents, regulation of carrier's actions and organisation of work of service personnel. Based on the results of discussion at the meeting of the Commission on SMPS issues the updated text of the draft Agreement on the relationship was agreed.

In 2023, the work was continued to update the draft **Document regulating issues related to the service staff of the entities involved in the international passenger traffic**, prepared and agreed upon at the meeting of the OSJD Commission on Transport Law in 2017. On the basis of the amendments introduced in SMPS and SI to SMPS and concerning the organisation of work of the service personnel, the draft Document was amended accordingly.

An updated text of the draft Document was agreed at the meeting of the Commission on SMPS issues. The Commission will continue to work on improving the draft Document in 2024.

On 1 May 2023 the amendments and additions to **Leaflet O 111 "Rules for the issuance and application of OSJD service tickets and single-use free tickets" (Leaflet O 111)**, adopted in 2022 and approved in accordance with the established procedure, came into force. The OSJD Committee, responsible for the management of Leaflet O 111, prepared and submitted its XVII edition to all OSJD member countries.

In 2023, the OSJD Committee prepared and posted on the OSJD Website the unofficial translation into English of Leaflet O 111.

In 2024, work to update Leaflet O 111 will continue.

From 1 July 2023 the amendments and additions to **the Agreement on International Freight Railway Traffic and Service Instructions (SI) to SMGS**, adopted in 2023 and approved in accordance with the procedure laid down in Article 56 of SMGS "Amendment, Supplement and Publication of the Agreement and SI to SMGS", as well as amendments resulting from the accession of the Lao People's Democratic Republic to the Agreement as of 1 January 2023 came into force. The updated texts of SMGS and SI to SMGS with amendments and additions as of 1 July 2023 were published on the OSJD Website.

Throughout the year, the expert meetings of the Commission on SMGS issues and the meeting of the Commission on SMGS issues considered proposals by SMGS participants for amendments and additions to the SMGS and the SI to the SMGS, including those relating to the question of the risk of two claims in the event of loss of goods (from consignor and consignee) on one consignment note, issues related to the possibility of marking after transshipment from wagons of different gauge, regulation of the use of electronic or paper form of documents (commercial act, general form act, opening act), the use of SMGS working languages for printing consignment note forms and for official correspondence during transport.

Following consideration, the participants agreed on amendments to Article 15 § 3 of the SMGS regarding the use of SMGS working languages for printing consignment note forms for transport to/from the Lao People's Democratic Republic and item 13.1 of the SI to the SMGS on the use of SMGS working languages for official correspondence for transport to/from the Lao People's Democratic Republic.



Participants in the meeting of the OSJD Commission on Transport Law on SMGS issues (14-17.11.2023, OSJD Committee), at which amendments and additions to the SMGS Agreement were agreed upon, which the meeting of the OSJD Committee members No. 6-2023 decided to approve and put into effect as of 1 July 2024

The abovementioned amendments and additions to SMGS and SI to SMGS, agreed and adopted in accordance with the established procedure, entered into force on 1 July 2024.

Work on improvement of SMGS and SI to SMGS will continue in 2024.

In 2023, works were continued on the **preparation of proposals for draft amendments and additions to SMGS aimed at resolving issues on the document of title.**

During the meetings of the Ad Hoc Working Group (hereinafter referred to as AWG) on the issues of the document of title to the goods the participants considered three options for the concept of a document of title prepared by the leading duty holder, the People's Republic of China AWG member, and, following discussions, unanimously decided to adopt as a basis for further development the idea that the SMGS Bill of Lading (document of title) should be issued as a separate document (not as part of the railway consignment note) and should be issued in addition to the SMGS consignment note.

Within the framework of the meetings the participants considered draft Annex 7 "SMGS Bill of Lading Guidelines" to the SMGS, prepared by the leading duty holder, a member of the AWG from the People's Republic of China.

Work on draft Annex 7 to SMGS and proposals for amendments and additions to SMGS and SI to SMGS to address the issues of the document of title, will continue in 2024.

Works were also underway in 2023 on **drafting comprehensive amendments and additions to SMGS to address issues related to the carriage of goods under a single consignment note when a shipment follows several railway sections of track connected with water sections.**

Participants of the meetings of the AWG on the issues of railway and waterway traffic considered and agreed proposals on amendments and additions to SMGS and SI to SMGS, prepared by the leading duty holder of the AWG from the Republic of Kazakhstan, taking into account proposals of the AWG members. In particular, amendments were agreed to Articles: 2 "Terms", 3 "Application of the Agreement", 9 "Carriage of dangerous goods", 12 "Information Manual", 24 "Goods delivery period", 39 "Limits of a carrier's liability" of the SMGS; item 8 "Explanatory notes on the content of the consignment note" of Annex 1 "Rules for the carriage of goods" to the SMGS, structure of Annex 5 "Information Manual" to the SMGS.

The draft prepared by the AWG was considered in 2023 at the expert and Commission meetings on SMGS issues.

The participants of the meeting of the Commission on SMGS issues noted that the AWG had prepared a preliminary draft of comprehensive amendments to the SMGS related to the carriage of goods under a single consignment note when a shipment follows several railway sections of track connected with water sections, and it was therefore decided to consider the work of the AWG completed. Further consideration and harmonisation of the aforementioned draft comprehensive amendments to the SMGS, taking into account the proposals of the SMGS participants, will continue within the meetings of experts and the Commission on SMGS issues

In view of the decision of the meeting of the Commission on SMGS issues, the joint meeting of the Plenipotentiary Representatives of Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of the OSJD Railways (5-8 December 2023) took a decision to conclude the work of the AWG of the OSJD Commission on Transport Law for railway and waterway traffic from 31 December 2023, expressing gratitude for the work done to all the participants of the AWG.

It should be noted that in the course of 2023 the work on updating the data of Annex 5 to SMGS "Information Guide" continued, also in connection with the extension of the scope of SMGS application. During the accounting period the OSJD Committee received applications from the SMGS participants from the Republic of Belarus, Republic of Bulgaria, Hungary, Lao People's Democratic Republic, Republic of Latvia, Slovak Republic, Republic of Poland, Ukraine and Republic of Estonia to make amendments to SMGS Annex 5 "Information Guide". The announced changes mainly concerned adding new carriers participating in international traffic under SMGS conditions to the list, as well as updating the contact data of the previously announced carriers. In accordance with paragraph 3 of Article 12 of SMGS, the declared changes were included by the OSJD Committee into Annex 5 to SMGS, published and put into effect in



Meeting of the OSJD Commission on Transport Law on SMPS issues (21-23.11.2023, OSJD Committee), at which amendments and additions to the SMPS Agreement were agreed upon, which the meeting of the OSJD Committee members No. 6-2023 decided to approve and put into effect as of 1 May 2024

accordance with the stipulated procedure.

The updated text of Annex 5 to SMGS, as well as the statements of the SMGS participants are published on the OSJD Website.

During 2023, two AWG meetings in the field of ***the Rules for the Transportation of Dangerous Goods***, an expert meeting and a Commission meeting were held.

At the AWG meeting in February 2023, a control copy of the Rules for the Transportation of Dangerous Goods in electronic form (Annex 2 to SMGS) in the wording as of 1 July 2023 was prepared, as well as the List of regulatory and technical documents that are additionally applied in order to fulfill the requirements of Annex 2 to SMGS.

When preparing the control copy of the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS), the participants of the meeting determined and recorded the wording of the paragraphs requiring further discussion.

In the course of 2023 the experts of the OSJD Commission on Transport Law considered the proposals both on amendments and additions to the Rules for Transportation of Dangerous Goods (Annex 2 to SMGS) in accordance with the amendments and additions made in the current international and national regulations on the transportation of dangerous goods, taking into account the specificity of operation of the railways of the OSJD member countries, as well as the proposals of the Ad Hoc Working Group of the OSJD Commission on Transport Law for railway and waterway traffic on SMGS issues.

In view of the request of the expert meeting of the OSJD Commission on Transport Law in the field of the Rules for the Transportation of Dangerous Goods (22-24 August 2023) it was decided to publish on the OSJD Website Annex 2 to SMGS in the editions from 2004 to 2022, which was carried out by the working staff of the Commission already before the end of 2023.

Due to the fact that Annex 2 to SMGS as of 1 July 2023 does not contain the norm according to which the SMGS participants are to provide information for filling in the list of experts in the field of control of technical condition of tanks, published on the OSJD Website, it was decided at the meeting of the OSJD Commission on Transport Law in the field of the Rules for the Transportation of Dangerous Goods to remove this list from the OSJD Website.

Work on further updating of Annex 2 to SMGS and harmonisation of legal instruments related to the transportation of dangerous goods will continue in 2024.

Within the subject ***Development of technical conditions for stowage and fastening of goods***, two AWG meetings, an expert meeting and a Commission meeting were held, at which amendments and additions to Annex 3 "Technical Conditions for Stowage and Fastening of Goods" to SMGS and to the OSJD Leaflet O+R 401 were developed and approved.

At the meeting of the Commission, amendments and additions were adopted to item 15.23 of Annex 3 "Technical Conditions for Stowage and Fastening of Goods" to SMGS with effect from 1 July 2025 and to the II edition of OSJD Leaflet O+R 401 "Stowage and fastening of goods in high capacity containers" with effect from 1 July 2024.

These amendments and additions have undergone the necessary procedure to be put into effect in due time.

At the 2023 AWG meetings, much attention was paid to the process of organising special funding to carry out the work **on the subject "Development of technical conditions for stowage and fastening of goods in wagons of 1520-mm gauge"**.

In particular, the participants of the AWG meetings updated and agreed on the list of topics to be developed, defined the organisational aspects of the work of the AWG on this issue in terms of management, the process of determining the duty holder of the topic and the required amount of funding for 2024.

In order to fulfil the decision of session L of the OSJD Ministerial Conference, the working staff of the OSJD Commission, in accordance with the stipulated procedure, sent to all OSJD members the rationale for the special financing and requested them to send to the OSJD Committee their written opinion on the interest in the implementation of the relevant developments in due time. The proposals received were considered at the ad hoc meeting of the AWG, which was held in videoconference mode. As a result, the participants of the meeting did not come to a common opinion on the definition of the duty holder of the subject in accordance with item 2 of article 9 of the Regulations of the OSJD Commissions (Leaflet A6) and in this regard they considered it inexpedient at this stage to consider the issue in terms of development of new provisions of Annex 3 to SMGS with application of the "Methodology for the preparation and development of subjects with special financing".

In 2023 amendments to Annexes 1, 4 and 9 of ***SMGS Annex 6 "CIM/SMGS consignment note manual"*** were introduced and came into force in accordance with the request of the SMGS participant from the Republic of Kazakhstan to extend the scope of application of the CIM/SMGS consignment note and from Ukraine to update the contact details of the Ukrainian Railways JSC. The updated text of Annex 6 to SMGS "CIM/SMGS consignment note manual" is available on the OSJD Website.

Within the framework of the joint OSJD and CIT project "CIM/SMGS transport law harmonisation" no works were carried out in 2023.

3.3. Freight Traffic

In 2023, the activities of the OSJD Commission on Freight Traffic was carried out in the following areas:

- improvement of international agreements on transit freight tariffs and updating of tariff terms and conditions for transit freight transport operations;
- updating the rules on the use of freight wagons in international traffic in order to ensure their harmonisation with similar international regulatory documents;
- improvement of the Agreement on International Transportation of Containers as part of Container Trains;
- coordination of freight volumes in international traffic;
- harmonisation of the unified system of description and coding of goods in international traffic on the railways of the OSJD member countries;
- organisation of freight transportation in containers in international traffic, planning and organisation of seamless running of container trains on the routes Asia – Europe – Asia;
- organisation of combined, intermodal and multimodal international transport operations;
- development and coordination of international freight trains schedules;
- development and organisation of transportation of postal items by rail;
- organisation of international freight transportation using the CIM/SMGS consignment note;
- examination of the issues related to the identification of freight wagons in international traffic;
- cooperation with international organisations in the field of freight traffic in order to improve the efficiency of railway transport, to ensure the competitiveness of international railway traffic, and to improve transport and logistics services.



Specialists of the OSJD Commission on Freight Traffic (from left to right):
Abdulrazaq Bakhshi, Jang In Chol, Olga Artemjeva, Namjildorj Namsrai



Chairperson of the OSJD
Commission on Freight Traffic
Zubaida Aspayeva

These subjects, falling within the competence of the Commission, were discussed at meetings and workshops held in accordance with the Commission's Work Plan for 2023.

The subject "**Improvement of the Agreement on the Unified Transit Tariff (ETT), and updating the ETT Tariff**" was discussed at the meeting of the representatives of the Parties to the ETT Agreement (27-30 June 2023, OSJD Committee, Warsaw).

The Parties to the ETT Agreement have considered the following proposals related to:

- improving the ETT Agreement, generated by the OSJD Committee, as a depositary of the Agreement, as well as received during the meeting from the representatives of the Parties to the Agreement;
- updating the ETT Tariff, generated by the "Kazakhstan Temir Zholy National Company" JSC (KZH), "Kyrgyz Temir Zholu National Company" State Enterprise (KRG), O'zbekiston temir yo'llari JSC (UTI), Ministry of Infrastructure of Ukraine and the OSJD Committee, as the depositary of the Agreement, as well as received from the representatives of the Parties to the Agreement during the meeting.

As a result of discussions, agreed decisions were taken to improve the Agreement and to update the ETT Tariff.

The OSJD Committee, as a depositary of the Agreement, announced the amendments and additions agreed by the Parties to the Agreement to:

- the Agreement, effective from 16 October 2023, regarding the timing of sending the minutes of the meeting;
- the ETT Tariff:
 - effective from 21 July 2023, regarding the Section "Tables of transit distances" and related to updating of the tables of transit distances of railways of Azerbaijan, Belarus, Bulgaria and Kyrgyzstan;
 - effective from 16 October 2023, regarding:
 - 1) clarification of the procedure for calculating the tariff rates for the carriage of goods, as set out in Paragraph 6 of Section III "Calculation and collection of carriage charges";
 - 2) the possibility of applying special tariff conditions when containers are transported as part of a container

- train or a group of containers;
- 3) clarifications on determining the transport distance;
- 4) clarifying the procedure for calculating and collecting freight charges for carriage of a wagon used as a buffer;
- 5) bringing the provisions of Paragraph 27 "Charges for a conductor accompanying the cargo, driver of a road train, car driver" of Section III "Calculation and collection of carriage charges" in line with the provisions of SMGS Annex 1 "Rules for the carriage of goods";
- 6) supplementing Paragraph 29 "Charges for the carriage of transport equipment" of Section III "Calculation and collection of carriage charges";
- 7) updating the Table in Section IV "List of dangerous goods" to bring it in line with the provisions of SMGS Annex 2 "Rules for the carriage of dangerous goods";
- 8) clarification of the procedure and conditions for collection of charges for cold transport during carriage in isothermal wagons and for provision of fuel by the carrier during transportation on Ukrainian Railways;
- 9) editorial improvements to the text of the ETT Tariff.

The Parties to the Agreement have agreed on the calculation of the carriage charge according to the tariff rate of the 1st and 2nd tariff classes of the ETT Tariff in accordance with the provisions of paragraph 14 "Charges for carriage of goods in a wagon" of Section III "Calculation and collection of carriage charges" of the ETT Tariff for cargoes with new GNG codes, applied as of 1 June 2023.

The OSJD Committee, as the depositary of the Agreement, announced amendments to the Agreement and to the ETT Tariff with effect from 12 February 2023, concerning the name of the Party to the Agreement from Ukraine.

The OSJD Committee, as the depositary of the Agreement, in accordance with the provisions of the Agreement and on the basis of the official notifications of the Parties to the Agreement from KZH, Ministry of Transport of Russia and Turkmenistan Railways – Agency "Turkmenemiryollary" (TRK), announced the introduction of amendments and additions to the tables of transit distances of the railways of the Republic of Kazakhstan, Russian Federation and Turkmenistan in Section VI "Tables of transit distances" of the ETT Tariff in the course of the year 2023.

The working staff of the OSJD Commission has prepared and dispatched in electronic form, with regard to the



Meeting of the OSJD Commission on Freight Traffic on the subject "Coordination of Freight Transportation Volumes in International Traffic" (27 February 2023, OSJD Committee, in videoconferencing mode)

announced amendments and additions:

- the updated texts of the Agreement on ETT and ETT Tariff as of 12 February and 16 October 2023;
- the updated text of the ETT Tariff as of 21 July 2023.

The updated texts of the documents were published on the OSJD Website (<https://osjd.org/>).

In accordance with the provisions of Article 11 of the ETT Agreement, in December 2023, the OSJD Committee, as the depositary of the Agreement, issued and forwarded to the Parties to the Agreement, concerned observers and OSJD affiliated enterprises certified copies of the updated texts of the ETT Agreement and ETT Tariff as of 1 January 2024.

The subject "**Improvement of the Agreement on the International Railway Transit Tariff (MTT), and updating the MTT**" was discussed at meeting XXXIV of the representatives of the Parties to the MTT Agreement (15-18 May 2023, Ashgabad, Turkmenistan).

The Parties to the MTT Agreement have considered proposals, having taken into account comments and positions regarding:

- the improvement of the MTT Agreement, received from the OSJD Committee, as a depositary of the Agreement;
- updating of the MTT Tariff, submitted by the Byelorussian Railway (BC), "Kazakhstan Temir Zholy National Company" JSC (KZH), Railway of Moldova State Enterprise (CFM), Russian Ministry of Transport, Ministry of Infrastructure of Ukraine and the OSJD Committee, as the depositary of the Agreement, as well as those received from the representatives of the Parties to the Agreement during the meeting.

Upon review, the Parties to the Agreement have approved amendments and additions to:

- the MTT Agreement, related to the clarification of the procedure for accession to the Agreement or termination of participation in it, and the provisions concerning the procedure for announcing (putting into effect) additions or amendments to the MTT Agreement and the MTT Tariff, related to these actions (accession/termination), as well as to ensure harmonisation of the provisions of the MTT and ETT Agreements;
- the MTT Tariff, related to:
 - 1) updating the Table in Section V "List of dangerous goods" to bring it in line with the provisions of SMGS Annex 2 "Rules for the carriage of dangerous goods";
 - 2) clarification in the text of the Note to the Table in Part V "List of dangerous goods" in accordance with the name of Paragraph 15 "Charges for the carriage of dangerous goods" of Part II "Special tariff rules" of Section II "Calculation of carriage charges for the transportation of cargo on its own axles" of the MTT Tariff;
 - 3) clarification of the name and updating of the text of item 8 "Charge for delay of a wagon, container or commodity on its own axles on a transit railway" of Section III "Additional charges and other payments" of Part VI "Tariff distances, tariff rates, additional charges and other payments" in order to ensure harmonisation of the MTT and ETT tariff rules;
 - 4) editorial clarifications to the text of Section I "Tables of transit distances";
 - 5) editorial corrections and typos throughout the entire MTT text.

The amendments and additions to the MTT Agreement and the MTT Tariff, agreed upon by the Parties to the Agreement, were declared by the OSJD Committee, as a depositary of the Agreement, with effect from 18 August 2023.

The OSJD Committee, as the depositary of the Agreement, announced amendments to the MTT Agreement and the MTT Tariff with effect from 12 February 2023, concerning the change of the name of the Party to the Agreement from Ukraine.

The OSJD Committee, as the depositary of the Agreement, in accordance with the provisions of the Agreement and on the basis of official notifications of the Parties to the Agreement during 2023, announced the introduction of amendments and additions to the tables of transit distances of Kazakhstan and Turkmenistan in Section I of Part VI of the MTT Tariff.

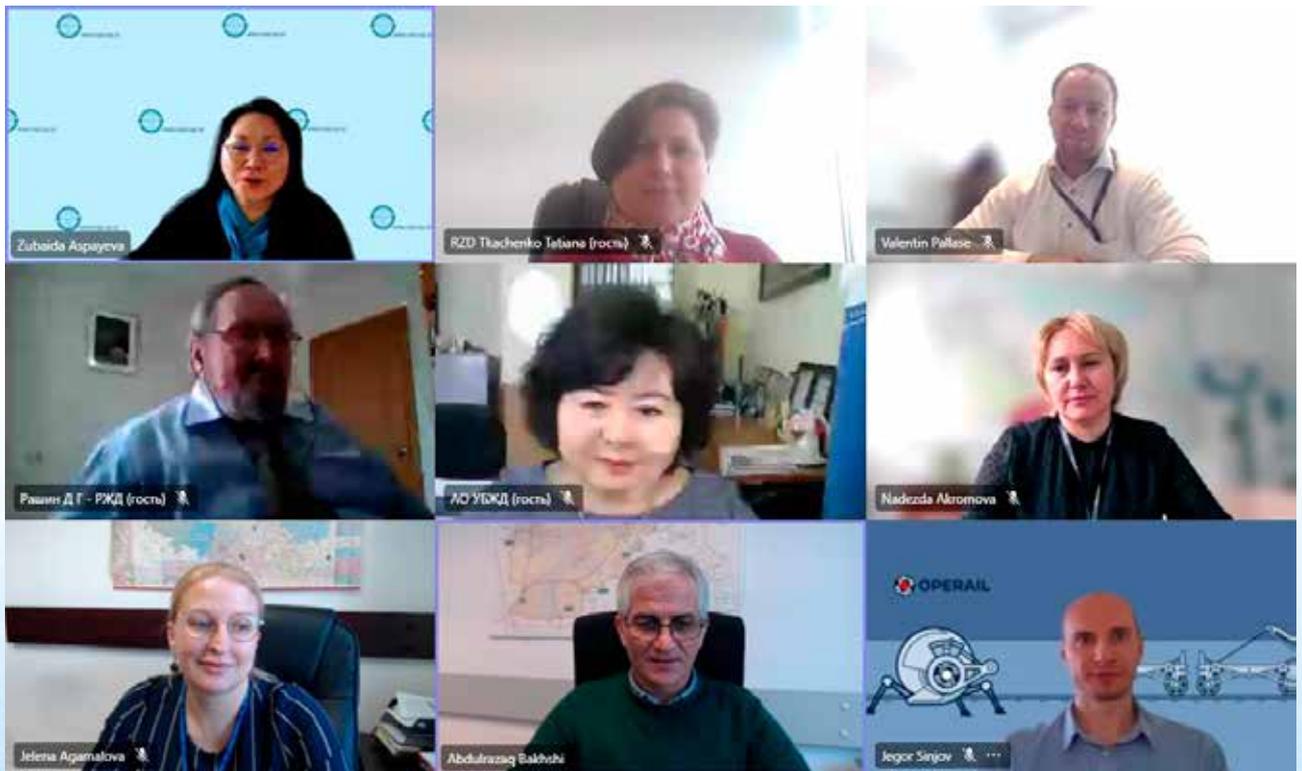
The working staff of OSJD Commission III has prepared and dispatched in electronic form the updated texts of the MTT Agreement and the MTT Tariff as of 12 February 2023 and 18 August 2023 in view of the announced amendments and additions, and also posted them on the OSJD Website (<https://osjd.org/>).

In accordance with item 5 of Article 4 of the Agreement, in December 2023 the OSJD Committee, as the depositary of the Agreement, issued and forwarded to the Parties to the Agreement and concerned OSJD affiliated enterprises the updated texts of the MTT Agreement and the MTT Tariff as of 1 January 2024.

Within the framework of the works **to improve the Agreement on the Rules for the Use of Freight Wagons in International Traffic (PGW Agreement), to amend and supplement the Rules for the Use of Freight Wagons in International Traffic (PGW)** the following progress was made in order to update them.

The issue of updating the tariff rates for the use of freight wagons and bogies in international traffic was considered at the following meetings:

- 1) at the meeting of the Working Group of the Parties to the PGW Agreement on tariff rate calculation (10-11 May



Meeting of the OSJD Commission on Freight Traffic on the subjects of "Updating the GNG Commodity Code" and "Updating the List of freight stations of the OSJD railways" (28.03.2023, OSJD Committee, in videoconferencing mode)

2023, OSJD Committee, Warsaw).

The 2022 data provided by the Parties to the PGW Agreement, without taking into account the input data of the railways of Iran (RAI), People's Republic of China (KZD), DPRK (ZC) and Lithuania (LTG), have been preliminarily analysed and considered for the calculation of the draft rates of charge for the use of freight wagons, bogies and wagons without bogies in international traffic.

The leading duty holder of the project – RZD OJSC provided the results of the preliminary calculation of the draft tariff rates made on the basis of the mentioned data and taking into account the updated data of the railway companies of Bulgaria (BDZ), Kazakhstan (KZH) and Romania (CFR Marfa JSC).

The Working Group stated that the calculations of the draft rates were made in accordance with Annex 17 "Methodology for calculating the tariff rates for the use of wagons, bogies and wagons without bogies" to the PGW.

According to the Swiss National Bank (www.snb.ch) the inflation rate (change in consumer prices) for 2022 was 2.8 %, therefore, in accordance with sub-item 1.3.6 of the Methodology, it was noted that the the rates of charges for the use of wagons are subject to indexation. At the same time, the Working Group recommended that the current rates listed in Annex 12 "List of tariff rates" to the PGW be left unchanged until the meeting of the authorised representatives of the Parties to the PGW Agreement (19-22 June 2023, OSJD Committee, Warsaw) considers the recalculation of the draft rates according to the updated initial data;

2) at the meeting of the authorised representatives of the Parties to the PGW Agreement (19-22 June 2023, OSJD Committee, Warsaw).

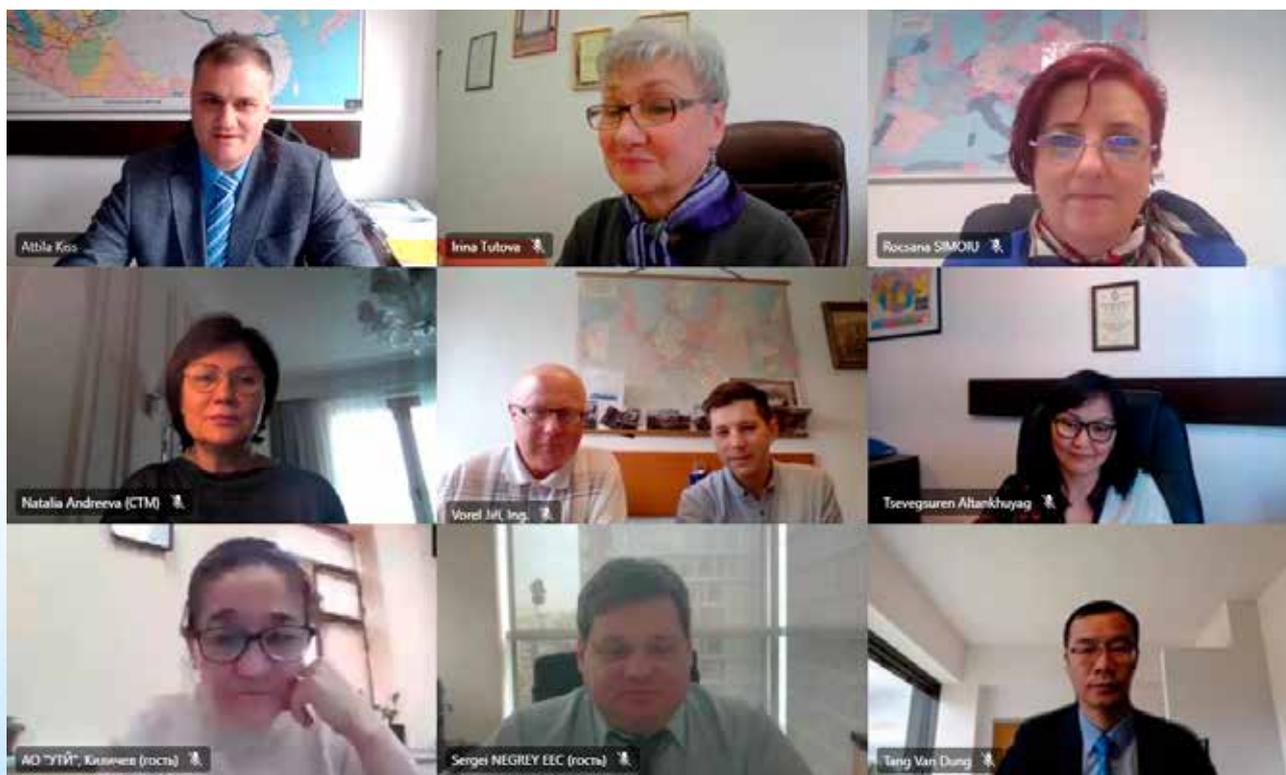
In the course of consideration of the possibility of changing the tariff rates for the use of freight wagons, bogies and wagons without bogies in international traffic, the following issues were discussed:

- calculated draft tariff rates (based on the data for 2022 submitted by the Parties to the PGW Agreement);
- current rates taking into account the indexation coefficient.

However, according to the voting results, no decision on changing the amount of the tariff rates was made for any of the options discussed above. In this regard, the current rates have been retained.

The issues related to agreeing amendments and additions to the PGW Agreement and to PGW Rules were discussed at the meeting of authorised representatives of the Parties to the PGW Agreement (19-22 June 2023, OSJD Committee, Warsaw).

The proposals were considered to improve the PGW Agreement: railways of Belarus (BC), Hungary (MAV Co., RCH CJSC), Latvia (LDZ Cargo), Lithuania (LTG), Moldova (CFM), Poland (PKP Cargo), Russia (RZD OJSC), Tajikistan (TDZ), Uzbekistan (UTI), Ukraine (UZ) and Estonia (EVR), as well as taking into account proposals and comments received during the meeting from representatives of the Parties to the Agreement.



Consideration of the agenda items of the meeting of the OSJD Commission on Freight Traffic on the subjects of "Updating the GNG Commodity Code" and "Updating the List of freight stations of the OSJD railways" (28-31.03.2023, OSJD Committee, in videoconferencing mode)

The Parties to the PGW Agreement agreed the following amendments and additions to the:

- 1) Agreement (Article 8, item 4), concerning the clarification of the procedure for accession to the PGW Agreement;
- 2) Appendix B "Rules for the Use of Freight Wagons in International Traffic (PGW)" to the PGW Agreement (sub-item 4.2), concerning clarification of the provision for the transfer of freight wagons with expired periodic repairs;
- 3) Annex 1 "Technical requirements for wagons" to the PGW (sub-item 2.2.2.7), concerning clarification of the provision for conditions of not allowing freight wagons to run in trains if the wheel hub is displaced or loosened on the tread part of the axle;
- 4) Annex 1 "Technical requirements for wagons" to the PGW (item 3), concerning the clarification of provisions for bogies;
- 5) Annex 1 "Technical requirements for wagons" to the PGW (item 5), concerning the clarification of provisions for springs and spring suspension;
- 6) Annex 1 "Technical requirements for wagons" to the PGW (sub-item 12.13.2), concerning the clarification of provisions for additional inscription (e-mail address) on freight wagons that are not shared;
- 7) Annex 1 "Technical requirements for wagons" to the PGW (sub-item 13.2), concerning the exclusion of a provision on the condition of transportation of an empty wagon with expired periodic repairs;
- 8) Annex 17 "Methodology for calculating rates of charge for the use of freight wagons, bogies and wagons without bogies in international traffic" to the PGW (sub-item 1.2.3), concerning clarification of the provisions for the application of data on maintenance costs for the previous period in the calculation of average freight wagon usage rates;
- 9) Appendix G "Methodology for determining the vote shares of the Parties" to the Agreement (item 4) concerning the exclusion of a provision on the recommended form of a document confirming a different allocation of the votes of the Parties to a state;
- 10) Appendix E "Application for accession to the PGW Agreement" to the Agreement, concerning the specification of filling in the application form with indication of the planned date of accession to the Agreement, as well as specification of information reference, if in the OSJD member state, in accordance with the national legislation, the procedure for distribution of votes, stipulated by item 4 of Appendix G "Methodology for determining the vote shares of the Parties" to the Agreement, is in force.

On the basis of the adopted decisions, continuation of further works for improving the Agreement and updating the PGW are continued to be carried out at the next meetings in 2024, taking into account the prepared proposals from the Parties to the Agreement.

In accordance with Article 6, item 3, "Amendment of the Agreement" of the Agreement and Article 7, item 6,

“Amendment of the PGW” of the Agreement, the decision on the amendments and additions to the PGW and the PGW Agreement agreed upon at the meeting of the authorised representatives of the Parties to the Agreement was announced on 29 August 2023 by the OSJD Committee, as the depositary of the Agreement, with effect from 1 January 2024.

The OSJD Committee, as the depositary of the Agreement, issued the updated text of the Agreement on PGW with its annexes as of 1 January 2023.

On the basis of the data submitted by the Parties to the PGW Agreement, the OSJD Committee, as the depositary of the Agreement, calculated the shares of votes of each Party to the Agreement. The table of distribution of the voting shares as of 1 September 2023 was sent to all Parties to the PGW Agreement.

The OSJD Committee, as the depositary of the Agreement, made the following changes during 2023 on the basis of official notifications from the Parties to the Agreement:

- BC – to Annex 2-I “List of handing over/accepting railway companies” to the PGW;
- LTG, PKP Cargo, UBZD – to Annex 1-I “Addresses of the Parties to the Agreement” to the PGW;
- Ukrainian Railways JSC – to Appendix A “List of the Parties to the PGW Agreement” to the PGW Agreement, to Annex 2-I “List of addresses of authorised departments of railway companies” to Annex 38 “Procedure for transfer of information on joint-use wagons of the Parties to the PGW Agreement” to the PGW, to Annex 1-I “Addresses of the Parties to the Agreement” to the PGW, to Annex 2-I “List of handing over/accepting railway companies” to the PGW, to Annex 3-I “List of abbreviated designations and codes of railway companies (ZDK)” to the PGW and to Annex 4-I “Codes of wagon assignment” to the PGW.

The Parties to the Agreement have been informed of the relevant changes to the PGW and the dates of their entry into force.

The updated text of the PGW Agreement with annexes, prepared by the working staff of the OSJD Commission, taking into account the announced changes, as of 1 January 2024, will be posted on the OSJD Website (<https://osjd.org/>).

As part of the subject “Use of freight wagons in international transport operations”, the issue of identifying the status of joint-use freight wagons for their accounting was discussed.

The positions presented by the Parties to the PGW Agreement from: BC, BDZ, MAV Co., RCH CJSC, KRG, LDZ Cargo, LTG, PKP Cargo, RZD OJSC, UZ and EVR were considered, and during the exchange of views on the choice of a certain approach to the organisation of information interaction, the choice of information tools: creating a new information platform for the electronic exchange of data on joint-use freight wagons or using existing information bases, the participants of the meeting considered it expedient to continue work on ensuring informational interaction on joint-use freight wagons and noted that the first step could be the allocation on the OSJD Website (logged section) or in the “cloud” of the OSJD Committee of a folder for each Party to the PGW Agreement for operative posting/updating of information on joint-use wagons in the agreed Excel format (Annex 38 “Procedure for transfer of information on joint-use wagons of the Parties to the PGW Agreement” to the PGW).

The Parties to the PGW Agreement have been informed of this possibility and readiness to allocate a folder for each Party to the PGW Agreement on the OSJD Website (closed platform) or in the “cloud” of the OSJD Committee. The final decision on this issue, including the expediency of development of the regulations for work with the information platform and determination of the status of this document (Annex to the PGW/OSJD Leaflet), was taken at the meeting of the authorised representatives of the Parties to the PGW Agreement (19-22 June 2023, OSJD Committee).

The Parties to the PGW Agreement – participants in the meeting also considered the proposals received from the Parties to the PGW Agreement – MAV Co. and RCH CJSC on amendments to the PGW Agreement regarding identification of freight wagons, as a result of which it was decided that proposals should be discussed at the meeting of authorised representatives to supplement paragraph 3 “General conditions for the use of wagons” of Appendix B to the PGW Agreement with a new sub-item in terms of requirements for identification of freight wagons and inscriptions on the wagon, as well as to supplement sub-item 16. 2, paragraph 16, “General Provisions” of Appendix B to the PGW Agreement with a provision on the procedure for informing in case of a change in the status of a joint-use freight wagon.

Following the results of the discussion, taking into account the possibility and readiness to allocate in the OSJD Committee’s network data storage a directory for each Party to the PGW Agreement for operative placement and updating of information on joint-use freight wagons, it was decided that the OSJD Committee would prepare folders (directories) for each Party to the PGW Agreement and inform the Parties to the PGW Agreement about the possibility of filling them.

To implement the decision of the meeting of the authorised representatives, the OSJD Committee prepared separate folders (directories) for each Party to the PGW Agreement in the OSJD Committee network data storage to fill them with information on joint-use freight wagons in the agreed Excel format (Annex 38 “Procedure for transfer of information on joint-use wagons of the Parties to the PGW Agreement” to the PGW).

In 2023, two meetings of representatives of the Parties to the Agreement on the transportation of containers as part

of container trains in international traffic were held in videoconference mode (14-16 February 2023 and 4-6 July 2023, OSJD Committee, Warsaw) in order to improve the Agreement on the transportation of containers as part of container trains in international traffic (hereinafter referred to as the Agreement) and to update the Rules for the organisation of international transportation of containers by container trains to the Agreement.

The Parties to the Agreement supported the proposals of BC and RZD OJSC on the possibility of including container-trailers in the container trains.

The term “concontainer” was agreed upon by the Parties to the Agreement.

The Parties to the Agreement also considered proposals for amendments and additions to Appendix B “Rules for the organisation of international transportation of containers by container trains” to the Agreement.

The Parties to the Agreement have prepared, reviewed and agreed on Annex 3 of the Rules to the Agreement “List of the main reasons for the uncoupling of wagons with containers from container trains en route” for reasons dependent and independent of the carrier, and the Parties to the Agreement considered it important to develop an agreed mechanism for the application of the List.

On the basis of the information received by the OSJD Committee from AZD CJSC and from BC the corresponding amendments and additions were made to Annexes 1 and 2 to the Rules to the Agreement.

The party to the Agreement – RZD OJSC updated the data of Annex 1 to the Rules to the Agreement in the part concerning RZD OJSC.

The working staff of OSJD Commission III introduced these amendments and additions into the text of the Agreement as of 28 March and 10 May 2023, which is available on the OSJD Website.

The updated text of the Agreement as of 15 September 2023 was posted on the OSJD Website (<https://osjd.org/>).

According to Article 5, item 5 of the Agreement, the OSJD Committee, as the depositary of the Agreement, after checking the compliance of the submitted documents with the terms of accession to the Agreement, informed all the Parties about the accession of the East (Vostochny) Express LLC to the Agreement as of 20 June 2023. The relevant changes have been made to Appendix A of the Agreement.

The OSJD Committee received an official letter from LTG Cargo JSC dated 22 May 2023 on termination of participation in the Agreement, on the basis of which it terminated its participation from 25 July 2023.

Coordination of international freight transportation volumes took place at the meeting of OSJD Commission III held on 15-19 March 2023 in videoconferencing mode (OSJD Committee, Warsaw).

The meeting was attended by the representatives of Vietnamese Railway State Company (VZD), “Kazakhstan Temir Zholy National Company” JSC (KZH), China State Railway Group Co., Ltd. (KZD), Ministry of Railways of the Democratic People’s Republic of Korea (ZC), Ulan-Bator Railway JSC (UBZD), Russian Railways OJSC (RZD OJSC), O’zbekiston temir



Participants in the expert meeting on the issue of “Identification of the status of freight wagons for joint usage for the purpose of their accounting” (04-05.04.2023, OSJD Committee)

yo'llari JSC (UTI), Byelorussian Railway (BC), Turkmenistan Railways – Agency “Turkmenemiryollari” (TRK) and foreign trade organisations of the Socialist Republic of Vietnam, the Republic of Kazakhstan, the People’s Republic of China, Mongolia, the Russian Federation and the Republic of Uzbekistan, as well as Korea Railroad Corporation (KORAIL), “UTLC ERA” JSC – an OSJD affiliated enterprise and the OSJD Committee.

To cover the issues on the meeting agenda, twelve Subgroups were set up.

The meeting of the XV Subgroup of the VZD-KZH-UBZD-KZD (via Alashankou – Dostyk, Khorgos – Altynkol, Erlian – Zamyn-Uud) was held with the participation of RZD.

The following Subgroups were agreed in connection with the accession of BC and TRK to the work on “Coordination of international freight transportation volumes”:

XVIII Subgroup KZD-KZH-UTI-TRK (via Alashankou – Dostyk, Khorgos – Altynkol);

XIX Subgroup KZD-KZH-RZD-BC (via Alashankou – Dostyk, Khorgos – Altynkol);

XX Subgroup KZD-RZD-BC (via Zabaikalsk – Manchuria, Grodekovo – Suifenhe, Mikhailo-Semenovskaya (Leninsk II – Tongjiang);

XXI Subgroup KZD-UBZD-RZD-BC (via Erlian – Zamyn-Uud, Sukhe-Bator – Naushki);

XXII Subgroup BC-RZD-KZH-UTI-TRK.

The first meeting of the XXII Subgroup BC-RZD-KZH-UTI-TRK was held.

The results of the volumes of foreign trade cargo transportation for 2022 were summarised and the volumes of export, import and transit transportation of goods for 2023 with their distribution by quarters and by types of cargo for each border crossing were agreed upon.

The nomenclature of export, import and transit goods was agreed upon for the purpose of identical goods names when agreeing monthly freight traffic plans.

Technical and organisational measures have been developed to ensure that the agreed freight traffic volumes are met in 2023.

The delegations of ARA and RAI confirmed their interest in participating in the works on the subject “Coordination of international freight transportation volumes” and in the meeting in 2024, and expressed their readiness to provide information on their expected volumes of export, import and transit freight traffic for 2024.

In order to consider the issues on the subject “**Improving and updating the Harmonised Nomenclature of Goods (GNG)**”, the meeting of OSJD Commission III was held in videoconferencing mode (28-31 March 2023, OSJD Committee, Warsaw).

The draft amendments and additions to the GNG, developed and prepared by the leading duty holder of the GNG in OSJD – RZD OJSC on the basis of NHM version 2023, amendments to the Combined Nomenclature of the European Union (CN), put into effect from 1 January 2023, were considered and agreed upon taking into account proposals, comments, and positions presented by KRG, LTG, RZD OJSC, UZ and the OSJD Committee as the depositary of the GNG.

The amendments and additions to the GNG are intended to improve and update the GNG in order to keep it harmonised with the 2023 version of the UIC’s Harmonised Commodity Code (NHM).

The agreed draft amendments and additions to the GNG were approved by the members of meeting XXXVII of the Conference of General Directors (Authorised Representatives) of OSJD Railways (12-14 April and 19 April 2023, OSJD Committee, Warsaw, Republic of Poland).

The OSJD Committee, as the depositary of the GNG, announced the approved amendments and additions to the GNG taking effect on 1 June 2023.

The OSJD Committee published the updated text of the GNG as of 1 June 2023. The layout of the text had been jointly prepared by the leading duty holder and the working staff of OSJD Commission III and forwarded to all railways of OSJD member countries, concerned OSJD observers and affiliated enterprises both electronically and in certified hard copy.

The updated text of the GNG in Chinese and Russian as of 1 June 2023 was posted on the OSJD Website (<https://osjd.org/>).

Within the framework of the signed Memorandum of Cooperation between the Organisation for Co-Operation between Railways (OSJD) and the Council for Railway Transport of the Commonwealth Member States (CSZT), the OSJD-CSZT Consultative Working Meeting on the issue of cooperation in updating the harmonised GNG and ETSNG nomenclature of goods was held in the videoconferencing mode on 18 January 2023 (OSJD Committee, Warsaw).

The meeting was attended by the representatives of the concerned railways of the OSJD member countries: BC, KZH and RZD OJSC; CSZT; OSJD Committee and the working staff of OSJD Commission III.

The following issues were discussed during the meeting:

- collaboration on updating the harmonised GNG and ETSNG nomenclatures of goods (on introducing amendments

- and additions to GNG and ETSNG);
- collaboration between OSJD and CSZT in terms of exchange of information on the introduction of amendments and additions to the Harmonised Nomenclature of Goods (GNG) concerning incorporation of new GNG positions of the 9980-9999 range, the changes in which are made on the basis of the decisions of the OSJD CGD;
- on the assignment (correspondence) of the excluded GNG codes to the new GNG codes due to changes in the Harmonised Commodity Description and Coding System of the World Customs Organisation (HS) and the Combined Nomenclature of the European Union (CN);
- on the exchange of correspondence tables of GNG and ETSNG (recoding tables);
- on cooperation between OSJD and CSZT under the signed Memorandum of Cooperation between the Organisation for Co-Operation between the Railways and the Council for Railway Transport of the Commonwealth Member States on the issues of GNG and ETSNG.

The OSJD presented information on the OSJD procedure for making amendments and additions to the Harmonised Nomenclature of Goods (GNG).

The representative of CSZT informed on the procedure in place for the adoption of changes to the Unified Tariff and Statistical Nomenclature of Goods (ETSNG).

In order to ensure timely alignment of the GNG and ETSNG codes and synchronised implementation of changes and amendments to GNG and ETSNG, the CSZT representative informed that the work plan of the ETSNG Expert Group for 2023 had been revised.

Furthermore, the representative of the CSZT noted that the meeting of the ETSNG Expert Group considered the issue of the expediency of amending the Regulations on the Expert Group of the Council for Railway Transport on amendments to the ETSNG with regard to the possibility of incorporating into the ETSNG the new codes previously agreed upon as amendments to the GNG. The justification for the approval by the Council for Railway Transport of the Commonwealth member states of the changes in the ETSNG were the amendments and additions to the GNG, approved by the Conference of General Directors (Authorised Representatives) of the OSJD Railways.

The OSJD Committee received official information from the CSZT on the access to the reference book of assignment of the classified codes of the CSZT Harmonised Nomenclature of Goods (ETSNG) to the codes of the OSJD Harmonised Nomenclature of Goods (GNG), which was sent to the railways of the OSJD member countries and interested OSJD affiliated enterprises.

Updating of the List of Freight Stations on OSJD Railways was discussed at the meeting of OSJD Commission III held at the OSJD Committee from 28 till 31 March 2023 in videoconferencing mode (OSJD Committee, Warsaw) with the participation of experts from the OSJD Permanent Working Group on Coding and Information Technologies (PWG CI).

The railways of the OSJD member countries provide their data in compliance with the requirements set forth in OSJD Leaflet O 405 "Procedure for the compilation and administration of the List of Freight Stations on OSJD Railways", 3rd edition (Leaflet O 405), the current text of which is available at the OSJD Website (<https://osjd.org/>).

The List of Freight Stations on OSJD Railways is an important document due to the fact that the information contained therein was used to complete the SMGS and CIM/SMGS consignment notes.

The List contains the following information:

- general information (codes and designations of railways, the List's validity date, contact information and other general information);
- a full alphabetical list of freight stations (including each station's code) that are open to freight and commercial operations, providing the name of each freight station and its transliteration with Latin letters, which is important to clients who need to fill out the SMGS and CIM/SMGS consignment notes (it is the correct indication of the names of departure and destination stations);
- border crossing points (including the code of each border crossing point);
- layout plan of border crossing sites;
- distance tables (tariff distances between freight stations and border crossings/port stations; transit tariff distances between border crossing points).

In the course of 2023 the railways of the OSJD member countries updated their data in the List within the terms established by the provisions of OSJD Leaflet O 405.

The updated Directory in a PDF format and the updated text of OSJD Leaflet O 405 (as of 1 August 2020) are available on the OSJD Website (<https://osjd.org/>).

The planned meeting of OSJD Commission III on the subject of "Coordination of international freight train timetables" was cancelled in accordance with item 2, Article III of the Regulations of the OSJD Commissions (due to the lack of the number of delegations required to make the meeting valid).

According to the information provided by the participants of the subject, the involved railways of the OSJD member countries agreed upon the international freight train timetables on a bilateral and multilateral basis.



Depot for changing wagon bogies on the Turkmenian-Iranian border

The subject “**Organisation of combined, multimodal, and intermodal operations in international traffic**” was discussed at the expert meeting of OSJD Commission III (29-31 August 2023, OSJD Committee, Warsaw).

At the meeting information was exchanged on the current state of affairs on the development of multimodal transportations and exchange of experience in the organisation of combined, multimodal and intermodal operations.

It was noted that the high-quality logistics infrastructure and transport support services contributed to stimulating the increase in the volume of containerised freight transportation in multimodal and mixed traffic.

Positive experience in organising multimodal, intermodal and combined transportations has been accumulated by the railways of Azerbaijan, Belarus, Georgia, Kazakhstan, China, Mongolia, Russia, Slovakia and Ukraine.

The subtopic “A study of terminology used in combined, intermodal, and multimodal transport operations (TCIMT)” was discussed at the meetings by a consultative group of experts from the UNESCAP, OSJD affiliated enterprises – Russian University of Transport (RUT (MIIT)) and PLASKE JSC, supported by the working staff of OSJD Commission III – participants of the subtopic.

During the consultative meetings, held on 28 May and 29 November 2023, materials and documents prepared the working staff of OSJD Commission III were discussed:

- proposals, comments on the draft layout of the “OSJD Information Guide: Multimodal, Intermodal, Combined, Contrailer Traffic” were discussed, which were developed by the working staff of OSJD Commission III, submitted by the Russian University of Transport (RUT (MIIT)) and the working staff of OSJD Commission III – on the bibliographic list, PLASKE JSC – on the whole text of the document;
- proposals and comments on the content of the section “Terminology (terms, definitions, concepts)” were discussed;
- the amendments proposed by the participants in the subject on the text of the draft layout of the OSJD Information Guide were agreed upon;
- the information on Incoterms, reflected in the draft layout of the OSJD Information Guide, was updated by the working staff of OSJD Commission III;
- the text of the new section “Application of information technologies in international traffic” of the OSJD Information Guide, prepared by the working body of OSJD Commission III, was agreed upon;
- it was agreed that after finalisation of the draft layout of the Russian version of the OSJD Information Guide, it would become the basis for its subsequent translation into Chinese and English versions;
- it was agreed to continue the work on the draft layout of the OSJD Information Guide in terms of its content taking into account the proposals and information material to be submitted by the participants of the subject.

The OSJD Information Guide contains information on terminology used in transport operations involving more than one mode of transport; on multimodal, intermodal, combined, and contrailer transport operations; international practices and experience in such transport operations, etc. The OSJD Information Guide describes all known forms of transport operations involving more than one mode of transport and assigns each of them a single unambiguous term, because the condition of its practical usefulness is the possibility of application and use by its end users (e.g.

railways and their contractors; state institutions, managers of transport and logistics companies; teachers and students of higher education transport institutions, etc.). It is intended to be helpful in developing international relations, as well as in the drafting of uniform standards and other instruments used in transport processes.

The OSJD Information Guide shall be a supplementary tool to be used in business negotiations, as well as in the work of terminologists and translators, providing a standardised translation of terms to all parties. In addition, explanations were provided on the structure of the OSJD Information Guide, with the overarching goal of creating a uniform environment for the application and use by consumers of terminology used in descriptions of transport operations involving more than one mode of transport: multimodal transport operation, intermodal transport operation, mixed transport operation, combined transport operation, contrailer transport operation.

OSJD Commission III supported the fulfilment by the participants of the subtopic of works on further development of the draft layout of the OSJD Information Guide.

In order to promote the ongoing works on the OSJD Information Guide and the document itself, the information on the works of the Consultative Expert Group at the UNESCAP Expert Meeting on Dry Ports and Multimodal Transport, organised by UNESCAP on 6-7 December 2023 (Bangkok and online), was presented.

In order **to improve the quality of services on the transport market**, railway companies organise and use various types of international freight transportation. The most promising of these is the development of multimodal, combined, and intermodal traffic, where transport and logistics companies have accumulated extensive experience.

The railway companies of the OSJD member countries were working on the development and organisation of multimodal, combined and intermodal freight traffic.

Stimulation of the increase in container freight flows in multimodal and mixed traffic was facilitated by the availability of high-quality logistics infrastructure and transport services.

Positive experience in organising combined, intermodal and multimodal transportations has been acquired by the railways of Azerbaijan, Belarus, Georgia, Kazakhstan, China, Mongolia, Russia, Slovakia, Turkmenistan, Ukraine and the Czech Republic.

Intermodal transportations involving railways of Kazakhstan, Azerbaijan, Georgia, Türkiye, Romania across the Caspian and Black Seas have been developed.

According to the information of the Azerbaijani Railways CJSC (ADY CJSC), containers with various cargoes are transported on a regular basis along the North-South ITC.

Containers were mainly sent from Russia to the Indian port of Nhava Sheva (Mumbai) and in the opposite direction. The role of the main hub on this route is played by the Astara border station (Azerbaijan) and Astara Terminal (Iran). Intermodal transportation of various cargoes in containers from the eastern ports of China by sea transport was delivered to the southern ports of Iran, then by road transport to Astara Terminal (Iran) and upon arrival Azerbaijan containers were sent by the route through the networks of Azerbaijani Railways in the northern direction. This service has made it possible to meet the growing demand for freight transport between the countries of the North-South ITC.

Compared to sea routes, this route has thus significantly reduced delivery time and promoted the development of transit transport of goods from China to Europe and in the opposite direction from Europe to the Persian Gulf countries.

The Byelorussian Railway (BC) together with railway, transport and logistics companies was working out the necessary conditions aimed at the development of multimodal, intermodal and combined freight traffic. For example,



Container train on the route China – Kazakhstan – Turkmenistan – Iran

logistical schemes were developed for the delivery of Belarusian export goods to Eastern and Central Asia and other countries via overland routes and using the capabilities of Russian seaports. The bulk of cargo included products of the chemical and timber industries, as well as agriculture.

One of the priority directions of development of railway transport of Georgia is to create conditions for increasing transit potential, including container transit, through the territory of Georgia, with the participation of railways of Kazakhstan, Azerbaijan, Georgia, Türkiye, through the Caspian and Black Seas. According to statistics for the entire year 2023, 743 container trains were received/dispatched with the total volume of container transit through the territory of Georgia – 164.2 thousand TEUs, which increased by 8.1 % compared to the same period of 2022 (151.8 thousand TEUs were transported).

The introduction of the new railway line Baku (Azerbaijan) – Tbilisi (Georgia) – Kars (Türkiye) (BTK), which became a link between Europe and Asia, and the involvement of BTK in the Trans-Caspian International Transport Route (TITR) significantly exceeded the growth in container transit volumes.

The BTK railway line is an integral part of the railway section Tbilisi – Marabda – Akhalkalaki – Kartsakhi (state border of Georgia with Türkiye) and currently the section Kars – Canbaz – Kartsakhi – Akhalkalaki – Marabda – Tbilisi is included as Branches 5 'k' and 10 'n' in the main routes of OSJD railway transport corridors Nos. 5 and 10.

In addition, it is worth mentioning that the dynamics of container traffic growth has also increased along the North-South ITC. Container trains were regularly transported on dispatch from Chovyu station (Russia) to Astara Terminal (Iran) with timber cargo. Then the cargoes were transported by road in the direction of Iran and the Persian Gulf countries. Thus, this route, as compared to the sea routes, significantly reduces time and favours the development of transit freight traffic in the direction of the Iranian seaport of Bandar Abbas.

The Georgian Railway JSC (GR) pays special attention to the development of the transit potential of container traffic through Georgia by means of the railway. The main directions of container traffic using the BTK line are freight transportations in the direction of China – Kazakhstan – Azerbaijan – Georgia – Türkiye – EU countries using feeder vessels through the Caspian Sea ports and in the opposite direction along the Trans-Caspian International Transport Route (TITR), from the countries of Central Asia. In order to attract freight traffic volumes and increase container transit along the BTK route, competitive tariff conditions have been established. The agreements on the organisation of railway-feeder traffic between the ports of Aktau – Baku (Alyat) and on interaction and measures of responsibility for failure to meet the delivery deadlines in the organisation of freight traffic in containers and wagons along the route of the BTK line have been concluded between the Parties to the BTK railway line.

Active works were carried out between TITR participants to organise railway and waterway transport using feeder vessels via the ports of Batumi and Poti (Georgia) – Constanța (Romania).

It should be noted that in order to accelerate and simplify customs procedures for cargo and container handling at interstate checkpoints, the Parties to the TITR have prepared the drafts of an Agreement on the electronic exchange of data on the disposition and condition of rolling stock, as well as of an Agreement on the organisation of container transportations in direct international railway and waterway traffic using feeder vessels between the Caspian Sea ports (Turkmenbashi, Baku (Alyat)), which are in the process of signing.

There are two major seaports on the territory of Georgia with access to the Black Sea from the eastern coastal part, namely the Poti seaport and Batumi seaport, as well as the Kulevi Oil Terminal, which is an oil loading port. The territories of these ports are equipped with multifunctional terminals for both dry cargo and oil cargo, two of which have mechanised container terminals, and one of which has the capacity to handle liquefied gas.

The Poti seaport, being a free economic zone, is the largest port in the eastern part of the Black Sea on the territory of Georgia and is multi-purpose. The port handles containerised, liquid, dry, bulk cargo and serves rail-ferry traffic. This trade route offers huge opportunities for growth in cargo traffic, especially for transit containerised cargo through Georgia, handled at the port's container terminal, the potential of which is increasing annually. With the opening in 2023 of the port's 15th universal berth with the length of 350 metres, fitted with modern Japanese technical equipment (including two 40-tonne and two 20-tonne harbour cranes, with the prospect of handling up to 1 million tonnes of goods per year of any size, destination and weight), the creation of the latest mechanised system for loading and unloading of wheat is planned, which will significantly boost the operation of the Poti elevator.

The Batumi seaport has a deepwater harbour with 12 active berths, including oil berths, to which intra-port roads and railways are connected. There is also a multimodal complex for mineral fertilisers. The main advantage of the terminal is the flexibility of storage and transshipment of various grades of oil and oil products and pumping from tanks to tank trucks and tank wagons using road and railway overpasses. The oil terminal has a total of 133 tanks, 5 of them have been built recently, the total volume of new tanks is 25 thousand cubic metres. The new tank farm is 3500 square metres.

Kulevi Terminal is an oil loading port designed for transshipment into tankers of oil and oil products coming from Azerbaijan, Kazakhstan and Turkmenistan to Europe. Kulevi Oil Terminal includes three loading berths, a canal for

tankers, a fleet of 9 vessels and a laboratory for testing oil and oil products. There are 27 storage tanks for oil and oil products with a total capacity of 402,000 cubic metres.

As of today, the Government of Georgia is in the process of implementing a new deepwater port project in Anaklia, the construction of which is planned to start as early as in 2024. The decision to build a deepwater port in Anaklia with a current depth of 16.0 m is to create a world-class port complex for Georgia and to establish Anaklia as a focal point for the New Silk Road trade route between Asia and Europe. Implementation of this project will enable to receive vessels with a capacity of more than 1.5 thousand TEUs. Out of the two existing ports in Georgia – Batumi and Poti – the main cargo traffic today passes through the port of Poti, due to the depth of which the port is currently not able to handle ships with a capacity of more than 1.5 thousand containers. That is why the construction of the Anaklia deepwater port is very important for the country, and after the implementation of the first phase, the port will be able to receive 900,000 containers per year.

To maintain its competitiveness, the “Kazakhstan Temir Zholy National Company” JSC (KTZ NC JSC – KZH) has been constantly improving the level of customer focus and quality of services, introduces new logistics products and takes active measures to stimulate transportation in this area.

The total volume of container transit through the territory of Kazakhstan in 2023 increased by 14 % against the previous year. One of the vectors of development is the organisation of transit container traffic along the multimodal Trans-Caspian International Transport Route (TITR) through Kazakhstan's Caspian Sea ports of Aktau and Kuryk.

In 2023, freight traffic on the TITR route totalled 2.8 million tonnes, an increase of 86 % compared to 2022. At the same time, the route offers a competitive total delivery time of 15 days on average.

In 2023, with the participation of the railways of Kazakhstan, Azerbaijan and Georgia, a joint venture Middle Corridor Multimodal Ltd. was established on the basis of the International Financial Centre of Astana. This venture will strengthen the coordinated policy on the development of multimodal service from China to Europe and vice versa.

Container shuttle train on the route Altynkol – Aktau-Port – Baku (Alyat port) – Poti/Batumi successfully operates.

The main advantages are: increased attractiveness of the TITR route for customers, fixed delivery time (10-15 days), stable tariff conditions.

Further plans include the organisation of multimodal transportations via Baku on the section of Alyat port – Turkish ports.

In May 2023, the port of Aktau was registered as a member of the Special Economic Zone “Aktau Seaport”. The preferences and special legal regulations are set for the period until 2028.

In order to increase transit volumes in the Trans-Caspian direction, the issue of developing a container hub on the basis of the Aktau port is being discussed. The creation of the hub is included in the National Project “Strong regions – a driver of the country's development”.

Implementation of infrastructure projects in the port of Kuryk continues. By the end of 2024, the plan is to complete the construction of a grain terminal with a capacity of 1 million tonnes per year. The terminal will allow to ensure the forecasted increase in exports of grain crops in the direction of Kazakhstan – Iran / countries of the Caucasus region and further to third countries. Works on the construction of the 2nd start-up ferry complex in the port of Kuryk are in their final stage.

The seaport of Aktau and the multimodal complex of Kuryk port are included in the network of international transport corridors.

The throughput capacity of Kazakhstan's ports is 21.8 million tonnes per year.

As of today, the transport infrastructure of TITR makes it possible to transport about 6 million tonnes, including 80 thousand TEUs.

A regular feeder service has been organised from the port of Aktau to the Iranian ports of Enzeli and Amirabad. Feeder services from Turkmenbashi – Aktau port to China are being organised.

Feeder vessels run strictly on schedule (2 times a week), without relative presence or absence of consolidated transit cargoes. The vessels do not wait for the “accumulation” of a sufficient number of containers for carriage. It allows shippers to be certain about delivery dates.

To intensify traffic in the East-West direction, the construction of a Kazakh-Chinese Dry Port in Xi'an was launched in May 2023 jointly with Chinese partners.

The “KTZ NC” JSC plans to build a terminal on the territory of the Dry Port in the Chinese city of Xi'an, the country's most important hub on the New Silk Road.

According to the KZH data, 40 % of goods that arrive at the Xi'an International Dry Port comes from Kazakhstan. The logistical importance of Xi'an for Kazakhstan is obvious.

This route covers countries and regions through which few container trains had previously travelled in the China-Europe direction, and has opened up new markets for international trade for both Chinese and international enterprises. This route also represents a new transport option for Chinese and international trade and logistics enterprises.

The launch of container trains along this new route will increase the efficiency of transport and allow enterprises to reduce transport costs.

At present, 16 main routes of freight trains running between Xi'an and European countries operate regularly from Xi'an. They cover 45 countries and regions.

On 14 February 2023, the first international multimodal railway express train in the China-Europe direction on the route Beijing – Tianjin – Hebei was launched. The train was loaded with transit goods such as rubber tyres and lamps, totalling 110 TEUs. This consignment of goods arrived at the Chinese port of Tianjin by sea, was transported by road to Shijiazhuang International Dry Port, and then shipped to Europe by rail. The train travelled through the Erenhot border station. Transporting the cargo by sea would have taken about 60 days, while shipping by rail reduced the delivery time to 25 days.

On 19 April 2023, the China-Europe rail express got a new line. A test run of a container train from Europe to Wuhan was sent by sea to Keelung.

This marked the official opening of the Europe-Wuhan-Keelung railway-maritime multimodal transport channel. This consignment of goods was shipped from Duisburg (Germany) and arrived in China via the Dostyk/Alashankou border crossing, then continued by rail to Wuhan, further transloaded onto sea transport at the port of Ningbo and delivered to Keelung. The opening of this multimodal transport channel provides a new logistics solution for the transport of goods and enables the effective integration of the Maritime Silk Road and the Land Silk Road.

A new intermodal railway-sea line from Belarus to China was put into operation.

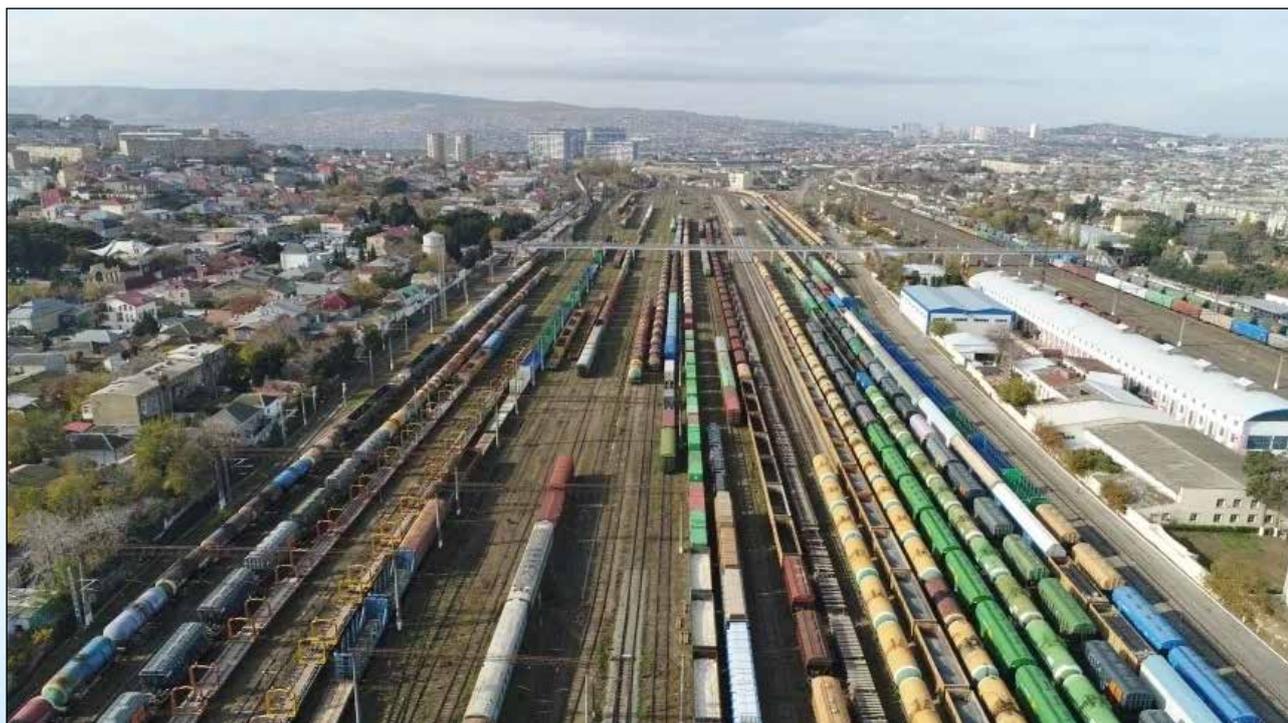
On 26 April 2023, a new intermodal railway-sea line "Belarus – Wuhan (Yangluo) Port – Yantai" was opened. 53 large-capacity containers with Belarusian fertilisers will be shipped from the port of Yangluo to Yantai. Since the beginning of 2023, 15 China-Europe railway and combined transport lines have been opened in Wuhan. This shipment of fertilisers weighing a total of 1370 tonnes was delivered from Soligorsk, Belarus.

In the first four months of 2023 alone, the Port of Tianjin (China) has already been able to dispatch 216 container express trains in China-Europe traffic with more than 23,000 TEUs, exceeding the corresponding figures of the previous year.

The goods arriving at the port of Tianjin and from surrounding regions are delivered via China's railway network to their destination in Europe in 15-20 days, which is more than a month faster than shipping by sea.



Development of railway infrastructure and provision of sustainable transport links with OSJD member countries contributes to further strengthening of economic potential and mutually beneficial cooperation



Over the past years, the OSJD member countries have witnessed a significant increase in freight railway traffic volumes

On 18 May 2023, the first container train from the Chinese port of Jinzhou, loaded with building stone, arrived in St. Petersburg. The total length of the Jinzhou – St. Petersburg route was 9087 kilometres. After being loaded in the port of Jinzhou the container train departed on the north-eastern part of a land-sea transport route, having arrived at the railway station of Bichigt-Zuunhatavch on the border of Mongolia and China where it passed customs control procedures. The train then travelled to St. Petersburg along the Trans-Siberian Railway line. The total journey time was 26 days, which helped to reduce the logistics costs and create an efficient multimodal logistics channel connecting the North-Eastern regions and the South-Eastern coast of China with Europe.

On 4 June 2023, the first return China-Europe railway express train with 62 containers of polyethylene imported from Europe arrived in Guangzhou, China. The train travelled to China via the Manchuria border station. The total volume of the transported goods was 1555 tonnes. The goods delivered by train were then sent to Vietnam by sea. This has been the first connection of such a type between a return container train in the China-Europe traffic and combined sea and railway transport in the China-Vietnam direction.

On 7 June 2023, the first China-Europe container train loaded with 758 tonnes of 50-metre rails passed through Koper (Slovenia) and then transited Croatia to the rail laying base in Serbia. The Chinese rails were supplied as part of the Hungarian-Serbian railway project. The rails were exported to Europe by multimodal transport using sea and railway transport.

During 2023, 400 container trains travelled on the China-Europe route from the Guangdong – Hong Kong – Macao Greater Bay Area.

On 8 June 2023, a China-Europe container train departed from Guangzhou Central Container Station. The train travelled through the Erenhot station and on to its destination, Kresty station in Russia. The travelling time was 16 days. This train became the 400th China-Europe train in 2023, which departed from the Guangdong – Hong Kong – Macao Greater Bay Area. Thus, 400 trains operated from January to May 2023, have shown a 20-percent increase as compared to the figures for the same period of the previous year. This route has existed since 2016, and during this period of time a total of 2600 trains ran between China and Europe.

On 18 June 2023, the YuXinOu China-Europe international railway express departed from the logistics hub of Chongqing, China. To date, 22,000 container trains have been dispatched from Chongqing, carrying more than 1.5 million TEUs of goods, which is one of the best figures in the world. Among all the goods transported, 400,000 TEUs were delivered via the western part of the new land-sea transport route.

On 20 June 2023, the first multimodal China-Europe train on the Germany-China route loaded with spruce timber from Europe arrived at its destination in the Liangjiang New Area.

This express train has been the first combined China-Europe service on the route Wilhelmshaven (Germany) – Guangzhou – Chongqing. The timber load was dispatched from Germany by sea to the port of Nansha (Guangzhou) and then reloaded onto a train and arrived at the logistics centre of Goyuan (Chongqing).

On 26 June 2023, the first thermolabile train loaded with agricultural products (garlic, onions, etc.) left the Zhengzhou station (China) for Ho Chi Minh City (Vietnam). The train travelled through the Pingxiang border station, and headed for its destination in Ho Chi Minh City. It carried 35 containers with regulated storage temperature.

On 25 July 2023, the first intermodal operation on the Zhanjiang-Chongqing-Moscow route was launched.

Nine 40-foot containers in cold chain mode were dispatched from Guangzhou, China. This shipment was transported by sea from the port of Zhanjiang to Chongqing before being sent to Moscow (Russia) on 28 July. In this way, a new intermodal transport line has emerged on the route Zhanjiang – Chongqing – Moscow. To date, 33 intermodal routes including sea and railway transport pass through Zhanjiang, four of which are used for China-Europe operations.

In 2023, the western part of the new land-sea transport route handled 424,000 TEUs of goods, having shown an increase of 10.5 % year-on-year. The route currently passes through 115 railway stations in 61 cities and 17 provinces in China. Outside the People's Republic of China, the route covers 393 ports in 119 countries. For the whole period of transport operations, the number of lines on this route has increased from 1 to 7. Thus, in addition to the route Ibu Bay – Chongqing, transportation began in the following directions: Ibu Bay – Chongqing, Sichuan, Yunnan, Guizhou, Henan, Gui Dong, Gui Be.

On 27 August 2023, the first intermodal express train between Xi'an (China) and Antwerp (Belgium) was launched. The train was loaded with 48 containers with LONGi solar panels. The cargo travelled to the Chinese port of Qingdao, then was transported by sea by COSCO Shipping to Belgium. It should be noted that the Chinese Railways is opening permanent runs to the port of Qingdao for further transportation by sea. The total length of the railway route was 1326 kilometres, with a travel time of 48 hours.

On 1 September 2023, the first container train was launched from the Yuzui railway station in China along the western part of the new land-sea transport route. After 28 hours, the train arrived at the Chinese port of Jinzhou. The train carried 70 TEUs of goods weighing about 1000 tonnes. The main export goods were engines, motorbikes and industrial raw materials produced in Chongqing. After arriving at the port of Jinzhou, the goods were dispatched by sea to such countries as Vietnam, the United Arab Emirates (UAE) and India. Yuzui railway station is also connected to Goyuan port. Thus, the Yuzui station connects railway transport and waterway transport by sea and the Yangtze River.

The People's Republic of China has started operating a new consolidation centre located in Almaty, Kazakhstan. The new centre will operate trains on the China-Europe route, connecting Almaty with Jinan in eastern China in seven days. The first train departed from the new consolidation centre on 3 September 2023, with a load of 1040 tonnes of wheat in 40 containers.

The new consolidation centre will also provide storage, distribution, customs clearance and temporary warehousing services for Central Asian goods destined for China.

The centre mainly supports traffic between China and Central Asian countries. On the other side of the route, Jinan, the capital of China's Shandong province, has the strategic advantage of linking the Central Asian market with Japan and South Korea through intermodal transport, given its geographical proximity and accessible Shandong port on the coast.

The volume of traffic between Central Asian countries and China has also increased. For example, Kazakhstan and China recently signed an agreement to achieve a total railway freight volume of 26.8 million tonnes by the end of 2023, an increase of 3.6 million tonnes as compared to 2022.

On 21 September 2023, at the China-Europe Railway Express Cooperation Forum held in Lianyungang (Jiangsu province, China), the representatives of the People's Republic of China and Hungary signed the Cooperation Programme for the Establishment of an Integrated Logistics Park for Multimodal Transportation of the China-Europe Container Express 'Chongqing – Hungary'.

In 2023, the O'zbekiston temir yo'llari JSC (UTI) was actively involved in the works for the development and organisation of multimodal transportation, with the following routes developed:

- freight transport to European countries via Lithuania on the route Uzbekistan – Kazakhstan – Russia – Belarus – Lithuania;
- multimodal route: Uzbekistan – Turkmenistan – Iran – Türkiye;
- freight transport to European countries through the Georgian port of Poti on the route Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Bulgaria – Europe;
- multimodal route: China – Kyrgyzstan – Uzbekistan – Afghanistan.

According to the Russian Railways OJSC (RZD OJSC), Integrated Transport Products were created by subsidiaries of the RZD OJSC in 2023: RZD Business Asset JSC and RZD Logistics JSC.

The RZD Business Asset JSC provides fitting flat wagons and freight handling at terminals under its management in Stupino on the Moscow Railway, a branch of RZD OJSC, and Artyom-Primorsky-1 on the Far Eastern Railway, a branch of RZD OJSC.

The RZD Business Asset JSC launched a number of integrated transport products during 2022 and 2023:

- Volga Express public service:

transportation of goods of Chinese manufacturers along the route Shenyang (China) – Zabaikalsk border station – terminal at Bezymyanka station (Samara, Russia). Cargo (mainly consumer goods) is delivered from Ningbo, Guangzhou, Tianjin, Qingdao and Dalian by road and rail to Shenyang for consolidation and subsequent dispatch to Russia in container trains;



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- Moscow Express public service:

transportation of goods of Chinese manufacturers along the route Changsha (China) – Zabaikalsk border station – terminal at Bely Rast station (Moscow Region, Russia);

- Ishim Express public service:

transportation of goods of the Russian manufacturers along the route terminal at Bely Rast station (Moscow Region, Russia) – Nur-Sultan-1 station (Astana, Kazakhstan);

- Alma Ata Express public service:

transportation of goods of Russian manufacturers along the route terminal at Bely Rast station (Moscow Region, Russia) – Almaty-1 station (Almaty, Kazakhstan);

- service along the North-South ITC:

export-import deliveries in partnership with RZD Logistics JSC along the eastern route of the North-South International Transport Corridor (Sarakhs border station of Turkmenistan Railways).

- FELB – JSC RZD Business Asset multimodal service from China via the port of NCSP (Nakhodka, Russia) to Russia and Belarus.

Transportation of goods of Chinese manufacturers, including sea freight services, to customers in Russia and Belarus:

- multimodal service Ningbo port (China) – Vladivostok port (Russia) – Artyom-Primorsky-1 rear terminal – terminals in Moscow and Moscow Region;
- export-import transport services through the Nizhneleninskoye-Tongjiang border crossing point; transportation on the bridge over the Amur River at the Russian-Chinese border – regular dispatch of at least one train per month is assumed;
- transportation of imported goods in containers from the Far East using open-top wagons: the RZD Business Asset JSC ensured the loading of containers arriving by sea to ports in the Far East into open-top wagons at terminals in the Primorsky Krai (mainly from its own site at Artyom-Primorsky-1 station) and their subsequent transshipment at terminals in the Siberian regions of the country onto its own fitting flat wagons with subsequent delivery to terminals in Moscow and St. Petersburg;
- transit services from Europe to China via the East-West ITC: transport services were provided from Europe through the Brest border station (Belarus) with additional loading of the train with containers in the Moscow area and further on through the Zabaikalsk border station to Chinese consumers. Regularity of service in January-August was 1 container train per month, from September – up to 3 container trains per month.

On 8 June 2018, the RZD OJSC and China Railway State Corporation signed a Memorandum on the organisation of fast-speed and high-speed cross-border freight railway traffic in the China-Russia-Europe communication. The minutes of the meeting between the heads of the RZD OJSC and KZD dated 28.04.2023, provided for the continuation of promoting works on the carriage of goods, e-commerce goods and postal items in baggage wagons. In this regard, the works on the RailJet project conducted by RZD Logistics JSC was resumed.

RailJet is a fundamentally new logistics product that offers a high delivery speed comparable to air freight at an optimal tariff. The service provides a full-service logistics solution for those customers who need stable delivery times, reliability, optimal and transparent price conditions.

The service is planned to be realised as transportation of goods in postal and luggage wagons, following a separate train consisting of 16 postal and luggage wagons, on the 1520-mm railway gauge space without changing the gauge on the route Moscow – Manchuria – Moscow.

It should be noted that the service offers prospects for shifting some shipments from sea to rail transport (such cargoes as electronic devices containing Li-ion batteries, which are prohibited to be transported by air and in containers on the KZD network). This project makes it possible to maximise the use of the current, including transit, capacities of the RZD holding company: a clear timetable and independence from weather factors provide an advantage that will attract additional freight flows to the railway thanks to cargoes previously transported only by air.

As part of the programme to support non-resource exports, together with the Russian Export Centre JSC, a logistics service for the transportation of less-than-wagon load in containers by container trains between Russia and China is being implemented. The first shipment was made on 7 August 2023. The RZD Logistics JSC provided a full range of services to consolidate cargoes from the regions of the North-Western, Central and Volga Federal Districts, dispatch the train on schedule and provide customer support along the entire route of the cargo to Chinese customers. This logistics service ran on a set schedule with attractive fixed rates for the dispatch of less-than-container loads with small consignments for SMEs, while the format of interaction with China's logistics platform for receiving the train enabled container trains to be back-loaded with imported cargo.

The development of the North-South International Transport Corridor (hereinafter referred to as the North-South ITC), designed to provide transport links between Russia and India, Iran and Middle East countries, is becoming increasingly important for the foreign economic activities of Russian enterprises.

During 2022-2023, measures were implemented to improve transport technology and optimise costs. This made it possible to:

- increase the range of transported goods (in exports – paper, sawn timber, catalysts, abrasives, carbamide, hygiene products, furniture, roofing materials, bituminous sheets, chemicals, food products; in imports – stone and bituminous building materials, clothes, footwear, accessories, rice, plastic products, rolled ferrous metals, confectionery, spices, food concentrates, containerboard, equipment and its parts, artificial and synthetic fibres, activated coal, gum, resins, technical oils, alcohols, other chemical substances);
- reduce the cost of the service (by 38 % from August 2022);
- bring the service to a regular basis – 2 trains per month;
- expand the geography of transportation: shipments from the Moscow area, Chelyabinsk Region, Republic of Karelia to India, UAE, Saudi Arabia and Iran are in progress.

The development of the Agroexpress project, a specialised service of RZD Logistics JSC, which provides for the delivery of agro-industrial products (including perishable products) in export-import traffic, continues. The use of the RZD Logistics JSC's own fleet of autonomous refrigerated containers ensured a continuous cold chain, reduced dependence on third-party infrastructure and thus improved the quality of services.

In April 2023, the ban on the import of Russian veterinary products through the land border crossing points on the Kazakhstan-China border was lifted. Since then, one container train per month in the direct railway traffic has been dispatched.

The geographical coverage of the service is expanding. On 27 July 2023, a test shipment of four refrigerated containers with meat products as part of a container train along the eastern route of the North-South ITC from Selyatino station to Iran was organised (the containers were sent by rail as a group to Tehran on Iranian territory).

According to the information of the "TransContainer" PJSC, a multimodal service for the delivery of Chinese cars from the city of Fuyuan (Heilongjiang province) along the Amur River to Khabarovsk with further transportation via the network of the Russian Railways by the public service of the "TransContainer" PJSC to the station Kupavna (Russia) was launched in 2023.

According to the information provided by the "Far Eastern Shipping Company" PJSC (FESCO PJSC) – an OSJD affiliated enterprise, in 2022 the volume of FESCO intermodal transportations increased by 25 %. 17 new intermodal services were developed and launched, including:

- Haiphong – Ho Chi Minh City – Vladivostok;
- Shanghai – Ambarli – Novorossiysk;
- St. Petersburg – (Northern Sea Route) – Vostochny – Shanghai;
- Shanghai – Xi'an – Naushki – Moscow;
- China (Hefei/Xi'an/Nanjing/Chengdu/Chongqing) – Dostyk – Moscow;
- Yokohama – Lianyungang – Altyntkol – Tashkent;
- Fuyuan – Khabarovsk – Moscow;
- Novorossiysk – Ambarli – Gebze.

In 2023, the FESCO Transportation Group launched as many as 9 intermodal services, including:

- Türkiye/India/Egypt – Novorossiysk – Moscow;
- Novorossiysk – Moscow – intra-Russian transport;
- Moscow/St. Petersburg – St. Petersburg – Kaliningrad;
- South-East Asia/China – Vladivostok – Irkutsk;
- South-East Asia/China – Vladivostok – Chelyabinsk
- South-East Asia/China – Vladivostok – Zhodino;
- Türkiye – Novorossiysk – Kazakhstan;
- China – Minsk (via land border crossings);
- China – St. Petersburg – Kaliningrad.

In the current circumstances, one of the key objectives of the FESCO Transportation Group was the development of the Deep Sea services. In 2023, new sea lines were launched, including FESCO Indian Line (India – Novorossiysk), FESCO Baltic Orient Line (China – India – St. Petersburg).

New foreign subsidiaries were also established: in 2022 in Uzbekistan and Türkiye and in 2023 in Belarus.

Today, the FESCO Transportation Group is the largest intermodal container operator in the Far Eastern Basin. Its share in the container turnover of the Far East region is 40 %. FESCO's intermodal service network covers almost all major corridors of the Trans-Eurasian space.

Taking into account the market trends, FESCO Transportation Group has made various efforts to develop freight transport, among which the following can be highlighted:

1. investing in new transport routes with fewer infrastructure constraints, e.g. development of DEEP SEA services;
2. diversification of transport flows: development of intermodal services not only via the Far East, but also via the Baltic Sea, the Azov-Black Sea Basin and land border crossings;
3. opening of new sea lines;
4. creation of new branches and foreign subsidiaries.

As an alternative to the Far Eastern Basin, the company actively expanded its portfolio of intermodal services through the port of Novorossiysk. To date, one vessel on the Turkish trade, two vessels on the Indian route with a total capacity of over 1700 TEUs and one vessel on the Egyptian route have been launched.

In addition, as an alternative to the Far Eastern direction, the company has launched and is actively developing railway services from Novorossiysk across the Russian Federation and to Kazakhstan, as well as sea services to St. Petersburg and Kaliningrad. For example, the new intermodal service Moscow – St. Petersburg – Kaliningrad has become virtually the only alternative freight delivery service to (from) the Kaliningrad region of the Russian Federation. Since March 2023, the service has been operating as intermodal (rail + sea).

In addition to intermodal services (sea + railway), FESCO Transportation Group also developed overland transportations through the main border crossings: Zabaikalsk/Manchuria, Naushki/Sukhbaatar, Dostyk/Altynkol. Thanks



Consideration of the agenda items of the final meeting of the OSJD Commission on Freight Traffic (10-13.10.2023, OSJD Committee, Warsaw)

to the company's strategy in the Trans-Eurasian space and a developed network of intermodal services, it has become possible to offer transportations using FESCO services for Central Asian countries. For example, the whole range of maritime services is also available to cargo owners in Kazakhstan with delivery to any of the freight stations of Kazakhstan.

The FESCO Transportation Group has organised regular railway services from the port of Vladivostok to Tashkent and Almaty, and there is also a possibility to organise trains from St. Petersburg, Minsk and Novorossiysk. Thus, thanks to intermodal services FESCO connects all major ports of South-East Asia, as well as Türkiye with Central Asia.

Also for Central Asian customers FESCO has organised optional ways of delivery in intermodal communication not only via Trans-Siberian Railway, but also by transit trains through the territory of China, namely via TCR – Trans China Rail, which allows to connect Central Asia with the main ports of South-East Asia.

According to the information of the "Post of Russia" JSC, an OSJD affiliated enterprise, for the first time in the history of the "Post of Russia" JSC, a successful test dispatch of international postal items in post office coaches of the "Post of Russia" JSC was carried out through the Kamyshovaya border station along the route Hongchun (China) – Ussuriysk (Russia) – Vladivostok (Russia) in July 2023. The mail was delivered by road from the warehouse in China to Hunchun station (China). At Hunchun station, the postal items were reloaded into a post office coach of the "Post of Russia" JSC, and the coach arrived at Ussuriysk station (Russia) as part of a freight train. Then, from Ussuriysk (Russia), the coach travelled to Vladivostok station (Russia) as part of train No. 990 Moscow – Vladivostok, after which the postal items were delivered to the Vladivostok IMPC by road. This route is planned to be replicated till the end of 2023 with its extension to the IMPCs of Novosibirsk, Kazan and Moscow. The advantage of this route is stable cross-border delivery times and easy scalability of the service.

A land-based international postal exchange between the postal authorities of Russia and Mongolia has been organised.

Due to the termination of direct air communication between Russia and Mongolia in February 2023, the fastest possible multimodal (road-railway), direct ground delivery route was organised from the railway section Ulan-Ude – Yekaterinburg (and in the opposite direction) in a post office coach of the "Post of Russia" JSC as part of the baggage and mail train No. 990/989 Moscow – Vladivostok and by road section from the Ulan-Bator IMPC to the Ulan-Ude station (and in the opposite direction). More than 6.2 tonnes of the postal items were transported during 2023. The regularly operating route provides for the rapid transport of small consignments of mail at high speed and without a minimum consignment limit.

The subject "**Organisation of transport of large-capacity containers in international traffic**" was discussed during the expert meeting of OSJD Commission III (12-15 September 2023, OSJD Committee, Warsaw).

Within this subject, the experts of OSJD Commission III carried out their works in accordance with the approved Work Plan of OSJD Commission III for 2023 in the following directions.

The leading duty holder – "Kazakhstan Temir Zholy National Company" JSC (KZH) were involved in the works on updating the database of container trains and contrailer transportations in international traffic provided by AZD CJSC, BC, MAV Co., GR, KZH, KRG, LDZ, CFM, UBZD, RZD OJSC, ZSSK Cargo, UTI, ČD Cargo and EVR.

It should be noted that in 2023 more than 17 thousand container trains in communication China – Europe were organised and transported on the railways of the OSJD member countries, which run on a permanent basis and depart on request in accordance with the traffic timetable.

The information on container block trains and combined traffic on the railways of the OSJD member countries as of 13 October 2023, prepared by the leading duty holder in cooperation with the working staff of OSJD Commission III, was published in the "OSJD Bulletin" No. 6/2023 and posted on the OSJD Website (<https://osjd.org/>).

Under the subtopic "**Building a database of volume indicators of container traffic**", the duty holder from the Ukrainian Railways JSC (UZ), on the basis of the data provided by the following railways of the OSJD member countries: AZD CJSC, BC, GR, KZH, KRG, LDZ, CFM, ZSSK Cargo, ČD Cargo and EVR, worked to create a database of large-capacity container transport volumes for 2022, as well as to analyse the data in comparison with 2021; for 2023 in comparison with the previous year.

The experts of OSJD Commission III carried out their work to update the text of OSJD Leaflet R 421 "Rules for the use of large-capacity containers in international railway traffic" (Leaflet R 421).

It was decided to remove Annex 2 "List of large-capacity container transfer stations" to the Rules as to Leaflet R 421.

The updated text of Leaflet R 421 was approved and put into effect from 13 October 2023, and a decision was taken to publish Leaflet R 421 by the OSJD Committee in the form of VII edition for distribution to the railways of the OSJD member countries as well as for posting on the OSJD Website.

The leading duty holder – KZH continued working on the subtopic "Updating and maintaining the electronic version of the Reference Book 'International transportation of large-capacity containers and contrailer operations'".

Following the recommendations of the experts of OSJD Commission III, the leading duty holder presented the text of the Reference Book in the PDF format in order to visualise it for easier work with this document.

Considering the draft Reference Book presented by the leading duty holder and its preliminary examination, the experts of OSJD Commission III noted that at present the Reference Book contained outdated information and required additional revision in order to bring it in compliance with the OSJD documents in force, as well as with other international documents, including standards and technical regulations concerning large-capacity containers.

Proposals and comments on the structure and content of the Reference Book, as well as on its further use by the experts of OSJD Commission III will be considered in 2024.

The number of container trains running between China and the countries of Europe and Central Asia, as well as in the opposite direction, is growing steadily.

During 2023 the railway freight traffic business proved to be quite competitive. Thanks to the joint actions of the railway companies of the OSJD member countries, observers and OSJD affiliated enterprises, good results were achieved in terms of increasing the volume of container transportation in international traffic, infrastructure was developed, positive changes took place in the technology of organisation of the freight transportation process.

The main factor in the competitiveness of railway transit is the speed of transportation and freight delivery time. Container trains currently travel at speeds of over 1000 km/day along various routes, which favours the development of overland transit services.

The railways of the OSJD member countries, OSJD observers and affiliated enterprises continued working on the development and organisation of transportation of large-capacity containers in international traffic, including organisation of container block trains on the OSJD railway network.

The container trains between China and European and Central Asian countries have formed a stable international logistics supply chain and are the basis for overland container transport between Asia and Europe.

Currently, container trains have a total of more than 200 active routes, reaching more than 217 cities in 27 countries in Europe and Central Asia, carrying more than 55,000 types of goods in 53 different categories, such as cars and components, electronics, clothing and accessories, light and textile products, consumer goods, as well as grain and timber, etc. The container trains are also used to transport more than 55,000 types of goods.

According to the Azerbaijani Railways CJSC (ADY CJSC), the regular running of container trains carrying export-import cargo from Türkiye to Azerbaijan and in the opposite direction has also had a significant impact on the increase in the volume of containerised cargo transported on the Baku-Tbilisi-Kars (BTK) railway line. The demand for high-speed container train service between Türkiye and Azerbaijan is driven by attractive tariff terms and delivery times.

Furthermore, on a regular basis, container trains run from Türkiye to China and back via the BTK railway line. Upon arrival in Azerbaijan, containers are shipped from the port of Baku to the port of Aktau by feeder vessels. Transport is carried out within the framework of the Trans-Caspian International Transport Route (TITR).

Within the framework of TITR, an "Agreement on the organisation of container traffic with the use of feeder vessels between the ports of Aktau – Baku (Alyat)" was signed, which provides for the use and preservation of the original SMGS consignment note along the entire route of the container, including the water section of the route on the Caspian Sea, which eliminates the need to re-issue shipping documents and repeated customs clearance in the ports of Aktau and Baku. In addition, to accelerate and simplify customs procedures for cargo and container handling at interstate checkpoints, the TITR Parties have prepared draft Agreements on the electronic exchange of data on the disposition and condition of rolling stock.

The second route is APAC (Asia-Pacific Countries) – China – Kyrgyzstan – Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Türkiye – Europe. This transcontinental multimodal railway route was established in 2019, and containerised cargoes are currently transported along this route from Türkiye via the BTK railway line, as well as from the Georgian ports of Poti and Batumi to Central Asian countries and in the opposite direction. In order to increase transport communication on this route along the Caspian Sea, feeder vessels in the direction of Baku – Turkmenbashi – Baku have been engaged since 2022. In addition, an Agreement on the organisation of container transportations in direct international railway-waterway communication with the use of feeder vessels between the Caspian Sea ports (Turkmenbashi – Baku (Alyat)) was developed.

The construction of the BTK railway line, further development of the railway system and border stations of Azerbaijan and Kazakhstan, as well as modernisation of the Caspian Sea ports (Alyat, Aktau, Kuryk, Turkmenbashi) have significantly reduced the time required to transport cargo from China to Europe and back.

In 2023, the geography of container transportations as part of a container train was expanded. The new route was created within the service for the carriage of container trains from Tobolsk station (Russia) to Apsheron station (Azerbaijan) with the cargo of polypropylene and polyethylene. This service has already been launched on a weekly basis and is oriented towards a wide range of cargoes.

According to the Afghanistan Railway Authority (ARA), the total volume of traffic through Afghanistan, including imports, exports and transit, for 2023 was 5.2 million tonnes of goods.

The current state of Afghanistan's railway infrastructure.

Currently, there are four operational railway lines in Afghanistan: Hairatan – Mazar-i-Sharif; Akina – Andkhoy; Turgundi – Herat; and Khaf – Herat.

The Hairatan – Mazar-i-Sharif railway line located in Balkh province, has a total length of 106.5 km and includes 75 km of main line and 31.5 km of secondary tracks.

This line starts from Hairatan Bridge (border between Afghanistan and Uzbekistan) and ends at Mazar-i-Sharif Airport.

Transportation services are organised by wagon loads from/to the following countries: Uzbekistan, Kazakhstan, Kyrgyzstan and Russia. Operation, maintenance and repair of the line and station is contracted to Sogdiana Trans.

The Akina-Andkhoy railway line is located in Faryab province, with a total length of 44.38 km, including 24.5 km of mainline tracks and 19.88 km of secondary tracks.

The line starts from the Afghan border with Turkmenistan and ends at Andkhoy station in Faryab province.

The Turkmenistan Railways (TRK) locomotives are used for freight services, while maintenance is provided by the Afghanistan Railway Authority.

The Turgundi-Herat railway line is located in Herat province, with a total length of 13 km, and is a cross-border railway main line from the border with Turkmenistan to the dry port of Turgundi.

The locomotives of Turkmenistan Railways (TRK) are used for freight transport, while maintenance is provided by the Afghanistan Railway Authority.

The Khaf-Herat railway route with a total length of 225 km starts from Rozanak station and is located in Herat province, continues to Shamtig dry port and Chokhi Surkh border station in Afghanistan and ends in the district of Khaf in Iran.

The route of the Khaf-Herat section is located in Herat province and is 62 km long.

Its construction started in 2007 and was completed in 2020. Due to the events in Afghanistan, part of the infrastructure was damaged and consequently its operation was suspended.

In 2023, the destroyed sections of the Khaf-Herat railway were rehabilitated by the Afghanistan Railway Authority and the route was used to transport goods from Iran to Afghanistan on a trial basis. Negotiations with the Iranian Party on regular transport are ongoing and the Parties will soon conclude an agreement on the operation of this route.

The route connects Afghanistan with the ports of Chabahar, Bandar Abbas, trade centres of Iran and Türkiye and through these countries with European countries.

The locomotives of the Railway of Iran (RAI) will be used to transport goods, while the infrastructure maintenance will be provided by the Afghanistan Railway Authority.

The priority of Afghanistan Railway Authority is to speed up the process of freight transport and enhance coordination with ports of other countries due to the fact that Afghanistan is a landlocked country.

Launch of the Afghan Trans project.

Afghan Trans is a joint project of the countries of the region, which is aimed at developing transport communications between the countries of Central Asia and the countries of South Asia through the territory of Afghanistan.

The Afghanistan Railway Authority pays special attention to collaboration with regional countries.

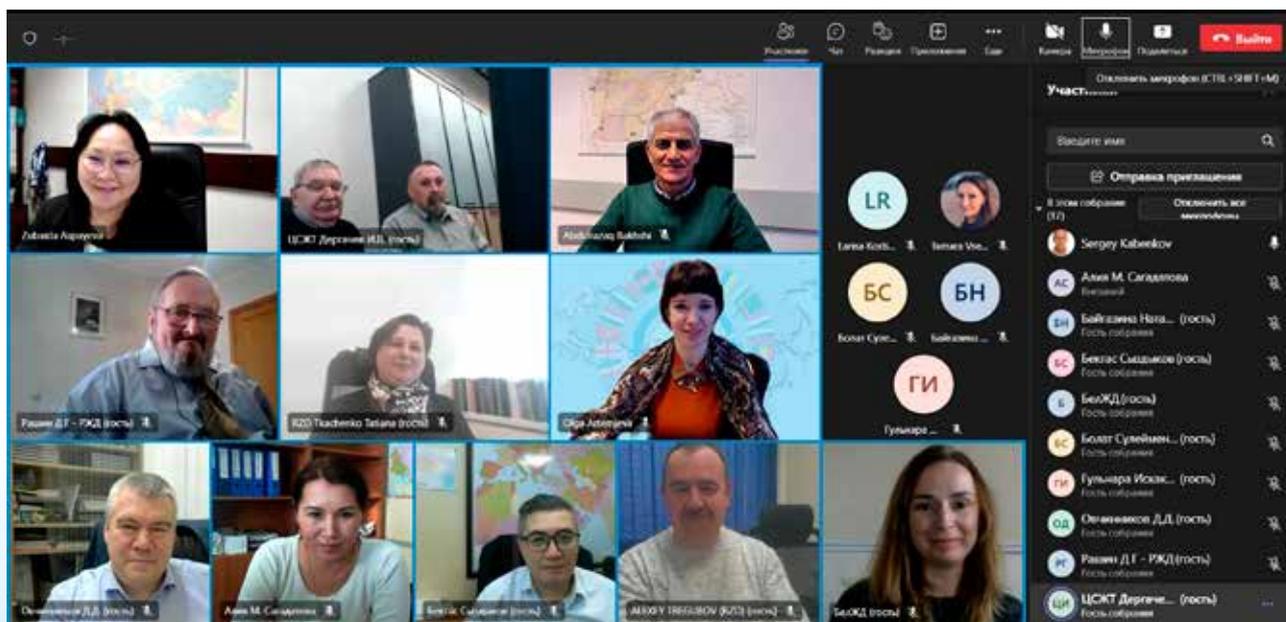
In this regard, it should be noted that the initial route study for the above project was started on 27 July 2022 by the technical teams of Afghanistan, Uzbekistan and Pakistan and was successfully completed on 10 August 2022.

In order to complete these works, a delegation from the Afghanistan Railway Authority visited Pakistan and Uzbekistan. During the visit to Pakistan, mutual understanding was reached on the route identification, feasibility study, investors and sharing of study results, and an annual plan was drawn up.

According to the Byelorussian Railway (BR), targeted works were underway to increase the transit attractiveness of



Expert meeting of the OSJD Commission on Freight Traffic on the issue of "Identification of the status of freight wagons for joint usage for the purpose of their accounting" (04-05.04.2023, OSJD Committee)



OSJD/CSZT consultative working meeting on the issue of interaction in updating the harmonised nomenclatures of goods GNG and ETSNG (18.01.2023, OSJD Committee, Warsaw, in videoconferencing mode)

railway transport. Special attention has been paid to the development of freight traffic by direct fast container trains, transport and logistics activities and infrastructure.

The representatives of the Byelorussian Railway signed cooperation agreements with Chinese companies during their visit to Chongqing and Chengdu. The purpose of the signed agreements is to increase the volumes of container traffic and shorten the time of goods delivery between Belarus and Chongqing, as well as Belarus and Chengdu. As part of their visit to China, the BC representatives visited the Trans-Eurasian Cooperation Development Summit Forum of Supply Chain in the New International Land-Sea Trade Corridor, took part in the 5th West China International Supply Chain & Logistics Expo, and in the Forum on International Trans-Eurasian Transport and Logistics Cooperation.

According to the results for 2023, the Byelorussian Railway transported more than one million containers in TEU in all types of traffic.

The development of export transportation and promotion of the Byelorussian products to foreign markets are the most important strategic areas of Byelorussian Railway's activities. In 2023, special attention was paid to providing the necessary conditions for increasing the volume of export deliveries of the products of Byelorussian enterprises in containers.

Thanks to BC's effective interaction with shippers, consignees, transport and logistics companies and railway administrations, the total volume of containerised cargo export shipments in 2023 increased by more than 60 % compared to 2022.

Container transport services to China are one of the priority areas for the supply of domestic products for export. According to the data, Belarusian shippers loaded and dispatched more than 1.5 thousand container trains to the People's Republic of China both via overland routes and with the involvement of Russian ports, which is 50 % more than in 2022.

According to the information of MAV Hungarian State Railways Private Company Limited by Shares (MAV Co.), the volume of container traffic in 2023 totalled 272,372 TEUs, which is 20 % lower than in the same period of the previous year. Of these: the volume of domestic traffic was 1.1 % (2911 TEUs were transported); import traffic – 38.4 % (104,669 TEUs were transported); transit traffic – 23.1 % (62,883 TEUs were transported); export traffic – 37.4 % (101,909 TEUs were transported). In 2023, only 1907 TEUs were transported from Ukraine to Hungary.

The Georgian Railway (GR) maintained positive dynamics in container traffic: the volume of container traffic, including container trains, totalled 179.6 thousand TEUs in 2023, which is 8.5 % more than in the same period of 2022 (165.6 thousand TEUs transported), including transit – 164.2 thousand TEUs, which is 8.1 % more compared to the same period of 2022 (151.8 thousand TEUs were transported), including: transit – 164.2 thousand TEUs, which is 8.1 % more compared to the same period of 2022 (151.8 thousand TEUs were transported). This is despite the fact that traffic on the Baku (Azerbaijan) – Tbilisi (Georgia) – Kars (Türkiye) line (BTK) has been suspended since 22 May 2023 due to the continuation of reconstruction and construction works of the section Tbilisi – Marabda – Akhalkalaki – Kartsakhi (Georgia's state border with Türkiye).

The introduction of the new BTK railway line, which became a link between Europe and Asia, and the involvement of BTK in the Trans-Caspian International Transport Route (TITR) significantly exceeded the growth in container transit

volumes, and a second overhead crane was purchased to upgrade the equipment of the Akhalkalaki container terminal.

The BTK railway line is an integral part of the railway section Tbilisi – Marabda – Akhalkalaki – Kartsakhi (state border of Georgia with Türkiye) and as of today the section Kars – Canbaz – Kartsakhi – Akhalkalaki – Marabda – Tbilisi is included as Branches 5 'k' and 10 'n' of the OSJD main routes of railway transport corridors Nos. 5 and 10.

The Georgian Railway JSC (GR) pays special attention to the development of the transit potential of container traffic through Georgia by means of the railway line. The main directions of container traffic using the BTK line are freight transportations in communication China – Kazakhstan – Azerbaijan – Georgia – Türkiye – EU countries using feeder vessels through the Caspian Sea ports and in the opposite direction along TITR, from the countries of Central Asia. In order to attract cargo traffic and increase container transit along the BTK route, competitive tariff conditions have been established.

Positive dynamics is observed in the container traffic on the network of the Railway of Kazakhstan (KZH). The volume of container traffic on the railway network of Kazakhstan in transit segment for 2023 amounted to 1282.3 thousand TEUs, which is 14 % more than in the same period of 2022, including:

- China/Asia – EU – China/Asia – 897,000 TEUs, which is 14 % more than in 2022 (789,400 TEUs in 2022);
- China – Central Asia – China – 250.5 thousand TEUs, which is 22 % more than in 2022 (204.8 thousand TEUs in 2022);
- China – Caucasus/Türkiye – China – 2.6 thousand TEUs, which is 76 % less than in 2022 (11 thousand TEUs in 2022);
- 1300 TEUs in the China-Iran direction, which is 52 % less than in 2022 (2700 TEUs in 2022).

Currently, more than ten transport corridors pass through the territory of Kazakhstan. The key route for Kazakhstan is East-West, which is divided into three main directions:

- China – Europe;
- Trans-Caspian International Transport Route (TITR);
- China – Central Asia – Iran.

Despite changes in global logistics in recent years, continental container transit along the China-Europe-China route remains a strategic direction for KZH in the development of Kazakhstan's transit traffic.

Moreover, one of the promising transit routes through Kazakhstan are TITR and North-South.

The increase in container transit, especially in the China-Kazakhstan direction, has resulted in high utilisation of Kazakhstan's infrastructure.

The development of the main railway network will primarily be carried out in transit directions by upgrading the existing infrastructure, including connecting tracks between the border stations of Kazakhstan and China, construction of second tracks and new straightening railway lines, electrification of railway sections.

To maintain its competitiveness, the KTZ NC JSC (KZH) constantly improves the level of customer focus and quality of services, introduces new logistics products and takes active measures to stimulate transportation in this area.

The KTZ NC JSC pursues a flexible tariff policy to attract freight flows along the Kazakhstan's railways.

In the first place, the main criterion for the customer is the delivery time of goods. Thus, during the reporting year, the average speed of transit container trains reached 1008 km per day. This stimulates demand along all transport corridors between Asia and Europe and CIS countries. The time to transport containers from China to Europe has been more than halved.

The continuous running of container trains from China to Europe helps to reduce costs and improve the efficiency of foreign trade, as well as effectively promotes the economic development of countries along the route of these trains.

Given the heavy congestion on the sea route, China-Europe container trains continue to operate efficiently.

On 4 January 2023, the first container train departed from Wuhan (China) to Russia, which was fully loaded with solar PV modules, car spare parts, essential goods and other commodities. The train travelled through the Alashankou/Dostyk border crossing point and arrived in Moscow – its destination station.

On 12 January 2023, a container train carrying 50 Dongfeng Lantu new energy vehicles departed from Guangzhou, China, and, having passed through the Khorgos/Altynkol border crossing point, arrived in Europe 16 days later.

On 13 January 2023, the first return train loaded with 1300 tonnes of flour from Kazakhstan arrived at Xi'an station in China.

This was the first special return trip on this route with products for the upcoming Chinese Lunar New Year. As of 11 January 2023, 23 return container trains with 21,000 tonnes of goods had already arrived at Xi'an station. Furthermore, during January, two more special trains with more than 2000 tonnes of soybeans and one special train with flour arrived in Xi'an. These deliveries helped to meet the demand in the grain and oil market during the New Year holidays.

In January 2023, a total of 1410 China-Europe container trains were dispatched, carrying 147,000 TEUs of goods, which is an increase of 6 % and 13 % as compared to the same period of 2022.

At the same time, the number of return trains in the Europe-China direction totalled 653 runs, which is an increase of 9 % year-on-year. The China Railways (KZD) actively developed the global organisation of intermodal transport,

which further improved the operating level of container trains in the China-Europe direction and guaranteed smooth delivery even during the Chinese Lunar New Year holidays.

On 30 January 2023, the first freight train of the concurrent year was dispatched from Handan (Hebei province, China) with 41 containers weighing 661 tonnes in total, which was loaded with mechanical parts, building materials and household goods destined for Moscow (Russia). The container train reached its destination within 15 days.

At present, 4 railway routes in the directions China – Europe and China – Central Asia have been opened through Handan International Dry Port, running through more than 20 countries and regions (Belarus, Kazakhstan, Poland, Russia, Mongolia, Uzbekistan, etc.) and serving more than 80 foreign trade enterprises. The trains transported 26,046 TEUs of goods, which is an increase of 128.2 % over the previous year. During the New Year holidays, the railway express trains from China to Europe ran non-stop. A total of 81 container trains were dispatched from the New Year's Eve till 10 February 2023.

From January till February 2023, 31 China-Europe railway express trains from Guangdong Greater Bay Area to Hong Kong and Macau were launched with a freight volume of 3012 TEUs, which is an increase of 29.2 % and 33.5 % respectively as compared to 2022.

Despite the challenges of the pandemic, in the past few years, this train has steadily provided services to more than 4000 export companies, stabilising the international production and supply chain, and helping Shenzhen accelerate the construction of a logistics hub with global influence.

During the New Year holidays, from 21 till 27 January 2023, Yiwu platform served a total of 66 trains destined for European countries, including 19 outbound and 47 return container trains.

On the first day of the Lunar New Year 2023, a container train loaded with basic necessities, clothing, footwear, car spare parts and other goods was dispatched from Yiwu and, having travelled through the Manchuria border station and having arrived in Moscow, the terminal station.

On 15 February 2023, the first container train to Europe departed from Nanchang International Dry Port (China). This freight train carried 55 containers with a total weight of about 686 tonnes. The main export goods are basic necessities such as footwear and clothing. Nanchang implements an efficient customs clearance scheme, which saved more than 24 hours on customs clearance time.

On 23 February 2023, 110 Chinese-made Hongqi E-HS9 vehicles were shipped to Europe by a container train from the Chinese province of Jilin. The customs authority of the region allowed for flexible organisation of deliveries in line with overseas sales plans.

On 28 February 2023, the first special train fully loaded with 250 Haval commercial vehicles manufactured by Great Wall Motor Company in Taizhou was dispatched from Jiangsu (China) to Europe.

Meeting the logistics needs of car companies in the province has given new impetus to the development of China-Europe and China-Central Asia routes from Jiangsu.

On 29 March 2023, the country's first return train under special integrated customs clearance procedure loaded with 50 containers of imported potassium chloride with a weight of 1300 tonnes arrived in Chengdu. This train departed from Russia and covered the route in 11 days. The trip was the first in the country to involve customs declaration, tariff payment and other procedures in the inland integrated customs space. The integrated customs clearance model has saved at least 24 hours of time.

On 8 April 2023, the first freight train as part of the China-Europe international rail freight traffic departed from Tianjin in northern China for Türkiye. The train, carrying about 10,000 tents to help with the aftermath of the recent earthquake in Türkiye, passed the Alashankou/Dostyk border crossing and travelled to the Turkish city of Mersin.

On 19 April 2023, a container train loaded with 1930.8 tonnes of concentrated apple juice and tomato sauce departed from the Aksu city county station (China), passing through the Alashankou border station, and arrived in Moscow. The transportation took 12 days. This is the first special shipment of food and beverages from Xinjiang, which enhances the competitiveness of the region's food exports.

On 21 April 2023, a container train fully loaded with 261 BYD brand vehicles manufactured by a local enterprise in Shaanxi departed Xi'an (China) for Tashkent (Uzbekistan). The train travelled through the Khorgos/Altynkol border crossing before arriving at its destination. The entire route took about 20 days. This is the first export railway express to carry new energy vehicles manufactured in Shaanxi province of China. This enabled the launch of an efficient and convenient international logistics channel to reach new markets.

On 22 April 2023, a container train departed from Shanghai (Minhang Station) bound for Moscow (Russia), which was loaded with export goods such as air conditioners, forklifts and polyester calico. The train passed through the Erenhot border station. This was the 100th train arriving and departing from Shanghai in the China-Europe connection. At present, 10 transport railway routes from Shanghai have been opened, which can reach Russia, Kazakhstan, Poland, Germany – a total of 29 countries in Asia and Europe.

On 24 April 2023, a container train carrying basic necessities, clothing, footwear, household appliances and other

goods from Lunyang station in Fujian province (China) crossed the Manchuria border station and headed for Russia. This was the fourth train from Lunyang in 2023, and the 11th train since the route opened on 29 April 2022. The train carried a total of 55 containers (in FEU) weighing more than 620 tonnes. The travel time was 15 days.

On 30 April 2023, a container train loaded with basic necessities left Qinhuangdao (China) for Mongolia. It was the first journey from this city along this route. The train left the country through the Erenhot border station and arrived at its destination, Ulan-Bator, after 8 days.

In the first four months of 2023, Manzhouli border station handled 1542 inbound and outbound freight trains in the China-Europe direction that carried 126,098 TEUs, which is an increase of 12.5 % and 7.9 %, respectively, as compared to 2022.

The year 2023 marks the 10th anniversary of the Belt-and-Road Initiative and the 10th anniversary of the launch of China-Europe container traffic start via Manchuria. The border station has established a coordination mechanism to ensure a smooth customs clearance process and optimise the operational procedure. The customs officials activated the application of the “fast customs clearance” model, which shifted inspection works from the station to the place of the cargo origin, helping to significantly reduce the operating costs of enterprises and improve the train operating performance.

In May 2023, the number of container trains from China’s Jiangsu province destined for European countries exceeded 200, as previously.

The Jiangsu province served a total of 202 express trains – 109 outbound and 93 inbound, which is an increase of 26.3 % over the same period in 2022 and 17.4 % above the volumes of the previous month in 2023. From January till May 2023, 896 container trains from Jiangsu in the directions China – Europe and China – Central Asian countries were recorded, 3.1 % above the targets planned. It should be noted that the number of trains between China and Central Asia countries was 404, which is 45 % of the total number of trains.

From January till May 2023, Wuhan railway station handled 469 container trains on the China-Europe route, which is an increase of 158 % over the same period in 2022, of which 110 trains arrived and 359 departed to/from the Wuhan station. The growth was 10 % and 336 % respectively. According to the statistics, the express trains from Wuhan mainly travelled to Germany and Kazakhstan. The main imports were milk, wine, wood, pulp and fertilisers, while exports included car spare parts, electronic products and new electric vehicles.

According to the data, from January till June 2023, 2619 container trains were dispatched from Chang’an, of which 2340 travelled to Europe and 279 – to Central Asia.

The total rates have increased in comparison to the same period of the previous year by 46.2 %. The container trains transported a total of 2.493 million tonnes of goods, up 64.1 % against the same period of 2022. Xi’an is a home of China’s first container station, consisting of 3 railway hubs located on the intersection of 6 lines, which enables Chang’an express trains to serve China-Europe routes. To date, 17 routes passing through 45 countries and regions cross Xi’an.

According to the data, in the first half of 2023, 28 container trains were dispatched from the Baoji station (China) to the European countries. 26 trains out of 28 destined the Central Asian countries. The trains carried 315 containers with a total weight of 7800 tonnes. The main export goods were components for mechanical engineering, consumer goods and fabrics. The two other trains were sent to Vietnam. In total, the trains exported 60 containers of monosodium glutamate with a weight of 1560 tonnes.

According to statistics, as of 30 April 2023, 2485 container trains on the China-Europe route passed through the Khorgos border station, 14.8 % more than in the same period of the previous year.

The freight volume of the trains that passed through the Khorgos border station totalled 3.19 million tonnes. The number of inbound and outbound container trains through Khorgos consistently exceeds 20 trains per day. The



Container and multimodal transportation is becoming increasingly developed in international freight traffic

number of the trains running and the volume of the goods transported has doubled because of the fact, among other things, that Khorgos is constantly optimising the organisation of train operations between China and the European countries and improving the efficiency of transshipment and sorting.

On 12 May 2023, the international cold chain of the China-Europe Zhongyu railway express, which had been suspended for three years due to the pandemic, was resumed. The first batch of frozen beef was delivered to Zhengzhou from Belarus as part of this train. It is worth mentioning that with the restart and restoration of the international logistics of the Zhengzhou cold chain, the formation of a trading hub for frozen imported products in the central region of China was accelerated and the growth of import and export trade was further stimulated.

On 29 May 2023, the first shipment of more than 180 tonnes of beef, chicken wings and other meat products imported from Russia passed inspection and quarantine in Xi'an (China), marking the resumption of cold chain import shipments by the Chang'an express trains. The train was launched thanks to the joint efforts of the RZD OJSC, China Railway State Corporation (KZD) and Chinese transport and logistics companies. The train was dispatched from Chekhov (Russia) and arrived in Xi'an via the Dostyk/Alashankou border crossing point. The maximum capacity of the refrigerated container is 61.1 cubic metres, the maximum weight is 27,040 kg, and the temperature of the container is adjustable from -29°C to 29°C .

In May 2023 alone, the number of the New Silk Road container trains crossing the China-Kazakhstan border increased by 14.6 % as compared to May 2022, with a total volume of 5903 trains. The Alashankou border station terminal contributed to this volume with 2714 trains, while traffic through the Khorgos station terminal totalled 3189 trains with a year-on-year growth of 10.4 % and 18.4 % respectively.

When it comes to New Silk Road trains, the China-Kazakhstan border plays a significant role as it is the place where most of the traffic volume between Europe and China is transloaded. The Khorgos terminal ranked first as the busiest cross-border terminal in China. In 2022 alone, it handled more than 7000 China-Europe express trains.

The Alashankou station terminal, which used to be the busiest border crossing point, is currently undergoing renovation to increase capacity and thus allows fewer trains through. The Alashankou terminal is currently capable of handling 17 trains per day, in the best-case scenario 21, with an estimated capacity of 200,000 TEUs per year. This has led to the diversion of cargo to the Khorgos border station, particularly cargo between China and Central Asian countries (excluding Kazakhstan) in 2023.

Despite the growing volume of freight traffic at the Khorgos/Altynkol border crossing point, not all container trains are bound for Europe. Quite a few trains from China are destined for Central Asia.

The role of Central Asia on the New Silk Road is changing. The countries positioned as transitional hubs connecting China-Europe logistics routes are now the final destinations. Not long ago, ZTE, the second largest 5G infrastructure provider after Huawei in China, shipped its first shipment of containers from Xi'an to Tashkent by rail.

From January till May 2023, 2122 trains were launched from Xi'an in the China-Europe and China-Central Asia directions, which is an increase of 53.4 % year-on-year.

The total weight of transported goods was 2 million tonnes, which is 74.1 % more than in the same period of the previous year. The total number of trains to Europe was 1899 (967 direct and 932 return), 223 trains ran on the China-Central Asia route (188 direct and 35 return). In May alone, 533 trains were dispatched, a 65.5 % increase against the same period last year.

According to the figures, in the first five months of 2023 alone, the Manchuria border station handled 1936 container trains that transported 159,400 TEUs of goods, up 10.1 % and 7.6 % respectively as compared to the same period of 2022.

The main export products were small household appliances, while the main import products were commodity goods. The customs department of Manchuria station created a "green corridor" for container trains travelling in the direction of China – European countries, thanks to which priority document handling and inspection was carried out.

In the first five months of 2023, 485 container trains from Hefei to Europe were dispatched, which is 24 % more than in the same period of 2022, according to the figures for that period. Meanwhile, between January and May 2023, 25 international destinations were added along the express train route.

In May 2023, 64 China-Europe express trains departed from Nanjing, China, a record number of container trains in a single month. From January till May of the reporting year, 193 trains were launched. Thus, the annual dispatch target of 320 trains was fulfilled by 60.31 %, which was 14.5 % more than in the same period of the previous year.

On 3 June 2023, the Jiangsu railway container express consisting of 55 wagons was dispatched from Xuzhou freight station (China) to Moscow (Russia). The train covered a distance of 9300 kilometres in 18 days. Unlike previous trains that carried ordinary goods, this train transported thermolabile cargo such as lipstick, frozen grilled eel and face masks. The trip marked the entry of the Jiangsu Express into a new stage in the development of cold chain transport.

On 8 June 2023, the first container train on the route Shenzhen – Moscow was sent from China to Russia from Pinghunan station (Shenzhen). The train crossed the Manchuria border station and arrived at the freight station Vorsino

(Moscow) 10 days later. The introduction of this route reduced the average journey time by a third and made it possible to establish a stable weekly train service.

On 14 June 2023, a container train No. X8015 loaded with electrical appliances, car spare parts and basic necessities produced in Hubei province departed from the station of Wujiashan (China) to Europe. The train passed through the Alashankou border station and arrived at its destination in Moscow. At present, trains from Wuhan travel along 47 cross-border transport routes that cover 40 countries and 111 cities in Europe and Asia.

On 16 June 2023, the first return trip of a container train reached the Dongfu (Xiamen) freight station. The train arrived from Solikamsk (Russia) via the Erenhot border station, having delivered about 1625 tonnes of writing paper to China. The journey time from Solikamsk to Xiamen was 20 days.

On 20 June 2023, the 11th shipment in the reporting year consisting of 55 containers (in FEU) with cargo weight of 658.98 tonnes departed from Luzhou (Sichuan province, China) bound for Moscow (Russia), passing through the Alashankou/Dostyk border crossing points. The journey time was 15 days. The train was loaded with chemical industry goods made in Luzhou, as well as household appliances, household chemicals and chemical industry products made in Chongqing and Chengdu. In 2023, 2 container trains per month regularly departed from Luzhou, and the number of trains dispatched in the first 6 months of this year has already exceeded the number of voyages in the whole of the previous year.

On 20 June 2023, a train loaded with fertilisers was sent from Soligorsk (Belarus) to China. The train travelled to Wuhan via the Altynkol/Khorgos border crossing point. This shipment to Wuhan was the 610th run in 2023.

Since 2023, Wuhan has been sending 3-4 trains a day in the China-Europe direction. From January till May, 100 China-Europe trains departed from Wuhan each month. The goods scope is gradually expanding, with bran pellets, soybeans, flax seeds, fertilisers, other crop products and tobacco products becoming new export items.

On 21 June 2023, a container train No. X8015 departed from Wujiashan Station (Wuhan, China) for Europe. This express train became the 611th Chinese-European train to depart from Wuhan in 2023. In less than six months, the train traffic from Wuhan has surpassed last year's volume, thus ranking third in the country in terms of the traffic volume among China-Europe trains. At present, the China-Europe railway express train from Wuhan has 48 logistics routes covering 40 countries and 112 cities.

On 23 June 2023, the first special train from Irkutsk (Russia) arrived at the Manchuria border station destined for China. The train consisted of 64 FEU containers loaded with 3500 m³ of panels made in Russia. After reloading and inspection at the Manchuria station, the train left for its destination in Chengdu.

On 23 June 2023, a container train No. 75062 loaded with machine parts, house building materials, household chemicals and other goods was dispatched from Jingtan Station (China) to Russia via the Manchuria border station.

In the first six months of 2023, a total of 3 container trains (163 wagons – 175 TEUs of cargo) were dispatched from Jingtan Station.

On 26 June 2023, the 1289th container train in the direction of China-Europe passed through the Erenhot border station. Thus, the number of trains handled by Erenhot station in 2023 was 1500, which is 21.2 % more than the same period of the previous year. The station is an important railway hub for exports of goods made in China. At present, 68 China-Europe route lines run through Erenhot, covering about 60 regions and 10 countries in Europe and Asia. In addition, since 2023, Erenhot station has opened a "green corridor" for China-Europe express trains, which has improved the speed of customs procedures.

On 26 June 2023, a China-Europe railway express carrying imported fertilisers arrived at the Suifenhe border station. The cargo was first inspected and then reloaded from 1520 mm gauge to 1435 mm gauge. The train arrived from Kaliy IV station (Belarus) and travelled to its destination in Chengdu, China. By the end of June, Suifenhe station served 388 container trains that carried 38,800 TEUs of freight, an increase of 7 % and 14 %, respectively, against the same period in 2022.

It should be noted that Chengdu accounts for 78.5 % of Sichuan's international traffic. From January to June 2023, 1436 container trains were dispatched from Chengdu, an increase of 68.9 % over the same period last year.

On 27 June 2023, the first return train was sent from Duisburg (Germany) to Xi'an (China). The express train arrived in Xi'an on 9 July, thus travelling time was 11.5 days. The train carried 42 containers with such goods as car spare parts, high-precision electronic devices, trademark cosmetics and German beer. The train travelled through Poland, Belarus, Russia, Kazakhstan and arrived in China via the Alashankou border station.

On 28 June 2023, a container train carrying car spare parts, machinery equipment and basic necessities was dispatched from Shijiazhuang (China) to Moscow (Russia). To date, Shijiazhuang International Dry Port has handled a total of 1161 China-Europe trains. During the entire operation, 1.1 million tonnes of goods have been transported. The number of trains from Shijiazhuang is increasing every year. From 2018 till 2019, less than 30 trains were dispatched, 100 trains in 2020, 212 trains in 2021 and 506 trains in 2022.

On 28 June 2023, a container train departed from the Liuzhou station (China) bound for the station of Vorsino

(Russia) via the Manchuria border station. The train carried 64 units of heavy equipment such as graders, road rollers, excavators and loaders. Since the launch of the first China-Europe cross-border train from Liuzhou in 2021, a total of more than 1500 pieces of machinery weighing 20,000 tonnes have been exported. Liuzhou is the largest industrial city in the Guangxi Zhuang Autonomous Region, accounting for one-fourth of the region's total industrial output. The main specialisation of production is cars, mechanical engineering and steel making. In recent years, the export demand of Liuzhou's large enterprises has been growing noticeably.

On 29 June 2023, the first container train loaded with footwear and light industry products was sent from Yueqing (Wenzhou, China) to Russia. The train carried 40 TEUs of goods weighing 304 tonnes. The express first underwent customs clearance in Wenzhou, then travelled to the transshipment station, and then, leaving the country through the border station of Alashankou, arrived in Russia after 21 days. It should be noted that this is the first export train to undergo customs control procedures in Yueqing.

On 29 June 2023, a container train consisting of 55 wagons loaded with containers of unbleached kraft pulp arrived at the pilot zone multimodal logistics centre in China. The train carried a total of 110 TEUs with a load of 1300 tonnes. The starting point of the route was at a railway station in the Arkhangelsk region (Russia). The train's running time to reach the city of Qingdao (China) was 19 days, and the border was crossed at the station of Suifenhe.

On 30 June 2023, the first container train from Zhengzhou (China) to St. Petersburg (Russia) was organised. The train carried such export goods as white multi-layer cardboard, tyres, polyester staple fibre threads for the production of workwear and stainless steel pipes. It is planned that the express will run 2-3 times a month on the route Zhengzhou – St. Petersburg.

On 30 June 2023, a container express from Germany arrived in Chongqing (China) with 112 units of Brabus car spare parts. After being unpacked and inspected, the goods were transferred to a duty-free logistics warehouse, from which the car spare parts were delivered to areas in Eastern and Southern China. It should be noted that this trip marked the launch of the first domestic distribution centre for Brabus spare parts in China.

On 30 June 2023, the first container train on the Changchun (China) – Moscow (Russia) route was dispatched. The train was loaded with goods such as car spare parts, machine building parts, light industrial goods and textiles. A total of 110 TEUs of goods were transported. The journey time was 15 days.

In the first half of 2023, Jinan railway station (China) handled 510 China-Europe express trains. In total, the trains transported 500,000 tonnes of goods, which is 120 % and 110 % more than the same period of the previous year, respectively. It is worth mentioning that in the first half of the year, the target for the volume of traffic between China and Europe in the region was exceeded. At present, KZD cooperates with 20 companies in Jinan. The monthly demand for railway transportations by these companies is about 650 TEUs of cargo.

According to the figures, in the first half of 2023, Jiangsu railway station (China) served 1095 container trains between China and Europe, an increase of 7.8 % over the same period last year. The growth in the number of return express trains exceeded 20 %. Thus, the province's annual target for the number of China-Europe trains was fulfilled by 54.8 %.

In the first half of 2023, Zengchengxi freight station, located in Guangzhou, China, served a total of 183 container trains, which was 31.7 % more than the same period in 2022.

A total of 170 trips were dispatched from Zengchengxi and 13 arriving trains were received. The total traffic volume was 17,996 TEUs of cargo, an increase of 51 % over the first half of 2022.

From January to June 2023, 225 container trains were dispatched from Suzhou (China) to European countries, carrying 9233 forty-foot containers with a weight of 179,500 tonnes. The increase compared to the same period in 2022 was 3.11 %, 16.36 %, 28.77 % and 19.14 % respectively. It is worth noting that of the 9233 forty-foot containers, 5440 (58.92 %) were loaded with goods from Jiangsu province, while 4173 containers (45.19 %) were loaded with goods produced in Suzhou.

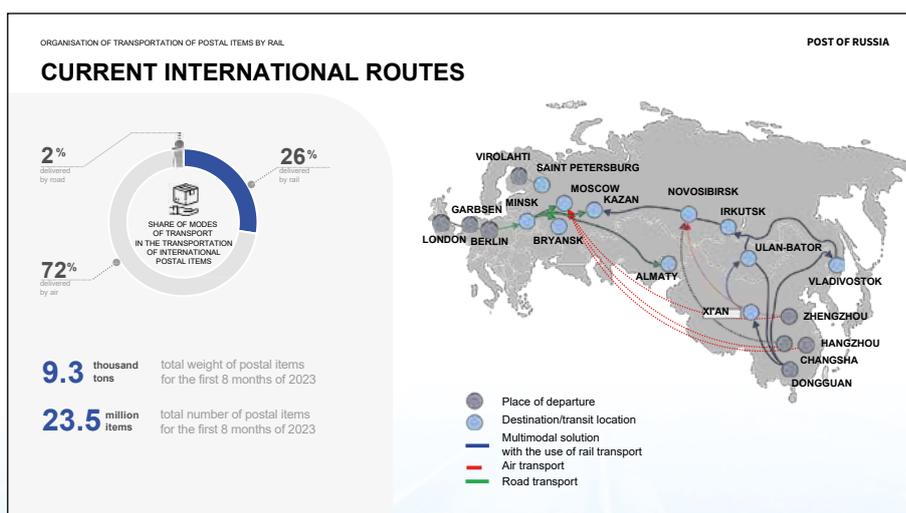
In the first half of 2023, container express trains were launched on the routes Nanjing (China) – Minsk (Belarus) and Hai'an (China) – Luangphabang (Laos).

The most significant growth of traffic was recorded on the route Xi'an – Duisburg. KZD increased the frequency of container trains on this route from once to twice a week. In addition, a new service to Łódź (Poland) was introduced, which significantly reduced transit time on the China-Europe route.

Container trains on the Chengdu/Chongqing – Europe route ranked first in terms of the number of departures. A total of 2732 trains were launched from January to June, up 29.6 % from the same period last year. More than 220,000 TEUs of freight were transported, 24 % higher than the results of the first half of 2022.

On 1 July 2023, a container express train No. X8155 departed from the Xi'an international railway station (China). The train which travelled to Duisburg, Germany, was composed of 55 containers loaded with LED screens, power supplies and electronic control units. From 1 July 2023, the running frequency of trains departing from Xi'an to Duisburg has increased from once to twice a week. The trains will now depart on fixed days of the week – Wednesdays and Saturdays.

On 3 July 2023, a China – Central Asia container train departed from the railway station of Yantai (China) to Kazakhstan. The train was loaded with 51 containers with tyres and grinding balls. It should be noted that the express became the 350th train that was sent from the railway station of Yantai. The first train was launched in May 2019. Yantai became the first city in the Shandong province to connect it with the Central and Southeast Asian countries, Russia, Belarus and Europe.



International routes for the transportation of postal items by rail being in use at present

On 6 July 2023, the first return train from Russia arrived at Shangjie-East station in the Chinese city of Zhengzhou. The express train departed from the Russian Yina-Vostochnaya station and carried 55 forty-foot containers loaded with steel sheets. After arrival, the cargo was to nearby areas for further utilisation. The train covered a total distance of 4864 kilometres in 11 days.

On 7 July 2023, a train loaded with 51 containers of clothing, tyres, fitness equipment, screws and other goods was dispatched from the Zhubao Station in Linyi (Shandong province, China) to Kazakhstan, passing the Alashankou/Dostyk border crossing. According to the data, as of 30 June 2023, 95 container trains in China-Europe traffic have departed from Linyi in 2023, up 50.8 % against the same period of the previous year. A total of 10,152 TEUs of goods were transported, up 69.8 % as compared to the volumes of the same period in 2022. Linyi handled 56 return trains and 6914 TEUs of freight during the six-month period. The year-on-year growth was 86.7 % and 106.3 % respectively.

On 10 July 2023, the first express train from Moscow (Russia) carrying thermolabile cargo arrived at Chengdu International Dry Port (Qingbaijiang District, China). The cold chain train imported to China 31 containers with meat weighing a total of about 830 tonnes, as well as 5 containers with ice cream. This train on this route was the first special cold chain journey in 2023.

Since 2023, Chengdu has been the leader in thermolabile cargo train service, having served 24 arriving and departing trains that have carried 1000 tonnes of cargo.

On 11 July 2023, train No. 2021 departed the Khorgos border station for Kolyadichi station (Belarus). The train carried 55 containers with everyday goods, clothing and car spare parts. This train became the 4091st trip in the China-Europe traffic served by the Khorgos border station in 2023. Thus, in 2023, Khorgos served 4000 express trains 22 days earlier than the previous year. It should be noted that in the first half of 2023, 3864 container trains in the directions China-Europe and China-Central Asia passed through Khorgos. At the same time, the volume of cargo transited through Khorgos reached 5283 thousand tonnes. The growth was 16.8 % and 30.4 %, respectively, as compared to the same period of the previous year.

On 11 July 2023, the first China-Europe express train departed from the Shalyan Logistics Centre in Hohhot (China). The train left the country through the Erenhot border station, transited through Mongolia and arrived at Bely Rast station in Russia. The train carried 55 containers loaded with 165 Chinese Chery cars. The train covered a distance of 7453 kilometres in 16 days. This train was the first express train to depart from the Hohhot Comprehensive Bonded Zone. Thus, the city has become a new departure point for container trains and will promote the development of Chinese exports.

On 14 July 2023, a Mindou train departed from Jiangyin Station (Fuzhou province, China). The train had 55 wagons. The express left the country through the Manchuria border station and travelled to a coal station in Russia. The China-Europe Mindou train services were launched a year ago. Since then, 17 trains have been dispatched, exporting a total of 1508 TEUs of goods. The trains have transported a wide range of goods such as tea, children's goods, household goods, electrical appliances, engineering products, car spare parts and other items.

On 18 July 2023, a Zhongyu container train loaded with goods such as solar panels, printed circuit boards and windmill brackets was dispatched from Zhengzhou (China) to Hamburg (Germany). It was on this day 10 years ago when the first China-Europe express train Zhongyu was dispatched, also bound for Hamburg. Over the ten years of operation, the Zhongyu trains have shown high growth, with the number of runs increasing from 1 to 200 per month and the speed increased from 80 to 120 kilometres per hour.

On 20 July 2023, a China-Europe container train departed from Khorgos border station in the direction of

Małaszewicze station (Poland). The train was loaded with such goods as industrial equipment, parts for electrical appliances and consumer goods. This was the 8000th China-Europe and China-Central Asia train to depart from railway stations in Xinjiang (China) this year.

On 25 July 2023, a container express train loaded with 165 locally manufactured cars was sent from Chongqing (China) to European countries. The train arrived in Europe 14 days later. Compared to sea transportations, this shipment delivered cars two times faster. According to statistics, 172,000 cars were



The number of regular container train routes in the OSJD area is increasing with every passing year

exported from Chongqing in the first half of 2023. The year-on-year growth was 21.9 % and 51.2 %, respectively. It should be noted that 6139 exported vehicles were electric cars. The year-on-year growth in exports of new energy vehicles increased by 131.3 % and 190.1 %, respectively.

On 28 July 2023, the third Handan Container Express was launched this year. The train departed from the railway station of Wuhan (China), bound for Moscow (Russia). The train travelled through the Erenhot border station. The journey time was 15 days. The railway train carried 30 TEUs of goods. The main product range includes car spare parts, components for machine building and consumer goods.

On 29 July 2023, a container train departed from Yiwu (China) bound for Madrid (Spain). Thus, Yiwu station handled 1044 container trains during 2023, or about five trains per day. The year-on-year increase was 14.7 %. The China-Europe express train (Yiwu) became the 10,000th train to operate between China and Europe. The trains transported a total of 1.083 million TEUs of freight, up 27 % against the same period of the previous year. Thus, in 2023, KZD dispatched 10,000 trains 22 days earlier than in 2022.

On 2 August 2023, a container train was dispatched from Xiamen (China) to Uzbekistan. The train carried 110 TEUs of goods, which included baby nappies and diesel generators. This voyage marked the export of more than 100,000 TEUs of goods by trains from Xiamen in the directions China-Europe and China-Central Asia. It should be noted that 1213 container trains were dispatched from Xiamen during the whole period of operation. The main cargo nomenclatures included electrical appliances, engineering products, consumer goods and biopharmaceuticals, as well as new energy vehicles.

On 5 August 2023, an express train No. X9235 departed from Zhongding Logistics Park in Zhongding (China), heading towards Central Asia. The train carried 77 containers of ceramic ware, car tyres, pipeline fittings and glassware with a total weight of about 1814 tonnes. The train travelled through the Khorgos/Altynkol border crossing and arrived at Kazakhstan, Kyrgyzstan, Uzbekistan, Turkmenistan and Tajikistan after 12 days. This was the 700th express train operated by China's Shanxi province. To date, 10 international logistics routes run through Shanxi, covering 40 cities and 13 countries.

On 5 August 2023, a container train loaded with car spare parts, clothing and everyday goods departed Xi'an, China, for Małaszewicze station, Poland. This was the 4000th China-Europe train served by the Alashankou border station in 2023. The 4000-train milestone was thus reached 25 days earlier than the previous year. To date, Alashankou Station has 109 route lines covering 25 cities and regions inside China, as well as 21 countries including Germany, Poland and other. The goods transported cover 200 nomenclatures, which include automobiles, car spare parts, cotton, timber, etc.

On 6 August 2023, a container train departed from Tianjin (China) carrying 110 containers loaded with food products, basic necessities and engineering parts. This was the 400th train to depart Tianjin for Europe in 2023. This year marks the 10th anniversary of the launch of container train services from this city.

On 7 August 2023, on the eve of the closing ceremony of the 2023 Summer Universiade, a container train was dispatched from Qingbaijiang City in China's Sichuan Pilot Free Trade Zone to Rhine-Ruhr (Germany), the next venue for the 2025 Summer Universiade. The express was loaded with LCDs, connectors, car spare parts and consumer goods. It should be noted that the Rhine-Ruhr region is one of the most important logistics centres for container trains in the China-Europe-Duisburg connection.

On 21 August 2023, a container express train departed Xi'an (China,) bound for Duisburg (Germany). Thus, trains from Xi'an reached the 10,000 trips milestone for 2023 10 days earlier than in the previous year. It should be noted that China-Europe runs from Chongqing reached this volume a month earlier, in July. Chinese Railways have been actively expanding the number of routes. For example, a train from Mianyang was launched in 2023, the express trains from Changsha started travelling to Latvia and Chang'an trains started to run on the route through the Caspian Sea and the Black Sea. The starting point of the logistics lines are both coastal cities such as Qingdao and Xiamen and inland cities such as Chongqing and Xi'an. The end points of the trains have been not only the developed logistics centres such as Tilburg (The Netherlands) and Duisburg (Germany), but also the developing ones such as the Polish city of Łódź and the Russian city of Chelyabinsk.

On 22 August 2023, the Lanxi container train left Jinhua, located in China's Zhejiang province, bound for Russia. The train transported goods such as prams and textiles. It arrived in Moscow after 20 days.

The first train from Jinhua was launched on 31 August 2017. Since then, 2500 express trains have been launched, carrying more than 204,000 TEUs of cargo. At present, the trip from Jinhua is capable of carrying up to 55 containers with a maximum weight of 3 tonnes. Compared to the initial phase, these figures have increased by 34 % and 50 % respectively. The routes cover 22 destinations, and the transported goods already reach tens of thousands of categories.

On 24 August 2023, a container train loaded with 51 containers of basic necessities, fabrics and machine building parts passed through the Khorgos border station and departed for Kolyadichi station (Belarus). This was the 5000th train in the directions of China – Europe and China – Central Asia to serve Khorgos in 2023. As compared to the previous year, the station reached the 5000-train milestone 26 days earlier.

The throughput capacity of Khorgos is continuously growing, for example, from January till August 2023, the monthly throughput did not fall below 600 trains. Currently, the port serves 21 trains per day.

On 25 August, the first container train was sent from the Huaihai Distribution Centre in Xuzhou (China) to Ekaterinburg (Russia). The train carried 110 containers, 76 of which were delivered from the Chinese city of Wuxi. The main export goods were electrical appliances from Wuxi Little Swan Company Limited, textiles and clothing, as well as consumer goods.

On 25 August 2023, the first container train No. X8195 departed from Puhe Logistics Centre in Shenyang (China), destined for Elektrougli station (Russia), passing through the new Tongjiang border station. The train carried 55 containers with 165 Mazda cars. According to statistics, from January to July 2023, Shenyang handled 479 trains: 186 departing and 293 arriving ones. The year-on-year increased volumes were 25.1 %, 61 % and 39 %, respectively.

On 26 August 2023, the first container train No. X9216/5 from Jinhua (China) to Uzbekistan was dispatched. The train transported 100 TEUs with photovoltaic panels that were to be used for the construction of a 500 MW photovoltaic power plant in the city of Sherabad. After passing customs control in Jinhua, the train was sent to Tashkent, the capital of Uzbekistan. It should be noted that this flight was the first special express train successfully dispatched from Jindong.

On 26 August 2023, a container train left the Luzhou railway station (China) for Russia. The train carried 55 forty-foot containers of snow ploughs from Chongqing, carbon dioxide arc welders from Sichuan and LCD TVs from Zhejiang, the cargo weighing 678.57 tonnes. The train will leave the country through Alashankou Port before heading to Russia. This express became the 15th train to depart from Luzhou in 2023.

From January till August 2023, the container trains between China and Europe, CIS and Central Asia transported a total of 64,000 vehicles, about 36.7 times more than in the previous year. According to the data, a total of 684 container trains to Europe were dispatched from Hefei (China) in the first eight months of 2023, 23 % more than in the same period of the previous year. Since its official launch in 2014, a total of 3500 trains have been dispatched, carrying 280,000 TEUs of cargo.

On 19 September 2023, container train No. 8103, consisting of 55 wagons with a cargo of 1130 tonnes, departed from the assembly centre in Shenyang (China). The express headed to Europe via the Manchuria border crossing point. This is the 254th freight train dispatched after the commissioning of the assembly centre. So far, goods from Shenyang have been shipped to more than 20 countries and more than 140 cities domestically and overseas, and have attracted more than 10 logistics and trading companies.

On 21 September 2023, the first container express train loaded with goods for the 6th China International Import Expo (CIIE 2023) departed from Duisburg (Germany). The train arrived in Shanghai after passing through the Dostyk/Alashankou border crossing. The time in transit was 16 days. In 2023, the number of special China-Europe CIIE 2023 trains has increased to three. This made it possible to ensure continuous delivery of European and Asian exhibits to the exhibition site.

On 29 September 2023, a container train No. 8202 departed from the Putian station in Zhengzhou (China) and travelled through Ehrenhot border station to Hamburg (Germany). The train was loaded with medical equipment, car spare parts, children's toys, food, furniture and household appliances. Since the launch of the first container train from/to Zhengzhou, a total of 8426 trains have been dispatched, carrying 730,000 TEUs of goods. Of these, there have been

4358 trains from Zhengzhou with 400,000 TEUs of goods, 4068 return trains with 330,000 TEUs of goods. A total of 7.54 million tonnes of goods were shipped.

On 30 September 2023, a container train No. X9017 consisting of 110 TEUs of goods (tea, smart home appliances, clothing, car spare parts and other goods) was dispatched from Jinhua (Zhejiang province, China) to Kazakhstan. According to the data, in the first three quarters of 2023, a total of 1978 container trains in China-Europe traffic were dispatched from China's Zhejiang province, carrying more than 162,594 TEUs of goods, an increase of 17.6 % over the same period in 2022. By now, the number of railway routes from Zhejiang has increased to 22, covering more than 50 countries and more than 160 cities.

On 8 December 2023, a container train departed from Tuanjetsun Station (Chongqing) in the China-Europe traffic with the goods of new electric cars. This was the 19th special train with this category of products in December. During the whole previous month (November) 136 freight trains were dispatched. Today, this station is a first-class station and an important logistics centre.

On 14 December 2023, a container train loaded with 110 new electric vehicles left the Dongjiang Port Free Trade Zone (Tianjin, China) for the Russian Federation. The train travelled through Ehrenhot station (China) to the station of Kresty (Moscow). This was the first such special train from Tianjin with the goods of Chinese electric cars travelling in the European direction.

On 23 December 2023, construction of a new cargo consolidation centre for the container trains running in the China-Europe connection from Zhengzhou city was launched near Zhengzhou Airport (Henan province, China). Once completed, the terminal will be able to handle 5000 trains per year from China to Europe.

In 2023, more than 5300 container trains were dispatched from the Chinese cities of Chongqing and Chengdu in the directions China-Europe and China-Central Asia, and more than 430,000 TEUs were transported. At present, the routes of container trains from Chongqing and Chengdu cover 110 cities in Europe and Central Asia. The trains transport thousands of types of goods, including electronics, machinery, cars and car spare parts, medicines and medical instruments.

In 2023, the number of container trains dispatched in the China-Europe direction from Xi'an exceeded the 5000 milestone for the first time, totalling 5139 trains within one year, a year-on-year increase of 15.6 %. A total of 21,193 trains have been sent from Xi'an to Europe since the launch of the first container train from Xi'an in 2013.

In 2023, more than 188,000 TEUs were transported by container trains in China-Europe traffic from Yiwu (Zhejiang province, China).

In 2023, the Shanghai container train on the China-Europe (Central Asia) route made 100 round trips, delivering goods with a total weight of about 91,400 tonnes, and more than 10,000 TEUs were transported.

Departing from Shanghai (China) on 29 December 2023, the Shanghai container train delivered on the China-Uzbekistan route components for solar trackers to Tashkent, passing through the Khorgos border station.



Participants in the final meeting of the OSJD Commission on Freight Traffic (10-13.10.2023, OSJD Committee, Warsaw)

At present, the Shanghai container train operates on routes to Europe, Russia and Central Asian countries, connecting more than 80 cities. It has become an important logistics channel connecting Shanghai and Eurasia.

For the whole year 2023, 1059 container trains were running in the directions China-Europe and China-Central Asia from China's capital region (Beijing, Tianjin, Hefei).

In 2014, the first container train was launched from Hefei (Anhui province) towards European countries. Since then, including 2023, a total of 3700 trains have travelled to and from the region, and more than 280,000 TEUs have been transported under railway and multimodal services. At present, the route network from Hebei covers 131 cities in 18 countries.

To date, more than 3000 international container trains cumulatively have been launched from the Greater Bay Area region (Guangdong, Hong Kong, Macao) and in the opposite direction. For the whole of 2023, 909 China-Europe container trains have been dispatched and 99.7 thousand TEUs have been transported.

In 2023, 6635 container trains passed through the Alashankou border station on the China-Kazakhstan border in the direction China – Europe (Asia), and 687 thousand TEUs were transported (growth of 6.8 % and 17.7 % respectively).

In order to ensure the fast customs clearance of China-EU container trains, the customs department of Alashankou Border Station strived to provide precise services, learn and assimilate the customs clearance plan in advance, provide timely business consultations, Q&A and other services to enterprises, guide enterprises to standardise declarations, and continuously improve the three areas of communication between customs and railway enterprises, and real-time tracking of train information and ensuring that trains are “on-demand, inspected on demand and inspected as required by the customer”. At the same time, a number of measures have been implemented to simplify customs clearance, such as manifest consolidation and “Railway Express”, also, a point-to-point contact and cooperation mechanism has been established with the customs of origin to resolve complex issues of railway customs declaration clearance, inspection, follow-up supervision and other relations in a timely manner, and to continuously raise awareness of supervision and facilitation.

In 2023, Alashankou border station customs continued to raise awareness of its services and provide supervision services for 17 new routes.

At the same time, it significantly improved railway transport efficiency and ensured that the number of container trains travelling between China and European countries steadily increased and continued to grow.

At present, 115 Central European trains travelling to 25 countries such as Germany, Poland, Belgium, etc. and carrying more than 200 types of goods pass in and out of Alashankou border station. Currently, the station handles an average of 17 trains per day.

By the end of 2023, 7762 container trains passed through the Khorgos border station on the China-Kazakhstan border on the routes China – Central Asia and China – Europe and in the opposite direction, which is 9.8 % more than in 2022. Since the first operation on these routes from 2016 to 2023, 32,000 freight trains have passed through the Khorgos border station. Their final destinations have been 45 cities in 18 countries in Europe and Central Asia. Currently, more than 200 categories of goods are exported through the Khorgos border station, and by the end of 2023, 10.9 million tonnes of transit goods have been handled, ensuring uninterrupted transport operations.

At the end of 2023, 3118 container trains passed through the Erenhot border station on the China-Mongolia border between China and Europe (an increase of 32.2 % as compared to 2022). This exceeded the 3000-train milestone from the time when the first container train was launched in 2013.

The Erenhot border station is a key hub in the China-Mongolia-Russia economic corridor and for transit trains travelling in the direction of China-Europe. Since the beginning of 2023, the number of trains travelling to/from China to/from Europe via Erenhot border station has been steadily increasing.

According to the China Railway State Corporation (KZD), a total of 17,523 container trains were dispatched in the China-Europe direction in 2023, carrying 1.902 million TEUs (up 6 % and 18 % year-on-year, respectively). In the China-Europe direction, 9343 trains were dispatched and 1.011 million TEUs were transported, while 8180 trains were dispatched in the opposite direction and 890,900 TEUs were transported.

Five China-Europe railway connections have now been integrated by China Railways (KZD) into a fixed timetable, with trains now running on a weekly basis. Three of these are westbound container trains and the remaining two are eastbound. The fixed schedule railway service is now capable of delivering cargo between China and Europe in less than two weeks.

According to KZD, there are currently 80 container trains running on a fixed schedule. Two of the three new westbound trips depart every Wednesday and Saturday from Xi'an and arrive in Duisburg (Germany). Transit time for these routes is about 12.5 days. The third westbound service, realised under the fixed schedule scheme, departs from Chengdu and runs to the Polish city of Łódź. Departures are scheduled for every Saturday, with a journey time of about 11.5 days.

As for eastbound services, one train will now depart from Duisburg every Tuesday and another from Łódź every Thursday. Transit times are slightly faster than for westbound runs, with a planned journey time of around 11.5 days for both directions.

The container train with a fixed schedule is a concept that was first launched in October 2022, which allowed trains in the China-Europe direction to run on a set timetable. The first fixed schedule train connected Xi'an and Duisburg in a record time of less than 10 days. In June 2023, KZD in partnership with German companies launched the first eastbound fixed-schedule train with a delivery time of 12.3 days. With more and more fixed-schedule container trains added to the timetable, Silk Road trains are able to deliver more cargo in a more timely manner.

The China-Europe and China-Central Asia container trains have already connected China with more than 100 cities in 11 Asian countries and 217 cities in 25 European countries.

The container trains on these routes have reduced transport time between China and European countries by more than 20 days compared to sea transport. Over the past 10 years, about 81,000 freight trains have been launched and travelled more than 700 million kilometres. The transport volume totalled 7.6 million TEUs.

According to the information of the Latvian Railway SJSC (LDZ), in 2023 the volume of container traffic on the Latvian railway network totalled 88 TEUs on the route of the container train "Riga Express" and 2541 TEUs on the route of the combined transport train "Zubr".

According to the results of work for 2023, 373,320 containers were transported in transit through the territory of Mongolia by the Ulan-Bator Railway JSC (UBZD) as part of 3033 container trains. This included the organisation of transit container trains in the China-Europe direction to the destination stations of Kolyadichi, Zhodino (Belarus) and other directions:

- from China to Russia and Europe (in even-numbered directions) – 195,605 containers in TEUs;
- from Russia and Europe to China (in odd-numbered directions) – 177,715 containers in TEUs.

In 2023, the implementation of the containerised cargo transport plan in tonnes amounted to 110.9 % year-on-year.

Poland has been a key entry point for the container trains travelling from China to the EU.

More than 90 % of the trains operated between China and the European countries transit through or arrive in Poland. Thus, the launch of transit freight trains has increased the throughput through the Malaszewicze border station (PKP). Currently, the terminal at the station of the same name handles up to 120 containers of Chinese goods per day with a capacity to accommodate 1800 containers at a time. In addition, the railway logistics centre in Karsznice, located on the outskirts of the Polish city of Łódź, was commissioned on 15 November 2023.

According to the Ministry of Infrastructure of the Republic of Poland, the following new container transport routes were realised in 2023 on behalf of PKP Cargo JSC customers:

- Medyka – Bremerhaven Kaiserhaven;
- Medyka – Draugiste (Uostas);
- Medyka – Gdańsk Port Północny (North) (engineering station);
- Medyka – Gdańsk Port Północny (North) DCT (tariff terminal)
- Medyka – Port of Gdynia-MBPG-BTC (tariff point);
- Medyka – Hamburg Eurokombi Terminal;
- Medyka – Padova Interporto;
- Medyka – Rostock Seehafen;
- Medyka – Szczecin Port Centralny (transfer station);
- Bremerhaven Kaiserhaven – Medyka;
- Draugiste (Uostas) – Medyka;
- Gdańsk Port Północny (North) (technical station) – Medyka;
- Gdańsk Port Północny (North) DCT (tariff terminal) – Medyka;
- Gdańsk Port Północny-MBPG (terminal) – Medyka;
- Gdańsk Zaspą Towarową-MBPG (tariff point) – Medyka;
- Port of Gdynia (technical hub) – Medyka;
- Port of Gdynia-GCT (tariff point) – Medyka;
- Port of Gdynia-MBPG (tariff point) – Medyka;
- Port of Gdynia-MBPG-BTC (tariff point) – Medyka;
- Hamburg Eurokombi Terminal – Medyka;
- Klaipėda-Export – Medyka;
- Szczecin Port Centralny (hub station) – Medyka;
- Medyka – Padua;
- Gliwice – Pordenone;
- Kretki – Sehnde;
- Podłęże – Lambach (transported on intermodal wagons, but loaded on lorries);
- Medyka (border) – Rostock;
- Dorohusk – Rostock;

- Medyka (border) – Gliwice;
- Radomsko – Medyka (border);
- Dorohusk – Gdynia;
- Gdańsk – Dorohusk.

Container traffic plays a special role in the development of transport logistics of Russian Railways OJSC (RZD OJSC) as the most reliable and efficient method of freight transportation.

At the end of 2023, the historical record number of containers was transported – more than 7.4 million TEUs, which is 14.1 % or 917 thousand TEUs more than in the same period of the previous year.

Positive dynamics is observed in almost all types of container transportations:

- domestic: +18.1 % or +461 thousand TEUs (3006.4 thousand TEUs transported);
- export: +10.3 % or +155 thousand TEUs (1660.3 thousand TEUs were transported);
- import: +18.6 % or +303 thousand TEUs (1928.2 thousand TEUs transported);
- transit (excluding the delivery of empty containers from Europe to China under new logistics schemes): –0.2 % or –2 thousand TEUs (843.7 thousand TEUs were transported).

In 2023, 5.066 million TEUs were transported in container trains, which is 16.2 % or 705,000 TEUs more than in the previous year.

The share of routing totalled 68.1 %, which is 1.2 % higher than the previous year's level. The share of routing of loaded containers was 79.4 % (4,315,600 TEUs transported), an increase of 1.2 % year-on-year.

In the freight train schedule for 2022/2023, schedule threads were assigned for the container trains to more than 5200 destinations, including 251 for the international container trains.

As a result, 31.8 thousand container trains were organised and dispatched at network stations in 2023, which is 11.3 % or 3.2 thousand container trains more than the absolute figures of the previous year.

In total, more than 40,000 container trains (including transit trains) travelled through the network in 2023.

Containerised transportation of potash fertilisers continues to grow.

In 2023, 995 container trains were dispatched (+49 % as compared to 2022 with potash fertilisers, carrying more than 123,000 TEUs).

On 28 July 2023, the first container train from China successfully passed through the Nizhneleninskoye-Tongjiang railway bridge crossing, which was opened in October 2022.

At the end of 2023, more than 1.7 thousand TEUs were transported through the Nizhneleninskoye railway border crossing in import traffic.

In September 2023, an export container train was dispatched to China through this border crossing. A total of 14 container trains were dispatched in the direction of the border crossing in 2023, and around 1.7 thousand TEUs were transported.

In 2023, work continued with border and customs services to simplify border crossing procedures at border crossings with China, Mongolia and in the Far East ports.

In particular, a project was implemented to process export shipments of bulk commodities (coal and ore) in the direct railway traffic using SMGS consignment notes for shipments to the People's Republic of China via the railway border crossing points of the Far Eastern Railway of the RZD OJSC, which reduced the time required to process railway and shipping documents and eliminated the need to submit paper documents.

In cooperation with the Federal Customs Service of Russia, works were underway to organise an experimental shift of customs inspections of containerized goods from the railway border crossing points to TLCs at cargo delivery points. The procedure for exporting containerised goods from the Far Eastern ports in open-top wagons was implemented, which increased the processing capacity of both the ports and the access ways to them, as well as reduced the idling mileage of wagons involved in the transportation.

In December 2022, a service for railway rolling stock operators was launched, which provides information on freight wagon loading opportunities in the vicinity of the railway station of freight wagon destination. The operator



Representatives of the OSJD affiliated enterprises and TITR at the final meeting of the OSJD Commission on Freight Traffic (10-13.10.2023, OSJD Committee, Warsaw)

gets the opportunity to provide in a subscription (informing) format information on possible loading (potential cargo base of customers/cargo owners/cargo shippers) in the immediate vicinity of the railway station of the wagon unloading. Using existing the RZD OJSC's software, data obtained from the work with customers and actual data obtained as a result of searching the needs of potential and existing customers/cargo owners/cargo shippers is provided to operators. Next, employees of the regional transport service centres of the RZD OJSC coordinate issues related to agreeing the cost of transport solutions between the customer/cargo owner/cargo shipper and the operator.



Participants in the meeting of the Working Group of the Parties to the PGW Agreement on the calculation of tariff rates (10-11.05.2023, OSJD Committee)

For the RZD OJSC, the new service made it possible to expand the list of services provided, reduce idling mileage of freight wagons, improve the efficiency of railway rolling stock operation, reduce the cost of transport solutions provided to customers/cargo owners/cargo shippers and generate additional revenue from both basic transportation services and additional services. For Rolling Stock Operators – to optimise their financial and time costs to search for a freight base, to reduce empty mileage of freight wagons due to the provided information on current loading opportunities of cargo owners/cargo shippers in the immediate vicinity of the railway freight wagon unloading station. The optimal search radius of the potential freight base of 330 km was determined empirically on the basis of economic and technological data when organising the operation of the railway rolling stock.

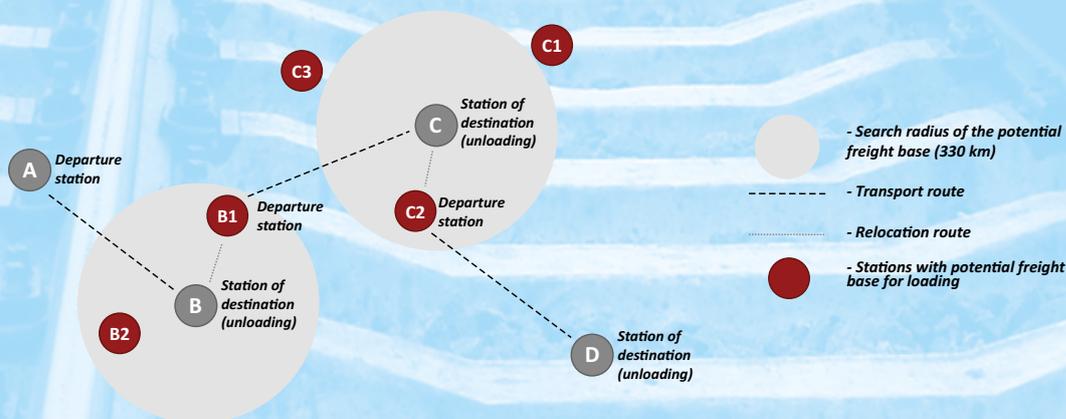


Fig.1. Algorithm of providing the Information Service

In order to make the use of the RZD OJSC's terminal and warehouse space more efficient, the personnel of the West Siberian TCCTS, with the participation of the South Urals TCCTS, developed the idea of the "RZD Import.RF" project. The project provided for the opening of a customs warehouse on the territory of the freight terminal of the RZD OJSC at the Kemerovo-Sortirovochnoye station, which opened up the possibility of storing goods without paying customs duties and fees in accordance with the customs legislation, until they are sold.

According to O'zbekiston temir yo'llari JSC (UTI), the volume of export, import and transit cargo transported in containers in 2023 totalled 222,602 TEUs, including imports – 135,692 TEUs, exports – 74,654 TEUs and transit – 12,256 TEUs.

In 2023, the number of container trains in international traffic on the UTI network reached 737 trains, of which 156 trains were sent to Russia, 386 to China, 190 to Kazakhstan and 5 to the European countries.

The "UTLC ERA" JSC, an OSJD affiliated enterprise, developed transit container services in communication China – Europe – China through the territories of Russia, Kazakhstan and Belarus. According to the results of 2023, 211,122 TEUs were transported in transit services of the "UTLC ERA" JSC. The most demanded goods remain equipment, household appliances, paper and cardboard, as well as passenger cars on new energy sources.

The company's services include import shipments from China to Russia and Belarus, the volume of which totalled about 130,000 TEUs with a growth rate of 180 %.

The company tries to implement modern principles of digitalisation in its operations. In 2023, coordinated actions of shareholders to ensure high transport speeds and minimise technological delays along the entire route allowed the speed of trains to increase by 10 % compared to 2022.

The first pilot transportations with electronic seals were carried out as part of the service of the "UTLC ERA" JSC and its partners.

The "UTLC ERA" JSC together with the KTZ Express JSC continued to develop joint railway container services for shipments from China to Russia.

It is also worth mentioning that due to the construction and repair works on the Kazakhstan section Dostyk – Moyynty and the related restriction of throughput capacity on the main transit route Dostyk/Elimai/Ozinki/Kanisai, the "UTLC ERA" JSC jointly with the KTZ Express JSC carried out a number of preparatory activities and organised successful pilot runs of containers in open-top wagons with the change to fitting flat wagons at the Sorokovaya station (KZH) and Formachyovo station (RZD). The trains run regularly with switching of rolling stock at the Sorokovaya station, which started at the end of April, demonstrating good transit time (on average no more than 8-9 days), despite additional operations on the way. Since June 2023, due to the difficulties with the movement of empty fitting flat wagons on the KZH network, the organisation of container shipments in open-top wagons from Altyngol station to stations of the Moscow railway hub with a change of rolling stock to fitting flat wagons at the Sorokovaya station has started.

Due to the growth of customer requests for the deliveries from China to Russia via the territory of the Republic of Kazakhstan, the "UTLC ERA" JSC promptly expanded the list of services offered to the market for transporting imported goods by train services to the following RZD stations: Bazaikha, Anisovka, Apparalnaya, Novosibirsk-Vostochny, Kostarikha, Yekaterinburg-Tovarny, Chelyabinsk-Gruzovoy, Koltsovo, Batareinaya, Vosstaniye, Chernikovka, Krugloe Pole, Tikhonovo, Magnitogorsk, Nizhnekamsk and other.

The speed of goods delivery is also an important factor in the development of the railway transport. The "UTLC ERA" JSC together with its partners implemented a pilot project to run transit container trains between China and Europe on an end-to-end schedule, which ensures a predictable delivery time and guarantees a reliable delivery route for the clients of the service. Four provinces in China have already joined the initiative. In the European Union countries, the pilot phase of the project is also positively evaluated and more and more freight forwarding companies want to join the project.

In order to increase the volume of containerised cargo transportation in international traffic in 2023, the "TransContainer" PJSC, an OSJD affiliated enterprise, launched a number of new services. Among the most noteworthy ones the following can be mentioned.

In the import direction, from May 2023, a regular service with a direct ship voyage from the port of Dalian (China) to ports in the Far East (Russia) was launched. As a result, the company was able to provide cargo delivery from all major ports in China, including Shanghai, Ningbo, Tianjin, Taicang, Xiamen and Rizhao. After transshipment, the containers are sent to the consignee by rail. The most popular destinations are Moscow, St. Petersburg, Ekaterinburg, Novosibirsk, Rostov-on-Don, Almaty and Minsk.

Meanwhile, the "TransContainer" PJSC continued large-scale works in 2023 to develop transportations from the major Chinese cities to Russia via land border crossing points. Such services are designed for importers who value the speed of goods delivery. The trains were dispatched at least once a week. The transit time from China to Moscow for the deliveries via land border crossing points averaged 20-25 days, which is almost twice as fast as via the Deep Sea routes. In particular, in June, together with its Chinese partners, the company launched an accelerated train from Guangzhou to Vorsino via Zabaikalsk. In August, transportations from China (Shenyang city) via the Suifenhe/Grodekovo border crossing point (Primorye) to the Selyatino station were launched. The main type of goods was represented by passenger cars produced in China. There is also a weekly service from the station of Shenzhen via Zabaikalsk to Vorsino.

According to the information of the "Far Eastern Shipping Company" PJSC (FESCO), an OSJD affiliated enterprise, the volume of container traffic in 2023 amounted to 727 thousand TEUs, which represents the growth of 18 % as compared to the previous year.

The FESCO Transportation Group developed container traffic through the following main border crossing points: Zabaikalsk/Manchuria, Naushki/Sukhbaatar, Dostyk/Altyngol, organised regular railway services from the port of Vladivostok to Tashkent and Almaty, and it is also possible to organise trains from St. Petersburg, Minsk and Novorossiysk.

The services of the company include FESCO Asia Landborder Train with the launch of the container trains on the following routes: Hefei – Moscow, Qingdao – Moscow, Guangzhou – Moscow, Xi'an – Moscow, Shanghai – Moscow, as well as Trans-Siberian Service (TSR) and Trans China Rail (TCR) – transit trains through the territory of China. Accelerated container trains have also been launched on the following routes: Vladivostok – Almaty and Vladivostok – Kostanai.

When organising container traffic, the railways of the OSJD member countries paid special attention to the **development and organisation of transportation of postal items in containers in international railway traffic**.

Previously, international postal items were delivered by air and road. Transportation by rail makes it possible both to reduce the transportation costs, and also to deliver goods door-to-door in a container, thereby eliminating additional freight operations and intermediaries in the logistics supply chain.

It is important to note the significance of organising the transportation of postal items in containers by rail and its strategic role as a reliable route for international deliveries, including in communication between China and Europe, ensuring uninterrupted delivery of postal items.

The railways of the OSJD member countries were engaged in the works to organise the transportation of postal items by rail via various international routes.

In the China-Europe direction, the main cities for container trains with postal items are Chongqing, Yiwu, Zhengzhou, Dongguan and Wuhan. The route of trains from China passes through Kazakhstan, Russia and Belarus, then on to Poland and other European countries.

Between 2020 and 2023, more than 2100 postal containers were shipped from China to more than 30 destinations in Europe (UK, Germany, Italy, Spain, Netherlands, Poland, Slovakia, France, Czech Republic, Switzerland).

In 2023, Byelorussian Railway (BR) continued to organise transportation and processing of international postal items from the People's Republic of China at the container terminal of the Kolyadichi station. A total of 40 containers with international postal items were processed at the terminal in 2023.

On 23 February 2023, a container train formed in the fleet of the international postal exchange bureau of Sichuan Post Chengdu, departed Chengdu via the China-Europe route. The delivered goods included about 10.6 tonnes of basic necessities, food products, accessories and other commodities. The train loaded with such goods travelled through the Khorgos/Altynkol border crossing point in transit through Kazakhstan, Russia and Belarus and arrived at the station of Małaszewicze (Poland) after 16 days.

On 26 April 2023, the first postal train from China to France was organised, departing from Chengdu and arriving in France after 15 days.

It was also the first time when a French postal company had used railway transport to deliver postal items over long distances. The container train was fully loaded with small household appliances, clothing and electronic goods. In the future, regular train runs along this route are planned, with a frequency of at least two dispatches per month.

On 10 August 2023, a China-Europe cross-border e-commerce container train departed from Chengdu.

The train travelled to the Małaszewicze station and arrived in Poland after 12 days. It carried more than 1000 spare parts for mobile phones, daily necessities and other small goods.

It is worth mentioning that the first China-Europe cross-border commerce train was launched in June 2021.

On 24 August 2023, the first postal express to Russia departed from Chengdu (China).

The train ran through the Khorgos/Altynkol border crossing point before heading to Moscow. It should be noted that this is the first postal train to deliver postal items from China to Russia. The regular runs of postal trains have both improved transport links between Russia and China, and will also expand international logistical opportunities for the transportation of postal items.

On 31 August 2023, the second special postal train from China to Russia departed from the Chengxiang railway station.

The train crossed the Chinese border station of Khorgos and then proceeded to the Selyatino/Moscow station.

Over the past few years, the routes for international mail transport by air and railway have been developing. Transporting international postal items by rail has advantages due to the well-organised operation of the Chengdu customs authorities (China) and its coordination with the Urumqi customs authorities (China). For the time being, all the deliveries of postal items by rail will pass through the Khorgos and Alashankou border stations, ensuring fast customs clearance.



Presidium of the meeting of authorised representatives of the Parties to the PGW Agreement on improving the PGW Agreement, introduction of amendments and additions to the PGW, updating the tariff rates for the use of freight wagons and bogies in international traffic and identifying the status of freight wagons for joint usage for the purpose of their accounting (19-22.06.2023, OSJD Committee)

According to the information of the “Kazakhstan Temir Zholy National Company” JSC (KZH), in 2023, the volume of transportation of international transit postal items in containers from China with destination to the European countries and the Republic of Belarus in transit through the territory of Kazakhstan amounted to 624 thousand tonnes.

In 2023, the “Post of Russia” JSC, an OSJD affiliated enterprise, continued its activities towards developing the transportation of postal items with the use of the railway transport on international and domestic routes.

Today, the “Post of Russia” JSC applies two technologies to deliver the postal items by rail:

- Postal and baggage service. Mail-and-parcels train No. 990/989 Moscow – Vladivostok, consisting of the coaches of the “Post of Russia” JSC, continues to run on a daily basis. The train travelled from Moscow to Vladivostok for 10 days (the same period of transportation in the opposite direction) and had 30 stops on the route. Individual postal wagons were also used as part of passenger trains;
- Containerisation. Starting from 2022, the “Rossiya” mail-and-parcels container train (Rossiya MPCT) was launched. In 2023, the Rossiya MPCT service started operating at a regular frequency, with 3 trains departing weekly (111 trains were dispatched in 2023, which is 2.5 times higher than in 2022). The running time on the route Moscow – Vladivostok was 11 calendar days. Some containers were also shipped as part of freight trains.

In 2023, the “Post of Russia” JSC transported 13.6 thousand tonnes (36.5 million items) of postal items on the existing international routes as part of its international business.

In terms of the share of transport modes in 2023, when transporting international postal items (IPIs), 48 % were delivered by road transport, 47 % by air and 5 % - by railway transport.

The railway transport is one of the most in-demand modes of transport in Russia and in 2023 it accounted for 30 % of the total volume of mainline transport.

Information on implemented projects in 2023 is presented below.

1. Rossiya mail-and-parcels train container train.

A total of 111 mail-and-parcels container trains were dispatched in 2023, with trains carrying 7516 large-capacity containers (15,280 TEUs) or 104,000 tonnes of cargo.

The RZD OJSC developed a special train schedule, and the security of goods and mail deliveries totalled 98 % at the end of 2023.

The service of the Rossiya MPCT is designed to provide transport and logistics services for the delivery of mail, commercial cargo, e-commerce, trading companies, small and medium-sized businesses with a low volume of production.

The distinctive features of the Rossiya MPCT are as follows:

- the possibility of sending containers with goods to various destinations as part of one train due to the possibility of uncoupling/coupling wagons at intermediate stations along the train route;
- optimisation of the time of initial and final operations (accumulation of containers at the terminal: when dispatching for the Rossiya MPCT, this parameter is 2 to 3 days, whereas by an accelerated container train (ACT) it takes from 6 to 9 days);
- running along the infrastructure in accordance with the developed timetable;
- small batches of the goods consignments to be delivered by a container train (1-24 containers are accepted for transportation, whereas 62 containers are needed for a full-composition ACT).

2. Test dispatch of international postal items in freight traffic.

In December 2022/January 2023 a successful test shipment of international postal items in containers was organised with the use of the SMGS consignment note and GNG code 9991 00 00 00 “Postal items”, assigned and effective from 1 June 2022, thanks to the well-organised work of the OSJD Commission on Freight Traffic. The IPIs were transported from the People’s Republic of China to the Russian Federation by road and air to Ulan-Bator (Mongolia), then at the airport of Ulan-Bator they were reloaded into containers and delivered to the place of international postal exchange in Kazan (Russia) by the railway transport. The delivery time on the whole route from the warehouse in China to the place of international postal exchange in Kazan was 15 days. The delivery time on the railway shoulder from Ulan-Bator station to Tikhoretskaya station was 8 days. 35 tonnes, 270 thousand postal items were delivered.

3. Test deliveries of international postal items in freight traffic.

In July 2023, for the first time in the history of the “Post of Russia” JSC, a successful test dispatch of IPIs in mail-and-parcels coaches of the “Post of Russia” JSC was organised through the Kamyshovaya border crossing point on the route Hunchun (China) – Ussuriysk (Russia) – Vladivostok (Russia). From the warehouse in China to the Hunchun station the mail was delivered by road transport. At the Hunchun station, the postal items were reloaded into a mail-and-parcels coach of the “Post of Russia” JSC, and the wagon arrived at the Ussuriysk station as part of a freight train. Then from Ussuriysk the coach travelled to Vladivostok station as part of the mail and baggage train No. 990 Moscow – Vladivostok, after which the postal items were delivered to the place of international postal exchange in Vladivostok by road transport. The advantage of this route is stable cross-border delivery times and easy scalability of the service.

In November 2023, regular deliveries of IPIs from Hunchun to Vladivostok and Novosibirsk were unleashed. The Far

Eastern Railway, a branch of the RZD OJSC, has developed a special technology for running mail-and-parcels coaches on the Vladivostok-Ussuriysk-Kamyshevaya-Hunchun section. The main feature of the technology is the combination of passenger and freight traffic with the use of a mail-and-parcels coach. The new railway mainline service has become an alternative to road and air freight transport in terms of delivery speed and cost of carriage. More than 111 tonnes (150,000 items) of IPIs were delivered between November and December of 2023.

4. Organisation of land-based international postal exchange between the postal authorities of Russia and Mongolia.

Due to the termination of direct air communication between Russia and Mongolia in February 2023, the fastest possible multimodal (road-rail), direct ground delivery route was organised from the railway shoulder Ulan-Ude – Yekaterinburg (and in the opposite direction) in a mail-and-parcels coach of the “Post of Russia” JSC as part of the mail-and-parcels train No. 990/989 Moscow – Vladivostok and by road shoulder from the Ulan-Bator IMPC to the Ulan-Ude station (and in the opposite direction). From February till December 2023, 9 tonnes of postal items were transported. The regularly operating route allowed for the rapid delivery of small consignments of mail at fast speed and without a minimum consignment limit.

According to the information of the “UTLC ERA” JSC, an OSJD affiliated enterprise, the company took an active part in the work to ensure paperless document flow for the carriage of international postal items (IPIs) by railway transport within the framework of the joint Working Group of the Universal Postal Union (UPU) and the International Coordinating Council on Trans-Eurasian Transportation (CCTT) on the implementation of the Mail by Rail project.

In the “UTLC ERA” JSC’s service, IPIs were transported on the routes China – European countries, China – Belarus and China – Russian Federation. The volume of IPI transportations for 2023 on these routes totalled 306 TEUs, of which on the routes: Wuhan (China) – Małaszewicze (Poland) – 38 TEUs; Chongqing (China) – Małaszewicze (Poland) – 156 TEUs; Chengdu (China) – Selyatino (Russian Federation) – 4 TEUs; Chengdu (China) – Małaszewicze (Poland) – 38 TEUs; Chongqing (China) – Kolyadichi (Belarus) – 70 TEUs.

According to the Georgian Railway (GR), active works were in progress together with the Georgian Post LLC to organise planned deliveries of postal items by rail.

Within the framework of cooperation of OSJD with the Universal Postal Union (UPU), the representative of the UPU International Bureau took part in the expert meeting of OSJD Commission III on the subject of “Organisation of multimodal, combined, intermodal operations in international traffic” (29-31 August 2023, OSJD Committee, Warsaw) and made a presentation on the subject “Challenges and opportunities in railway postal operations” and invited all concerned parties to work together to prepare the third edition of the EEC ICS2 system to ensure the sustainability of railway postal operations.

It is worth mentioning that in order to achieve positive progress it is of great importance that OSJD works in cooperation with UPU and CCTT. In this regard CCTT made a proposal to form a trilateral working mini-group of OSJD, UPU and CCTT experts to work out the issues of organisation of information interaction between carriers and logistic operators in order to carry out the principles of implementation of paperless document management in railway transportation of IPIs.

The OSJD Commission on Freight Traffic continued to cooperate with UPU and CCTT on the issues of organisation of transportation of postal items in international traffic by rail, including the issues of electronic document flow for international postal items (IPIs) transportation by rail.

Works were continued on the **practical application of the CIM/SMGS consignment note** for the entire consignment route on railways that apply various legal regulations, which, in turn, makes it possible to carry out transport without re-issuing transport documents, accelerate freight delivery times, improve the organisation of freight transport and thus create conditions for attracting additional volumes of freight traffic.

The OSJD railways continues their works to organise the carriage of goods in wagons and containers under the CIM/SMGS consignment note in the direction Asia – Europe and in the opposite direction.

According to the Azerbaijani Railways CJSC (ADY CJSC), application of the CIM/SMGS consignment note on the Baku-Tbilisi-Kars (BTK) railway line has started since 17 September 2021 within the framework of TURKUAZ project. The first consignment with the goods of electrodes, marble and other goods in containers was sent from Türkiye to Azerbaijan and Kazakhstan.

In 2023, the CIM/SMGS consignment note was successfully applied on the Baku-Tbilisi-Kars railway line on the following routes: Türkiye – Azerbaijan, Türkiye – Kazakhstan, Türkiye – Turkmenistan and in the opposite direction.

During 2023, a total of 1078 consignments were transported under the CIM/SMGS consignment note, including 340 imports and 738 transits.

Byelorussian Railway (BC) is open for transportations using the CIM/SMGS consignment note in all directions. Car-goes in containers were transported in the West-East direction from Europe to Kazakhstan, China and in the opposite East-West direction.

In 2023, the volume of freight traffic on the Byelorussian Railway network under the CIM/SMGS consignment note was 547 consignments (308 wagons and 481 large-capacity containers), of which 297 consignments (6 wagons and 293 large-capacity containers) were made out in transit traffic under the CIM/SMGS consignment note; imports – 9 consignments (61 wagons and 188 large-capacity containers); exports – 241 consignments (241 wagons).

According to the Georgian Railway (GR), in order to simplify the transportation process, as well as to significantly reduce the time of cargo delivery and wagon transfer at the interstate junction point between Georgia and Türkiye, the Turkish Railways, starting from September 2021, organised the deliveries of goods to the countries of Middle and Central Asia in transit through Georgia via the Baku-Tbilisi-Kars (BTK) railway line, processed under the CIM/SMGS consignment note. Akhalkalaki station, as a station of change in the legal regulation of the CIM and SMGS traffic, was officially added as a reconsignment point to the list of points 1 and 2 of Annex 3 “List of reconsignment points” of the CIM/SMGS Consignment Note Manual at the end of 2021.

The indicators for the organisation of goods transportation using the CIM/SMGS consignment note on the Georgian Railway remained at the level of the first half of 2023 due to the resumption of reconstruction and construction works of the section Tbilisi – Marabda – Akhalkalaki – Kartsakhi and the temporary suspension of train traffic on the BTK railway line.

In the first six months of 2023, 832 wagons (1079 containers) were received from Türkiye in the direction of Azerbaijan and Kazakhstan in transit through Georgia using the CIM/SMGS consignment note.

The use of the CIM/SMGS consignment note for the transport of goods along this route is of great importance.

On the network of the “Kazakhstan Temir Zholy National Company” JSC (KZH) for 2023, the delivery of goods under the CIM/SMGS consignment note application in transit through the territory of the Republic of Kazakhstan were not significant and amounted to 3 shipments (large-capacity containers). The transportation was organised in the direction of the European countries (Germany, Denmark, Spain) – China.

In order to make it possible to use the CIM/SMGS consignment note for the carriage of goods from the Republic of Kazakhstan for export, Annex 1 to the CIM/SMGS Consignment Note Manual (Annex 6 to SMGS) has been amended as of 1 January 2023. Thus, the delivery of goods in wagons and in containers under the CIM/SMGS consignment note can be carried out in all directions (transit, import and export) on the KZH network.

According to the information of the Latvian Railway SJSC (LDZ), the LDZ Cargo LLC as a carrier on the territory of Latvia transported 3.106 thousand tonnes of goods in 2023 using the CIM/SMGS consignment note, including 2.043 thousand tonnes on the route Meitene (exp.) – Lugazhi (exp.) and 1.063 thousand tonnes on the route Meitene (exp.) – Garkalne.

According to the information of the Railway of Moldova State Enterprise (CFM), the application of the CIM/SMGS consignment note is carried out on all transit directions, as well as in export and import traffic, which allowed to reduce the time required for the reissue of SMGS consignment notes to the CIM consignment note and from CIM to SMGS at the border transfer stations, thus eliminating the time previously used for the reissuance of documents from one transport law to another and the related financial costs.

In 2023, 33,063 wagons were transported on the territory of the Republic of Moldova using the CIM/SMGS consignment note, of which transit component amounted to 11,761 wagons; export – 14,901 wagons; import – 6401 wagons.



Participants in the meeting of authorised representatives of the Parties to the PGW Agreement on the issues of improving the PGW Agreement (19-22.06.2023, OSJD Committee)

The main types of goods transported under the CIM/SMGS consignment note are as follows: from the Republic of Moldova – wheat, barley, corn, wheat flour, rape seeds, sunflower seeds, molasses, tomato juice, gypsum, portland cement, rolled steel; to the Republic of Moldova – salt, petroleum gases, petrol, oil, diesel fuel, mazut, ammonium nitrate; in transit traffic – wheat, corn, rape seeds, oil cakes, salt, iron ore and concentrates, resins, petroleum gases, petrol, diesel fuel, fertilisers, pig iron, rolled steel, pipes.

According to the Ulan-Bator Railway JSC (UBZD), works were carried out on the preparation of software designed to fill in consignment notes and accompanying documents for the use of the CIM/SMGS consignment note for cargo exports in international traffic.

UBZD processes the CIM/SMGS consignment note for import and transit goods.

According to the information of the ZSSK Cargo Slovakia JSC (ZSSK Cargo), in 2023, 351 consignments (673 wagons and 110 containers) were sent under the CIM/SMGS consignment note, including 48 consignments (78 wagons) in transit, 190 consignments (351 wagons and 6 containers) in export and 113 consignments (244 wagons and 104 containers) in import. Chemicals and petroleum products from Ukraine accounted for the bulk of shipments. Transit cargoes were transported from Ukraine and Poland, mainly destined for the Czech Republic, Germany and Ukraine.

According to information from Czech Railways Cargo JSC (ČD Cargo) for 2023, 207 consignments (540 wagons) were made under the CIM/SMGS consignment note, including 32 exports (358 wagons) and 175 imports (182 wagons).

In the reporting period, OSJD cooperated with the following international organisations: UNESCAP, Universal Postal Union (UPU), Eurasian Economic Commission (EEC), International Coordinating Council on Trans-Eurasian Transportation (CCTT), International Association “Trans-Caspian International Transport Route” (TITR).

In the course of 2023, mutual participation of the representatives in the meetings, sessions, workshops, conferences held in the videoconferencing mode and conducted by the OSJD Commission on Freight Traffic and international organisations and associations in the field of railway freight traffic facilitated the development and improvement of international railway freight traffic; the harmonisation of the data on freight traffic between the countries in order to ensure and activate the world trade by the international railway traffic; the elaboration of proposals and recommendations for the efficient use of railway transport with the participation of other modes of transport and the provision of its competitiveness; the application of modern technologies in the organisation of the transportation process, etc.

The texts of the agreements, tariffs and other OSJD documents within the competence of the OSJD Commission on Freight Traffic have been posted and kept up to date on the OSJD Website (<https://osjd.org/>), as well as on the OSJD Freight Web-portal.

3.4. Passenger Traffic

In the reporting period, the OSJD Commission on Passenger Traffic carried out activities on the following subjects:

- development and coordination of timetables and formation schemes for passenger trains in international traffic;
- improvement of the Agreement on the International Railway Passenger Tariff (MPT Agreement) and the MPT Tariff;
- improvement of the Agreement on the "Rules for the use of passenger coaches in international traffic" (PPW Agreement) and the PPW Rules;
- systems for seat reservation, passenger information services, provision of services and generation of financial reports.

The OSJD Commission organised and held a meeting to develop and approve the passenger trains timetables in international traffic for 2023-2024 of group II of OSJD railways in St. Petersburg. The meeting was attended by the representatives from VZD, KZH, KZD, ZC, UBZD, RZD OJSC, as well as the OSJD affiliated enterprises "Post of Russia" JSC and "Far Eastern Shipping Company" PJSC (FESCO).

The meeting stated that the process of resuming international passenger traffic in the Asian region began in 2022 with the running of trains Nos. 306/305 formed by the FPC JSC and UBZD JSC on the route Irkutsk – Ulan-Bator between Russia and Mongolia. Starting from 31 August 2023, train No. 22/21 has resumed its service on the route Ulan-Bator – Erlian between Mongolia and China.

The OSJD railways of group II have agreed on the operation of passenger trains and direct coaches in international traffic on 14 routes. Given that international passenger train services were not fully resumed in 2023, no new additional routes were considered.

In the traffic between China and Russia in the timetable for 2023-2024, it is planned to run train No. 20/19 formed by the FPC JSC on the route Moscow – Beijing, as well as a group of direct coaches on the route Chita – Manchuria through the border crossing Zabaikalsk (RZD) – Manchuria (KZD). The new schedule also preserved the running of trains Nos. 3/4 Beijing – Moscow of the KZD formation through the border crossings of Erlian (KZD) – Zamyn-Uud (UBZD) and Sukhe-Bator (UBZD) – Naushki (RZD). In cross-border traffic, the timetable for train No. 402/401 on the route Suifenhe (KZD) – Grodekovo (RZD) of the KZD formation was agreed upon.

In the Mongolia-Russia traffic, the running of trains Nos. 5/6 Ulan-Bator – Moscow of the UBZD formation and of trains Nos. 306/305 Irkutsk – Ulan-Bator of the FPC JSC and UBZD formation through the border crossing point Sukhe-Bator (UBZD) – Naushki (RZD) was agreed upon.

In the China-Mongolia traffic, the timetable provides for the running of trains Nos. 23/24 on the route Ulan-Bator – Beijing formed on a parity basis by KZD and UBZD, as well as trains Nos. 22/21 on the route Ulan-Bator – Erlian (KZD), formed by UBZD. The operation of direct coaches on the route Ulan-Bator – Hohhot (KZD) through the border crossing Zamyn-Uud (UBZD) – Erlian (KZD) was also maintained.

In international passenger traffic between China and the Democratic People's Republic of Korea, the timetable provides for the running of groups of direct coaches belonging to KZD and ZC on parity terms on the routes Beijing (KZD) – Pyongyang (ZC) and Dandong (KZD) – Pyongyang (ZC) through the border crossing point of Dandong (KZD) – Xinzhu (ZC).

In the traffic between the Russian Federation and the Democratic People's Republic of Korea, the running of direct coaches of the FPC JSC formation on the routes Moscow – Tumangan and direct coaches of ZC formation on the routes Pyongyang – Moscow, Pyongyang – Khabarovsk through the Khasan (RZD) – Tumangan (ZC) border crossing point was preserved.

In the China-Vietnam traffic, the train timetable has been agreed upon, which provides for the running of direct coaches belonging to the Chinese Railways along the route Beijingxi (KZD) – Hanoi (Gia Lâm station, VZD) through the border crossing point of Pingxiang (KZD) – Dong Dang (VZD).

In China-Kazakhstan traffic the running of fast international trains on the routes Urumqi – Almaty-2 of the KZH formation through the border crossing point Khorgos (KZD) – Altynkol (KZH) is planned. In Kazakhstan-China direction the running of the fast train Almaty-2/Nur-Sultan – Nurly Zhol – Urumqi of the KZH formation has been confirmed through the border crossing point of Dostyk (KZH) – Alashankou (KZD).



Chairman of the OSJD Commission on Passenger Traffic
Aleksandr Sergienko



Specialists of the OSJD Commission on Passenger Traffic (from left to right):
Tang Van Dung, Kang Yongmin and additional specialist Kwon Youjung



Meeting of the OSJD railway experts on the subject "Systems for seat reservation, passenger information services, provision of services and generation of financial reports" (from 28 February till 1 March 2023, OSJD Committee, Warsaw)

Within the framework of this subject, in the reporting period the work was continued to consider the issue of organising the regular operation of trains consisting only of baggage wagons between Russia and China. The OSJD affiliated enterprises – "Post of Russia" JSC and "Far Eastern Shipping Company" PJSC also showed interest in this issue.

In the reporting period the OSJD Commission continued its work to update the regulatory documents in the field of international passenger traffic.

The OSJD Commission held a meeting of the representatives of the OSJD railways – Parties to the Agreement on MPT. The meeting was attended by the representatives from BC, VZD, KZH, KRG, UBZD, RZD OJSC, TDZ, TRK, UTI and EVR.

As a result of the consideration of the proposals, the following amendments and additions to the MPT Agreement were approved:

- to the Preamble and individual items of Articles 2, 4, 6, 8, 10 of the MPT Agreement;
- to the individual items and paragraphs of Sections I, II, IV, V of the MPT;
- to the individual items and paragraphs of Sections II, III of the Service Instruction on manual issuance of travel and transport documents in international traffic.

The OSJD Committee, as the depositary of the MPT Agreement, informed the Parties to the MPT Agreement about the entry into force from 1 September 2023 of the amendments and additions to the MPT Agreement and the MPT itself, including the updated data of Table 1 of the MPT on BC, VZD, KRG, RZD OJSC, UTI, as well as Table 5 of the MPT on KRG.

Furthermore, The OSJD Committee informed the Parties to the MPT Agreement about the entry into force of amendments and additions to Article 4 of the MPT Agreement from 11 February regarding the fact that the MPT does not include taxes.

The working staff of the Commission prepared and sent to the Parties to the Agreement the updated text of the MPT Agreement in electronic form valid as of 1 September 2023, taking into account the announced updates and amendments, which was also posted on the OSJD Website (<https://osjd.org/>).

In accordance with the provisions of Article 11 of the MPT Agreement, the OSJD Committee, as the depositary of the MPT Agreement, published and sent to the Parties to the Agreement certified copies of the updated text of the MPT Agreement as of 1 January 2024.

The OSJD Commission also held a meeting of the representatives of the OSJD railways – Parties to the PPW Agreement. It was attended by the representatives from BC, KZH, KZD, KRG, LDZ, CFM, UBZD, RZD OJSC, TDZ, UTI and EVR.

At the meeting, decisions were taken to amend and supplement the Rules for the use of passenger coaches in international traffic, concerning:

- specifying a number of key terms used in the PWP;
- updating a number of items in the PPW.

The OSJD Committee, as the depositary of the PPW Agreement, informed the Parties to the PPW Agreement about the introduction of the agreed amendments and additions to the PPW with effect from 1 January 2024.

In accordance with the decisions of the XXXVII CGD meeting, the meeting considered proposals of the Parties to the PPW Agreement from RZD OJSC and KZD to update § 7 of the PPW. However, it was not possible to achieve convergence of the positions of the Parties to the PPW Agreement.

The meeting also decided to set up an expert group on the topic of revision of the PPW Agreement and identified a list of tasks on which proposals should be prepared.

In accordance with the provisions of Article 6 of the PPW Agreement, the OSJD Committee, as the depositary of the PPW Agreement, issued and sent to the Parties to the PPW Agreement certified copies of the updated text of the PPW Agreement as of 1 January 2024.

Within the framework of the subject “Systems for seat reservation, passenger information services, provision of services and generation of financial reports”, two expert meetings were held by the OSJD Commission.

Within the framework of these meetings the experts of the OSJD railways identified as priority tasks:

- exchange of experience on the key issues of development of seat reservation systems and interaction with external platforms of other states, which will make it possible in the future to significantly increase mobility of the population with the use of railway transport;
- exchange of best practices on the development and use of various mobile applications based on the growing demands of passengers and other users of railway services;
- more active interaction with the information systems of government agencies and companies providing air, road and other transport services to the public.

The participants of the meetings exchanged information on the work done on the OSJD railways on this subject.

According to the Byelorussian Railway, the system for selling travel documents via the Internet, the mobile application “BC.My Train” and the unified section “Services for Passengers” of the official website of the Byelorussian Railway have also been improved in the reporting period in order to implement the functionality of the third mode of using electronic registration (removing restrictions on the return of ETD on Web resources before the train departs) in the Express automated control system when issuing travel documents (tickets) in international traffic.

Since September 2023, the upgraded software for portable ticket printing machines has been put into trial operation in terms of issuing travel documents (tickets) to passengers by the train master. In this case, the travel documents are printed on thermal tape without using the blank sheets with a certain degree of protection. The legitimacy control of electronic tickets is ensured through the use of the following systems: “Automated Passenger Boarding Control System” and “Legitimacy Control” software.

Modernisation of the software of the Legitimacy Control system made it possible to:

- expand the possibilities of hardware control of the legitimacy of travel documents (tickets) and unification of the control process;
- improve data collection to analyse the efficiency of the use of trains with unnumbered seats;
- increase the productivity of the work of controlling persons and prevent mistakes in their work.

In order to improve the quality of passenger service on interregional trains with business class seats, access to information content (feature films, music videos, audiobooks), a bar menu browsing service, and the possibility for passen-



A high-speed train on the Chinese Railways

gers to call a conductor by connecting via Wi-Fi to media servers installed in the rolling stock have been organised. As part of the new service, it is planned to launch an analytics function to track passenger preferences and monitor the train crew's compliance with the time parameters of passenger service.

Within the framework of the subprogramme "Accessible living environment for disabled and physically weakened persons" of the State programme "Social Protection" for 2021-2025, it is planned to carry out a range of measures to ensure accessibility for physically impaired persons at six railway stations of Luninets, Polotsk, Kozenki, Lida, Molodechno, Slutsk.



Final meeting of the OSJD Commission on Passenger Traffic
(24-26.10.2023, OSJD Committee, in a hybrid format)

The Vietnamese Railway State Company provided information that since November 2014, an electronic ticket sales system has been successfully operating on the website <https://dsvn.vn>, which is constantly being improved to meet the needs of passengers. Innovations include:

- electronic payments: passengers can pay for tickets through banking systems and payment gateways; electronic invoices and tickets are also available;
- mobile applications: applications for smartphones have been developed, including pricing modules and various ticketing scenarios for different trains and time periods;
- integration of services: integration of multifunctional transport services has been introduced, as well as a car rental service;
- e-commerce partner applications: tickets can be purchased through applications of major partners in Vietnam, such as VinGroup, Ngan Luong, Momo, Viettel, Zalo and other;
- share of online sales: it currently amounts to 50-55 % of all tickets sold by the Vietnamese Railway are sold through the website and mobile applications;
- increasing the timing of ticket sales: at different times of the year, tickets are sold several months in advance. During the upcoming Lunar New Year holiday, tickets can be sold 4 months before the holiday.

According to the "Kazakhstan Temir Zholy National Company" JSC, the main task in the field of passenger transportation is to meet the growing needs of passengers and expand the range of services that ensure a comfortable trip, starting from the stage of planning and purchasing tickets.

For this purpose, the largest travel document sales network has been deployed in Kazakhstan, including:

- traditional ticket offices at train stations;
- own website and mobile application, as well as many alternative websites and mobile applications for selling electronic tickets;
- the ability to purchase tickets in one's personal account of banking applications (kaspi, halyk bank);
- a wide network of ticket agencies;
- 20 thousand payment terminals providing ticket sales services;
- the ability to purchase tickets at all branches of Kazpost JSC.

KZH made a complete transition to an electronic ticketing system via the Mobius fiscal computer system (FCC).

The transition made it possible to:

- improve the conditions of ticket purchase for the population;
- eliminate malpractices in the sale of tickets;
- optimise operating costs.

The implementation of the Mobius FCC also provided an opportunity to introduce new functionalities that could not be implemented when working on the Express ACS, such as:

- automation of the seat reservation process, taking into account the transparency of the use of technological reservations and the possibility of issuing tickets via Internet resources;
- end-to-end ticketing in the absence of a direct route, i.e. in the absence of a direct route, the customer will be given the opportunity to book seats with connections on the same train, and in the case of complete absence of seats on a train, the customer will be given the opportunity to book seats on coordinated trains;

- sale of tickets for persons with reduced mobility through websites and ticket offices with identification of the customer's social status when purchasing discounted tickets online;
- boarding the train using an electronic identity document;
- checking the legitimacy of electronic travel documents through the conductor's mobile terminal by reading information from the 2D code;
- SMS passenger notification service by sending notifications of passenger train delays of more than 3 hours from the time set by the passenger and suburban train timetable.

In 2023, works were completed to integrate the electronic ticket sales system with the systems of government agencies to ensure the possibility of online ticketing for preferential categories of passengers using IIN. In the process of issuing a ticket, an appeal is made to the database of the Ministry of Labour and Social Protection of the Population of the Republic of Kazakhstan to confirm the right to the benefit. In case of positive verification, the passenger is given a 50 % discount when buying a train ticket.

On the official website bilet.railways.kz, as well as in the mobile application, the ability to obtain a boarding pass for completed trips has been implemented. If it is necessary to confirm the fact of travel (in terms of business trips, reimbursement of expenses, legal proceedings, etc.), holders of electronic tickets, having registered boarding by the train conductor, can receive a boarding pass for their electronic ticket in their personal account within 30 days after the trip. This website also enables users to check the legitimacy of an e-ticket. The search for a ticket is based on its number.

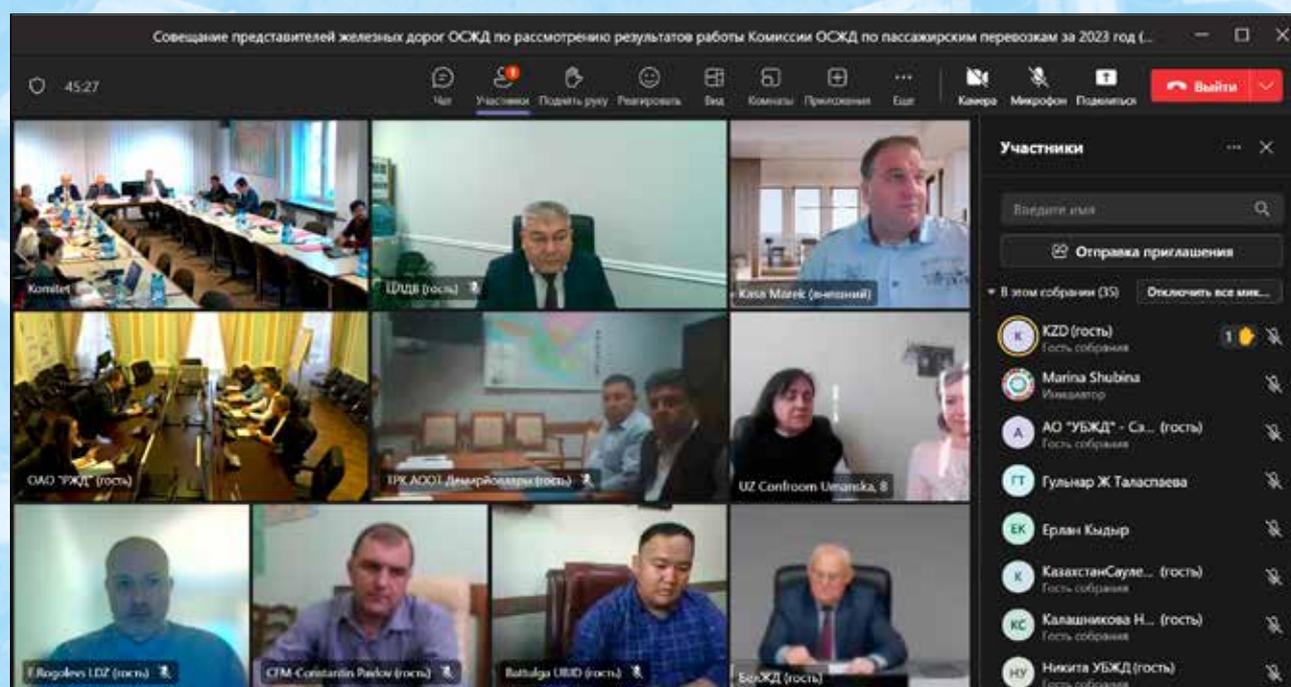
In April 2023, a new service was launched for passengers, which allows them to order a transfer from the railway station to their home door via the website bilet.railways.kz. The cost of the journey is fixed and does not depend on the passenger's address. It is possible to book both the desired number of seats and the transfer as a whole.

KORAIL provided information on the background and current state of the seat reservation system, integration with external platforms and its effects, as well as the introduction of a single train-and-plane ticket.

Starting with printed tickets in the 1980s, the seat reservation system in the Republic of Korea reached a turning point with the launch of the country's first high-speed train, the KTX, in 2004. Currently, a real-time online service is provided through the KORAIL's own reservation system. As a result, the share of online ticket orders exceeded 80 %. It was the introduction of the KORAIL TALK mobile application that has become a trigger for the growth in online ticket sales. Purchasing tickets through the KORAIL TALK mobile application occurs in the following steps:

- on the home page of the application, the departure and destination station, date and time, number and type of passengers are selected;
- on the next page, train schedules on the specified route are compared, the train number, coach class (deluxe or regular) and passenger seat (forward/reverse) are selected;
- on the last page one can make a purchase using a registered card or transfer from a bank account and receive an electronic ticket in their personal account in the application.

But for non-regular customers, among whom the share of users of the KORAIL TALK mobile application is low, the company launched sales and ticketing services on external platforms such as NAVER and KAKAO, the majority



Consideration of the agenda items of the final meeting of the OSJD Commission on Passenger Traffic (24-26.10.2023, OSJD Committee, in a hybrid format)

of whose users are constantly online. This uses API technology, an application program interface that provides access to the data platform for the development of new services. Purchasing and issuing tickets through external platforms is carried out in the same way as through the KORAIL TALK mobile application.

In addition, starting from June 2023, single train-and-plane tickets officially began to be sold through the interaction of the seat reservation system with the GDS (Global Distribution System), which is used by more than 125 thousand airline ticket sellers around the world. These services are available on the websites of travel agencies or through mobile applications of airlines with which KORAIL has entered into a contract for the sale of a single train-and-plane ticket.

As regards the procedure for checking tickets on the train, the seat reservation system is synchronised with the conductors' mobile terminals, freeing passengers from having to print tickets, carry them with and prove their identity during each trip. Thanks to this, in 2009, turnstiles were dismantled at all stations in the country.

RZD OJSC informed that:

- the share of electronic ticket sales is more than 76 %, and the annual increase in electronic ticket sales is achieved through the implementation of new tasks aimed at simplifying the purchase of services and developing a product offer for various categories of passengers;
- the use of non-cash payment method through the "Fast Payment System" (FPS) is developing among the population. Starting from 2023, one can pay for tickets through FPS not only at the ticket offices and on the website, but also in the mobile application "RZD for Passengers". To increase the number of customers using such payment method, the RZD OJSC organised a lottery, following the results of which the passengers who paid for tickets using FPS were awarded 4000 RZD Bonus points;
- issuing of a discount ticket basing on a virtual transport requirement (VTR) for railway personnel has become available not only for long-distance trains through the company's website and mobile application, but also for trains of a number of suburban passenger companies;
- a section has been developed on the company's website that contains all the information on regional Children's Railways with a description of how to get there, work and training schedules;
- artificial intelligence was introduced to operate the contact centre on the company's website, in the mobile application and in the email ticket@rzd.ru, in popular instant messengers, as well as when calling the hotline;
- in August 2023, the sale of electronic tickets was opened through the Web resource of the RZD OJSC from the norm of return departure points for a Russian carrier train running from Ulan-Bator to Irkutsk: to implement this task, a modernised automated boarding control system was installed on the train, which made it possible to sell train tickets without time restrictions before it arrives at the destination station;
- in April 2023, passengers were offered on the RZD OJSC's website the service of remote receipt of a certificate of the cost of travel and luggage allowance on a FPC JSC train with a qualified electronic signature by email with payment for the service via a link;
- the software of the Express ACS system was upgraded to provide passengers with information on the location of seats with regard to the direction of travel (forward/backward) on Lastochka high-speed trains and to display pictograms on the travel document issued at the ticket office in the form of information on the availability of shuttle services and access to premium lounges;
- passengers are offered various promotions as part of the RZD Bonus programme, which makes it possible to accumulate points for the trips and spend them on new trips;
- there has been a 10-fold increase in the passenger volume of tourist trains over four years. From 1 July 2023, a new programme to reward travellers on tourist trains, the "Travellers Club", was introduced to accumulate points for the future trips. A possibility has been made available to purchase an excursion tourist package (tour) when purchasing a ticket for a tourist train as an additional service at the ticket office and on the RZD OJSC's website.



Opening of the meeting of group II of OSJD railways on the development and approval of passenger train timetables, coach sequence indicators and provision of coaches in them in international traffic for 2023-2024 (11-15.09.2023, St. Petersburg, Russia)

- In the reporting period, RZD OJSC implemented new options in the RZD for Passengers mobile application:
- ticket activation and passage through the turnstiles to individual suburban electric trains can be done using NFC technology by putting the phone to the turnstile or validator;
 - arrival/departure schedules of passenger and suburban trains became available in the “Online board” section;
 - links to useful services for travelling;
 - a “Map of railway station accessibility” has been added;
 - in the “Notifications” section, passengers of suburban trains now have access to information on arrival at a given station.

Activities aimed at improving the level of accessibility for travelling for passengers with reduced mobility are carried out on an ongoing basis. Requests for services have been organised in the special section “Passengers with reduced mobility” of the Russian Railways website. New waiting rooms for passengers with reduced mobility were opened at 16 railway stations in 2023. The Mobility Assistance Centre covers the entire territory of Russia.

The Ukrainian Railways JSC informed about works on improvement and development of online services for passengers to make all ticketing processes more convenient and services more accessible.

In 2023, about 80 % of tickets for long-distance trains were sold online, including via the official website, mobile application of the Ukrainian Railways JSC, chatbots and partner sales channels. The share of railway travel documents sold through the official mobile application exceeded the sales volumes in ticket offices and amounts to 22.8 % of the total number of issued travel documents.

The mobile application of the Ukrainian Railways JSC allows to purchase tickets and reports the route, flight departure time and any operational changes.

In the reporting period, the functionality of the mobile application of the Ukrainian Railways JSC was substantially improved:

- it is possible to issue preferential travel documents for people with reduced mobility on all trains, as well as, if necessary, to issue travel documents for the person accompanying them. The issuance of travel documents is carried out after confirmation of the right to a benefit in the interaction between the automated systems of the Ukrainian Railways JSC and the Ministry of Social Policy;
- the possibility to additionally pay for the carriage of animals and baggage to a previously issued ticket has been implemented;
- round-trip travel documents with a 10 % discount for Intercity+ high-speed trains in domestic traffic were issued;
- the possibility of issuing tickets with a transfer, including in the same train, has been implemented. If there are



Participants in the meeting of group II of OSJD railways on the development and approval of passenger train timetables, coach sequence indicators and provision of coaches in them in international traffic for 2023-2024 (11-15.09.2023, St. Petersburg, Russia)

no free seats on the train throughout the passenger's entire journey, the system will offer the passenger to simply change to another seat during the journey, which will be vacated by the passenger who left earlier. In this case the passenger will be issued two tickets for the same train;

- an English version of the mobile application has been introduced for foreign users.

The Ukrainian Railways JSC opened the sale of travel documents for "women's compartments" in the pilot mode. This sale takes place exclusively in the mobile application of the Ukrainian Railways JSC.

The online service ordering portal <https://services.uz.gov.ua/> allows customers to order a specialised coach for people with reduced mobility in order to make travel arrangements for such passengers in 'one click'. It is also possible to order tickets for the carriage of a group of passengers, order an auto carrier, order a station assistant, online search for forgotten things, order a lounge at the station of Kyiv-Pasazhirskiy station.

At UZ, a software and telematics IT platform and a GPS monitoring system have been put into permanent operation. All trains are equipped with GPS-modules, which makes it possible to display on the map operational information on the movement of each train, time of passing stations, time of deviation from the train schedule. Based on data from the GPS monitoring system, information on train delays is generated for passengers.

The Ukrainian Railways JSC is actively introducing the practice of issuing electronic travel documents in international traffic.

Ukrainian Railways JSC entered into Agreements on organisation of sale of electronic travel documents with payment via the Internet with PKP Intercity JSC, Railway of Moldova State Enterprise, Railway Company of Slovakia JSC (ZSSK), MÁV-START Railway Passenger Transport Co. (MÁV-START Co.).

According to the agreement with the PKP Intercity JSC, electronic travel documents (ETD) are issued for all trains on the Ukraine-Poland route through the Web services of the Ukrainian Railways JSC.

The agreement with ZSSK provides for the issuance of ETD through the web systems of the Ukrainian Railways JSC and of Slovakia for the trains formed by ZSSK.

According to the agreement between the Ukrainian Railways JSC and MÁV-START Co., electronic travel documents are issued on the Website of the MÁV-START Co. and through the mobile application MÁV app for the trains formed by the MÁV-START Co. running internationally between Hungary and Ukraine.

In the reporting period, works were also continued to modernise the Website for issuing electronic travel documents and creating software for interaction with intersystem platforms of the European countries for issuing travel documents in international traffic.



Meeting of OSJD railways' experts on the subject "Systems for seat reservation, passenger information services, provision of services and generation of financial reports" (28.02-01.03.2023, OSJD Committee)



Meeting of OSJD railways' experts on the subject "Systems for seat reservation, passenger information services, provision of services and generation of financial reports" (26-27.09.2023, OSJD Committee)

3.5. Infrastructure and Rolling Stock

The OSJD Commission on Infrastructure and Rolling Stock (Commission V) is one of the recognised international platforms for cooperation in the field of railway operation issues, exchange of technical information, experience of highly qualified experts, as well as best practices of companies of the OSJD member countries. The Commission continued its works in the field of solving the problems in the technical and technological spheres and in the field of rule-making activities set by the decision of meeting XXXVII of the Conference of General Directors (Authorised Representatives) of OSJD Railways and in accordance with the Work Plan of Commission V for 2023.

In 2023, the experts continued their works on the following subjects:

- "Rolling stock gauges in international traffic in the context of interoperability requirements";
- "Railway track and engineering structures";
- "Signalling, interlocking and communications networks";
- "Power supply and power traction facilities";
- "Rolling stock for railways. Technical requirements as to its elements".

On the subject of "**Rolling stock gauges in international traffic in the context of interoperability requirements**", the meeting participants continued to discuss the proposal of MAV Co. taking into account the calculations according to the methodology provided by the representative of ŽSR, based on the calculations of the OSJD Leaflet "General rules for rolling stock gauges in interoperable international traffic" with the aim of subsequently updating this Leaflet and creating new rolling stock gauges designated as 1-VM (1435 mm) and 0-VM (1435 mm) based on the dimensions of 1-VM and 0-VM.

The representative of MAV Co. informed about the amendments and additions made to the specified document on the conditions for the passage of freight wagons of 1-VM gauge on the sections of OSJD railways with a gauge of 1435 mm, which are fitted with the passenger platforms built according to the European standard and according to Regulation 1300/2014/EU and the material on the passage of relocated standard wagons built according to the rolling stock gauge of 1-VM, running on the network of the MAV Co. The representative of ŽSR informed the meeting participants about the proposals on the problems of interaction between infrastructure and rolling stock in connection with the construction of platforms (1435-mm gauge), as well as ways to solve them.

The works on the subject "**Railway track and engineering structures**" are carried out within four subtopics. Within the framework of the sub-topic "*Development of a set of issues related to rails, rail fastenings, continuous welded track, mechanisation of track works*", the leading duty holder of NRIC presented an updated version of Leaflet "Arrangement of a ballastless track", which contains up-to-date information on the current regulatory documents on ballastless railway track, on the definition and installation of a ballastless permanent way, the design of the permanent way, the main types of ballastless track permanent way structures depending on the type, material and holding tools of the rail supports in the ballastless railway track. The Leaflet was approved at the Commission's final meeting.

The RZD OJSC representative made a report on the subject "Types of rail fastenings for a



Chairman of the OSJD Commission on Infrastructure and Rolling Stock
Radovan Vopalecky



Specialists of the OSJD Commission on Infrastructure and Rolling Stock:
Elnur Guliyev and Daosadeth Soysouvanh



Expert meeting on the subject "Rolling stock gauges in international traffic in the context of interoperability requirements" (04-06.04.2023, OSJD Committee)



Presidium of the final meeting of the OSJD Commission on Infrastructure and Rolling Stock (07-09.11.2023, OSJD Committee)

ballastless permanent way” with a description of the designs of fastenings for a ballastless track in tunnels, on bridges and developments for their use on a ballastless track of a high-speed line.

On the subtopic *“Consideration of a set of issues on the track formation and engineering structures”*, the experts continued to work on the information material on the subject “Use of drones in the supervision of artificial structures” in terms of supplementing the supervision of track formation structures taking into account the experience of railways.

The leading duty holder –

MAV Co. presented its material on the subject “Application of drones for monitoring the engineering structures”, in which the experimental use of drones in practice during the inspection and control of the technical condition of bridges and for assessing the consequences of track destruction by mudflows on the MAV network was introduced, as well as economic advantage of using drones, legal regulation of the use of drones and technical conditions for their application.

The RZD OJSC representative presented his material on the subject “Application of unmanned systems for diagnostics of the condition of engineering structures”.

Experts from ŽSR and SZ continued their works with the information material on the subject “Protective structures for railway tracks (protective fences, protective safety nets)” taking into account the types of structures and materials used in the technological process, etc.

The experts continued their work with the information material on the subject “Conditions for the passage of rolling stock on railway bridges and determining the speed of movement depending on the technical condition”.

The leading duty holder – SZ (manager of railway infrastructure of the Czech Republic) presented an updated Leaflet “Recommendations for the use of noise protection walls, their design, functionality and operation”, elaborated jointly with ŽSR experts.

The leaflet describes the types of noise protection walls, acoustic requirements and the method of their assessment, elements of their designs and details of technical parameters, as well as experience of operation and maintenance in the Czech Republic and the Slovak Republic. The leaflet was approved at the Commission’s final meeting.

The duty holder from SZ (manager of railway infrastructure of the Czech Republic) presented a document on the subject “Technical regulations for the intersection of utility networks with the railway track by underground means”, which contains information on current experience and solutions for crossing newly-built railway tracks and existing lines with utility networks on the railway infrastructure of the Czech Republic and the Slovak Republic. The leading duty holder – RZD OJSC informed the participants about the methods of diagnostics of metal spans of railway bridges and about the rules for the allocation and implementation of major repairs and reconstruction of engineering structures adopted by the company.



In the hall of the final meeting of the OSJD Commission on Infrastructure and Rolling Stock (07-09.11.2023, OSJD Committee)



Participants in the final meeting of the OSJD Commission on Infrastructure and Rolling Stock (07-09.11.2023, OSJD Committee)

Within the framework of the sub-topic "*Comprehensive diagnostics of the railway track*", the leading duty holder – MAV Co. presented its information material on the automated diagnostics systems of rolling stock in motion used on the railways of the OSJD member countries. The material contains information on the rail monitoring and measurement systems of the MAV rail diagnostic train, namely: the ultrasonic rail monitoring system, the eddy current rail monitoring system, the wave-like rail wear measurement system, the integrated defect assessment system, and the purpose of the special measuring trolley.

The AZD CJSC representative informed the participants about the work of the diagnostics and monitoring centre, which is provided with the Pioneer-Integral diagnostic complex and the LDM Diagnostic Laboratory assembled on the basis of a "Defender" Land Rover. Representatives of the OSJD affiliated enterprise – "Firma TVEMA" JSC introduced to the meeting participants the presentations "Mobile diagnostic tools", "SOKOL-3 system for measuring parameters of turnout switches" and "System for measuring wave-like rail wear". Data are provided on the development and delivery to various railways of mobile diagnostics tools mounted on wagons, self-propelled motor-rail cars and combined rail-road vehicles with a full set of railway infrastructure diagnostic systems.

The leading duty holder from the RZD OJSC presented the material on the subject of "Monitoring and assessment of the condition of continuous welded tracks based on data obtained from the results of diagnostic equipment runs and their processing by automated analytical systems".

Experts from MAV Co. presented a generalised information material on the subject of "Determining the periodicity of track permanent way inspection by various means of an integrated diagnostic system". The material contains information on the periodicity of inspection and measurements:

- frequency of track geometry measurements by various diagnostic means;
- frequency of measurements of the obstruction clearances;
- frequency of rail inspection by mobile and removable means, justification for determining the periodicity;
- frequency of rail profile measurements (measurement of rail wear);
- frequency of eddy current rail inspection.

The leading duty holder – "Firma TVEMA" JSC presented the material on the subject "Informa-



During the expert meeting on the subtopic "Comprehensive diagnostics of the railway track" (21-22.09.2023, OSJD Committee, using videoconferencing mode)

tion and analytical automated systems for integrated processing of diagnostics data, assessment of infrastructure condition, forecast of its change and work planning” EK ASUI SDMI (EK АСУИ СДМИ).

The EK ASUI SDMI system has been implemented throughout the entire railway network of the RZD OJSC and ensures:

- control over the timeliness of track inspections;
- operational control of the infrastructure condition;
- performing a retrospective analysis of the condition of infrastructure elements;
- unification of the assessment of track condition parameters;
- safety of continuous welded track due to reliable assessment of the pre-failure condition;
- performing a retrospective analysis of the condition of continuous welded track;
- planning of works to ensure the stability of continuous welded track to emissions and ruptures of rail strings;
- monitoring the condition of the track formation;
- assessing the quality of track repair works;
- monitoring the current condition and forecasting lateral wear of rails;
- planning of works for replacing worn rails, re-laying of rails for edge change and lubrication;
- prompt presentation of information at all management levels.

A representative of MAV Co. presented his material dedicated to the Digital Track Management (DTM) system: DTM is a software for asset and maintenance management developed for railway infrastructure. The system is currently available to users in three versions (ESSENTIAL, ADVANCED, ULTIMATE). The ESSENTIAL (basic) version of the software for digital intelligent infrastructure management helps to digitise the assets. A unified asset structure, planning and execution of maintenance for specific assets, including documentation of actions and pre-defined maintenance specifications, significantly facilitate daily activities.

On the subtopic *“Reinforced concrete sleepers, beams, turnout switches and their diagnostics”*, the leading duty holder – MAV Co. presented an updated version of the Leaflet *“Maintenance of rail elements of turnout switches”* with the inclusion of the definition of permissible parameters for performing works, technology and means of maintenance.

The leading duty holder from the “KTZ NC” JSC delivered a presentation on the subject *“Experience of using turnout switches with rollers on the network of “KTZ NC” JSC, showing the testing results and operation of turnout switches with roller systems used on the “KTZ NC” JSC’s network. Based on the test results, the above systems are recommended for use on the main network of “KTZ NC” JSC.*



A new modern railway bridge over the Amu Darya River



Modernisation of railway transport is one of the priorities in the transport strategy of the OSJD member countries

The leading duty holder, RZD OJSC, presented the material on the subject of *“Impact of the category of a turnout frog (physical and mechanical properties) and the presence of hardening on the operational properties of the frog and its service life”*. The material contains information about the characteristics of frogs of various categories, including those with surface hardening by blast wave energy, used on the RZD OJSC’s network.

The leading duty holder, MAV Co., presented the material on the subject of “Survey of the geometry, design and functionality of turnout switches in track maintenance practice. Applied tools, methods, frequency of surveys, controlled parameters, regulatory requirements, boundary values, applied measures”.

In the framework of the subject “**Signalling, interlocking and communications networks**” the leading duty holder – “KTZ NC” JSC presented an updated Leaflet “Recommendations for the preparation of signalling, interlocking and communications devices for operation in winter conditions”, which contains recommendations for management in organising and performing the works for the annual preparation of signalling, interlocking and communications devices for operation in winter conditions, as well as sets the deadlines for checking technical equipment in preparation for operation in winter conditions. The Leaflet was approved at the Commission final meeting.

The leading duty holder – NRIC presented an updated version of the Leaflet “Recommendations for the placement, installation, operation and maintenance of automatic systems designed for monitoring the technical condition of the rolling stock during its movement”, which contains the main provisions for the placement of control equipment and information centralisation systems, the implementation of design, construction and installation works, as well as the main provisions for organising the operation and maintenance of these devices. The Leaflet was approved at the Commission final meeting.

The leading duty holder, RZD OJSC, presented the Leaflet “Requirements for power supply equipment of microprocessor-based railway automa-



A passenger train at the central railway station in the city of Ashgabat



A new locomotive depot in Bilajari



Works for the construction of new railway lines



During the expert meeting on the subtopic "Comprehensive diagnostics of the railway track" (21-22.09.2023, OSJD Committee, using videoconferencing mode)

tion and telemetry systems", which is intended to provide guidelines for developing new power supply devices for railway automation and telemetry (RAT) equipment and defines the main operational and technical requirements for power supply systems and devices for RAT microprocessor systems. The updated Leaflet was approved at the final meeting.

The Russian University of Transport (RUT/MIIT, OSJD affiliated enterprise) presented the material "Best performances in scientific and educational activities of RUT (MIIT)", which contained information on the uni-

versity's foundation and background, educational activities and scientific achievements.

The expert meeting participants noted the need to consider within the framework of Commission V the most important innovative areas (modern digital broadband railway radio communications based on various technologies, including 4G/LTE and 5G (digital radio communications), automation and robotisation of infrastructure maintenance using artificial intelligence technologies and digital modelling/digital twin tools, digital automatic coupling), development of a strategic plan for the Commission's work, intensification of interaction with leading international organisations on the most promising aspects of railway transport, increasing the frequency of expert meetings, etc. At the same time, the meeting participants noted the relevance of the use of broadband digital radio communications systems by the railways of the OSJD member countries for the implementation of, among other things, digital transformation, automation and informatisation services in railway transport.

The meeting considered the relevance of developing an innovative railway communication system based on 4G/5G technology, which will make it possible for the railway companies to:

- speed up the transportation of goods and passengers by reducing the downtime of trains for processing at marshalling yards and reducing intervals between trains, which will provide an additional noticeable release in the throughput and carrying capacity of railways;
- improve traffic safety and reduce operating costs;
- improve the quality of services for passengers and customers by creating additional digital services that provide for receiving information in real time mode;
- give a new impetus to the development of international freight and passenger traffic (including multi-modal).

The introduction of broadband digital radio communications will increase the competitiveness of railways against the



Consideration of the agenda items of the expert meeting on the subtopic "Comprehensive diagnostics of the railway track" (21-22.09.2023, OSJD Committee, using videoconferencing mode)

alternative modes of transport, and will also provide a significant synergistic effect by creating new jobs, increasing the level of well-being and welfare of the population in the Eurasian region, thus contributing to the achievement of the UN goals of sustainable development (SDG).

As part of the discussion of the subject **“Power supply and power traction devices”**, the leading duty holder – RZD OJSC presented an updated version of the Leaflet “Recommendations for the optimal parameters of AC switches for voltages from 6 to 35 kV for railway traction substations, transformer substations and linear devices of the railway traction power supply system”, which applies to AC switches for voltages from 6 to 35 kV for railway traction substations, transformer substations and linear devices of the railway traction power supply system and provides recommendations for their optimal parameters. The Leaflet was approved at the final meeting.



Expert meeting on the subtopic “Development of a set of issues related to rails, rail fastenings, continuous welded tracks, mechanisation of track works” (04-06.10.2023, OSJD Committee, in a hybrid format)

The subject **“Rolling stock for railways. Technical requirements as to its elements”** includes two subtopics: **“Locomotives”** and **“Wagons and Coaches”**. The meeting participants continued discussing the draft Leaflet “Recommendations for the development of technical regulations for determining the requirements for new passenger rolling stock (electric trains) without harmful emissions into the atmosphere (edition for European railways with a gauge of 1435 mm)”, developed by the leading duty holder – MAV-START Co., which defines the main requirements and operating conditions of the new passenger rolling stock (electric trains) for European railways with a gauge of 1435 mm. The material contains information on the basic requirements and operating conditions, the main technical data of the new passenger rolling stock. The leaflet was approved at the final meeting.

The leading duty holder – RZD OJSC has completed reviewing the with the Leaflet “Recommendations for the rational organisation of the use of locomotive diagnostics in the framework of their technical maintenance”, which notes that the existing methods for determining the frequency and volume of scheduled preventive repairs of locomotives need further improvement in the direction of more thorough accounting of the actual technical condition of the locomotive equipment. Thus, the task of technical maintenance and repair of locomotives has to include not only the restoration of failed units and assemblies, but also maximum prevention of failures. The Leaflet was approved by



Consideration of the agenda items of the expert meeting on the subtopic “Development of a set of issues related to rails, rail fastenings, continuous welded tracks, mechanisation of track works” (04-06.10.2023, OSJD Committee, in a hybrid format)

the final meeting.

A representative of the Azerbaijani Railways CJSC delivered a presentation entitled “Balajari locomotive depot”, in which the information was presented regarding the equipment used for profiling locomotive wheels, pressing and unpressing the wheelset, shunting operations with a locomotor, a device for charging and discharging the battery, as well as a system for supplying sand, a station for inspecting trailers and wheelset axles.

The Southwest Jiaotong University – an OSJD affiliated enterprise (PRC) presented a presentation entitled “Testing dynamic characteristics during continuous operation of high-speed electric trains”. The material contained information concerning the problems with dynamics during long-term operation, methods for studying dynamic characteristics, monitoring and managing the interaction of the wheel and rail.

Within the sub-topic “*Wagons and Coaches*”, the leading duty holder – RZD OJSC presented the material on the subject “Main directions for the development of diagnostic systems for rolling stock”, which contained information on the functional capabilities of diagnostic systems for rolling stock used in the operation of freight rolling stock to identify its pre-failure condition.

The experts discussed the proposals for the Leaflet “Freight wagons for the chassis with wheelsets replaceable between 1435-mm/1520-mm railway tracks”.

The representative of the RZD OJSC drew attention to the fact that a comprehensive revision of OSJD Leaflet O+R 515 is required, for which it is necessary to determine the relevance of mentioning references to UIC leaflets in the document, the need to apply this Leaflet on 1668-mm track gauge railways and reflecting the technical requirements for freight wagons to enable them to run on 1668-mm track gauge railways. In addition, it was noted that the text of Leaflet O+R 515 does not contain references to OSJD leaflets.

The representative of MAV-START Co. drew attention to the fact that in the EU member countries, the technical requirements for railway rolling stock are regulated by the pan-European TSI requirements, which are mandatory for all EU members. When creating or editing OSJD leaflets in international traffic as regards 1435-mm gauge sections of EU member countries, both for freight and passenger railway rolling stock, it is necessary to take into account the requirements of the relevant TSI regulations.

Based on the analysis of the OSJD Leaflets Catalogue, the RZD OJSC agreed to update the Leaflets “Unification of axle box housings”, “Unification of axle boxes and rolling bearings of freight wagons for 1520-mm track gauge” and “Solution for the unification of types and main dimensions of rolling bearings in the wagons running in international traffic” in 2024.

Due to the temporary suspension of works by the partner organisation – UIC, the works of experts on the subject “Migration of the joint OSJD/UIC leaflets into draft international railway solutions (IRS)” was not carried out. At meeting XXXVII of the Conference of General Directors, the updated Regulations of the Working group on “Migration of the joint OSJD/UIC leaflets into draft international railway solutions (IRS)” were approved.



During the expert meeting on the subtopic “Reinforced concrete sleepers, beams, turnout switches and their diagnostics” (10-12.10.2023, OSJD Committee, using videoconferencing mode)



Working staff of the OSJD Commission on Infrastructure and Rolling Stock

3.6. Coding and Information Technology

The work of the OSJD Permanent Working Group on Coding and Information Technology (PWG CI) was carried out in 2023 in accordance with the Work Plan and decisions of the Conference of General Directors (Authorised Representatives) of OSJD Railways.

In fulfilling its main task, PWG CI cooperated with the UNECE, UN/CEFACT and OSJD affiliated enterprises with the aim of further developing information support for freight railway traffic in Eurasian space.



Specialist of the
OSJD PWG CI
Mario Matta

Subject 1 “Coding and Information Technology”

Creation of the Database of railway service objects of the OSJD member countries (RSO DB)

A proposal on the draft requirements for the RSO DB was received for the meeting in March 2023 from the “KTZ NC” JSC. At the meeting in March 2023, the participants expressed their opinion on the advisability of creating a Leaflet that would contain provisions on the structure, regulations for maintaining and levels (roles) of access to the RSO DB.

At the meeting in October, comments and proposals were received from BC as to the “KTZ NC” JSC’s draft requirements.

At the final meeting in November 2023, PWG CI Specialist informed the participants about the positions of individual OSJD Commissions on the issue of creating a Database of railway service objects of the OSJD member countries (RSO DB). Meanwhile, “KTZ NC” JSC presented a draft Leaflet, which contained provisions on the structure, maintenance regulations and levels (roles) of access to the RSO DB.

Updating the OSJD/UIC Regulations on the administration of company codes

At the meeting in October 2022, the participants considered it advisable to carry out further works on this subject, if cooperation between OSJD, UIC and ERA organisations is resumed.

The participants in the final meeting in November 2023 took note of the information and agreed to include this subject into the draft Work Plan of the PWG CI for 2024, subject to the resumption of cooperation between the organisations.

Migration of joint OSJD leaflets: O 920, O 920-1, O 920-2, O 920-13, O 920-14 into international railway solutions (IRS)

In accordance with the official letter of UIC dated 4 May 2022, cooperation with OSJD was suspended, and further works on the revision of the joint OSJD/UIC leaflets into international railway decisions (IRS) was suspended subject to the resumption of cooperation between the organisations.

The participants in the final meeting in November 2023 took note of the information and agreed to include this subject into the draft Work Plan of the PWG CI for 2024, subject to the resumption of cooperation between the organisations.

Collaboration with UIC

In accordance with the official letter of UIC dated 4 May 2022, cooperation with OSJD was suspended, therefore the 75th meeting of the OSJD/UIC Joint Group “Coding and IT” did not take place in 2023.

UIC representatives did not take part in the expert meetings of the PWG CI on the subject “Coding and IT” in 2023, either.

Subject 2 “Paperless technology for the transportation of goods in international railway traffic”

Information support of freight transportation in international railway traffic (EDI) and transportation using electronic transportation documents (E-CONSIGNMENT NOTE)

The final meeting of the PWG CI in November 2023 stated the availability of information on EDI from 10 railways and agreed to publish the information in the draft “Report on the PWG CI work progress for 2022”.

Updating the OSJD leaflets:

- O+R 943 “Library of standard electronic messages for freight traffic in international traffic according to the SMGS rules in the UN/EDIFACT standard”,

- O+R 944 “List of classifiers and codes of data elements. Library of code lists for freight traffic on the terms of the SMGS Agreement”.

The leading duty holder from the RZD OJSC informed the participants of the PWG CI expert meetings in October 2023 about the changes and amendments to the draft leaflets O+R 943 and O+R 944.

The final meeting in November 2023 agreed on the draft OSJD leaflets and requested that the PWG CI specialist submit Leaflet O+R 943 (edition XVII) and Leaflet O+R 944 (edition XVI) for approval by CGD meeting XXXVIII.

Updating technical specifications of IFTMIN electronic messages

At the meeting in March 2023, the RZD OJSC presented its proposal to extend the technical specification of the IFTMIN electronic message for the CIM/SMGS consignment note and the additional railway memorandum bill/accompanying document.

In accordance with the decision of the PWG CI expert meeting (9-10 March 2023), the RZD OJSC completed the works in October 2023 which were aimed at updating the IFTMIN technical specifications, taking into account the comment received from BC on the need to supplement Leaflet O+R 943 with examples indicating the transmission in the IFTMIN electronic message of the cargo mass in kilograms, expressed as an integer with the clarification of grams after the decimal separator.

At the final meeting in November 2023, the leading duty holder – the RZD OJSC presented a consolidated draft of the technical specifications of the IFTMIN electronic messages. The final meeting agreed on these technical specifications.

Development of a draft concept for the application of XML or JSON formats using Web services to describe the structures of electronic documents and electronic messages

The RZD OJSC informed the participants in the meeting in March 2023 about the work progress in reviewing the obtained data set for SMGS and CIM/SMGS consignment notes using UN/CEFACT standards, in order to discuss the comments with UN/CEFACT experts and the participants in the OSJD PWG CI meeting.

The RZD OJSC, by letter No. ISH-1683/CI dated 28 April 2023, announced its readiness to take on the role of the leading duty holder for the development of technical specifications in cooperation with UN/CEFACT and UNECE experts.

The RZD OJSC informed the participants in the meeting in October 2023 about the work progress in developing a draft technical specification and diagram (graphical structure) of an electronic message with SMGS consignment note data in the XML format of the CEFACT standard. During the meeting, the PWG CI experts and UN/CEFACT specialists discussed open issues and agreed to continue those works towards creating an up-to-date MMT RDM data set with the aim of preparing by the PWG CI participants a technical specification for an electronic message with SMGS consignment note data in the XML format of the CEFACT standard.

At the final meeting in November 2023, the RZD OJSC proposed to start developing a draft of a new Leaflet regulating the application of technical specifications for electronic messages in XML or JSON formats based on the Reference Data Model for Multimodal Transportation MMT RDM UN/CEFACT, and put forward an initiative to take on the role of the leading duty holder.

The final meeting approved the results of the experts’ works and agreed to include these subjects into the draft Work Plan of the PWG CI for 2024.

Subject 3 “Conducting international financial accounting by using paperless technology”

Submission of proposals by railways interested in working on the subject on the organisation of financial accounting based on electronic documents, the COACSU electronic message, and other aspects of this subject

At the meeting in March 2023, Mario Apostolov, Regional



Final meeting of the PWG CI (14-16.11.2023, OSJD Committee, in a hybrid format)

Adviser, UNECE Economic Cooperation and Trade Division, and Sue Probert, Chairperson of UN/CEFACT, informed the meeting participants that a special group has been established in UN/CEFACT dealing with financial accounting. UN/CEFACT supports two UN/EDIFACT messages in this area: COACSU (Commercial account summary message) and CHACCO (Chart of accounts message), as well as a reference data model, including on financial accounting for trade.

The participants in the final meeting in November 2023 took note of the information and agreed to include the subject into the draft Work Plan of the PWG CI for 2024.



Secretary of the OSJD Committee Attila Kiss addressing the final meeting of the PWG CI (14.11.2023, OSJD Committee)

Subject 4 “Security of information resources and information and telecommunications infrastructure”

Development and generalisation of experience in ensuring, based on TTP technology, the legal significance of paperless document flow in the course of bilateral and multilateral cross-border transportation

At the September expert meeting, the leading duty holder – BC provided a working information material to the participants about the work progress in transferring the freight transportation in bilateral traffic onto electronic transport documents, as well as in the organisation of the implementation of multilateral interaction schemes.

The RZD OJSC representatives informed the meeting participants about the events held in 2022-2023 to ensure the organisation and support of new areas of cross-border electronic interaction based on legally significant electronic transport documents in the implementation of international freight transportation. The meeting participants approved the works carried out in this area and noted that the use of electronic shipping documents, the legal significance of which is ensured by electronic digital signature and TTP technologies, makes a significant contribution to improving the efficiency and acceleration of multilateral railway traffic, including within international transport corridors.

The meeting participants asked the leading duty holders – BC and RZD OJSC to continue their works in the field of analysis, consideration and development of technologies for the use of legally significant electronic shipping, transport and other documents in bilateral railway traffic, as well as within the framework of multilateral interaction schemes of railway carriers.

The final meeting in November 2023 approved the results of the experts’ work and agreed to include the subject into the draft Work Plan of the PWG CI for 2024.

Analysis and development of projects for the use of TTP technology to implement the task of using accompanying, customs and other technological documents in international traffic, ensuring cross-border interaction of government organisations and enterprises related to the implementation of international railway transportation

During the expert meeting in September 2023, the participants were presented with the information from the leading duty holder – BC, as well as from the RZD OJSC on the results of applying TTP technology to implement the task of using electronic accompanying, customs and other technological documents in international traffic, ensuring cross-border interaction of government organisations and enterprises related to the implementation of cross-border railway transportation in international traffic.

The participants in the November 2023 final meeting approved the main outcomes of the work on the use of accompanying, customs and other technological documents in international traffic and expressed confidence that the development of cross-border interaction of government organisations and enterprises, as well as the expansion of the list of electronic accompanying documents for international railway transportation will speed up their implementation and increase customer focus. The meeting participants asked BC and RZD OJSC to continue their work on analysing and developing projects for using the TTP technology to implement the task of using accompanying, customs and other technological documents in international traffic, ensuring cross-border interaction of government organisations and enterprises related to the implementation of international railway transportation.

The final meeting approved the results of the experts’ work and agreed to include the subject into the draft Work Plan of the PWG CI for 2024.

Updating OSJD Leaflet R 941-4 “Description of standard technical specifications for cross-border interaction of the ‘Open Key Infrastructures’ of railways of the OSJD member countries” in terms of taking into account new and clarifying practically implemented schemes of cross-border bilateral and multilateral information interaction

The September expert meeting took note of the information received from the RZD OJSC on the results of monitoring changes in practically implemented schemes of cross-border bilateral and multilateral information interaction.

During the reporting period, it was established that those changes do not go beyond the technologies presented in OSJD Leaflet R 941-4 “Description of standard technical specifications for cross-border interaction of the ‘Open Key Infrastructures’ of railways of the OSJD member countries”, due to which it was not updated.

It was recognised as appropriate to continue further monitoring of the emergence of new and clarification of practically implemented cross-border information interaction schemes in order to update OSJD Leaflet R 941-4 in terms of including new information interaction schemes into it if they are approved by the railway administrations of the OSJD member countries.

The final meeting in November 2023 agreed to include the works on updating this Leaflet into the draft Work Plan of the PWG CI for 2024.

Operation and administration of the Specifications Bank Portal for cross-border interaction schemes, including support for the English version. Updating the technological and software solutions contained on the Portal in the event that new cross-border interaction schemes are put into permanent operation, as well as posting regulatory and administrative documents that have entered into force and technical information (standards, specifications) related to electronic signature technology and TTP

The RZD OJSC representative informed the participants in the PWG CI expert meeting about the works carried out in 2022-2023 to support the Specifications Bank Portal for cross-border interaction schemes, including its English version.

The final meeting in November 2023 approved the results of the experts’ work and agreed to include the subject into the PWG CI Work Plan for 2024.

Monitoring and analysis of projects in the field of cross-border electronic interaction, ongoing in the European Union and the countries of the Asia-Pacific region. Preparation of recommendations for taking into account new regulatory and technical documents in the course of cross-border transportation based on electronic signature technology and TTP, including their posting on the Portal of the specification bank for cross-border interaction schemes

During the expert meeting in September 2023, the lead duty holder, RZD OJSC, presented to the PWG CI experts a report on monitoring and analysis of cross-border electronic interaction projects carried out in the European Union and the Asia-Pacific region.

A change was noted in the Federal Law of the Russian Federation “On Electronic Signature”, allowing the use of foreign electronic signatures in legal relations between the participants in electronic interaction based on an agreement between such participants and recognising them as valid subject to confirmation by an accredited Trusted Third Party (TTP), or an accredited certification centre, or other persons authorised by the parties to the mentioned agreement, of the compliance of electronic signatures with the requirements of the mentioned agreement. The entry into force of the specified legislative provision simplifies the organisation of cross-border legally significant electronic document flow of Russian organisations (except for state bodies, local governments and the Central Bank of the Russian Federation) with foreign partners. The information has been provided regarding the activities of the EAEU (EEC) to build a cross-border trust space within the



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framework of the activities of the Commission for the Creation and Development of a Cross-Border Trust Space, in particular, on the development of a programme for the trial operation of the TTP service and readiness to implement it during 2023. Within the framework of transport projects in the countries of the Asia-Pacific region, active development of numerous transport corridors linking the Asian region, primarily China, with European countries was noted.

In terms of the implementation of new information technologies, the following projects were considered:

- the use of smart contracts by the RZD OJSC and FESCO Integrated Transport LLC when dispatching container trains from Vladivostok to Moscow;
- electronic registration of multimodal transportation (pilot project of RZD OJSC, FESCO, and the Digital Transport and Logistics Association for electronic registration of multimodal transportation in the State Information System of Electronic Transportation Documents (ETD SIS)).

The PWG CI expert meeting approved the works carried out by the RZD OJSC and asked the leading duty holder to continue monitoring and analysing the projects in the field of cross-border interaction, including for the purpose of a comprehensive analysis of the projects being implemented to assess the prospects for using new technologies in the interests of the railway industry.

The final meeting in November 2023 approved the results of the experts' work and agreed to include the subject into the Work Plan of the PWG CI for 2024.

Updating OSJD Leaflets O+R 941 "Security of common information resources and information and telecommunications infrastructure" and R 941-2 "Organisational and legal measures to ensure information security in railway transport", taking into account the practice and experience gained in the application of the technology of paired TTPs in in international cross-border railway traffic

During the expert meeting in September 2023, the leading duty holder – BC informed the participants that Leaflets O+R 941 "Security of common information resources and information and telecommunications infrastructure" and R 941-2 "Organisational and legal measures to ensure information security in railway transport" were not updated due to the lack of need.

The final meeting in November 2023 approved the results of the experts' work and agreed to include the subject into the Work Plan of the PWG CI for 2024.

Study and analysis of new information technologies to create a trusted space for electronic interaction in railway transport, including in terms of cross-border validation using TTP technology

During an expert meeting in September 2023, the leading duty holder, RZD OJSC, presented information on the development of the latest information technologies aimed at creating a trusted space for interaction between the participants in electronic interaction. The information received makes it possible to conclude that the use of TTP is currently the only proven technology enshrined in the regulatory documents of the Eurasian Economic Union (Eurasian Economic Commission), the European Union and in the national legislation of the countries participating in the electronic interaction process. In addition, the interacting parties (BC, "KTZ NC" JSC, LDZ, LTG, UBZD JSC, RZD OJSC, EVR) signed organisational and technological agreements determining the procedure for TTP interaction, the use of various cryptographic algorithms, as well as the procedure for recognising electronic signatures created in various legal fields of the electronic interaction participants. Currently, a number of interstate electronic interaction projects are being developed, in which issues of recognising the legal force of electronic documents are resolved using the TTP of the interacting parties.



PWG CI expert meeting on the subjects "Coding and IT" and "OSJD Website" (06-07.03.2023, OSJD Committee, in a hybrid format)

The TTP service of the integrated information system of the Eurasian Economic Union has been put into trial operation within the framework of the implementation of the Concept of using services and legally binding electronic documents in interstate information interaction, approved by the Decision of the Council of the Eurasian Economic Commission of 18 September 2014 No. 73, and the Strategy for the development of a cross-border trust space, approved by the Decision of the Board of the Eurasian Economic Commission of 27 September 2016 No. 105.



PWG CI expert meeting on the subjects "Coding and IT" and "OSJD Website" (06-07.03.2023, OSJD Committee, in a hybrid format)

Thus, at present, there is no information on new cross-border validation technologies that differ from the validation technology using TTP, and there is no high-level analysis of the issue of where and when already implemented technologies (blockchain, distributed registry, etc.) have an advantage over the traditional ones.

The final meeting in November 2023 approved the proposal of the Ukrainian Railways JSC to develop other methods for transmitting legally significant electronic documents in cross-border traffic.

The Ukrainian Railways JSC will submit proposals on this issue to the PWG CI specialist for subsequent consideration at the next meeting of PWG CI experts (September 2024).

The PWG CI final meeting approved the results of the experts' work and agreed to include the subject into the draft PWG CI Work Plan for 2024.

Topic 5 "Information support for freight and passenger traffic. Technical Specifications for Interoperability (TAF TSI and TAP TSI)"

Based on the official letter of the UIC dated 4 May 2022, cooperation with the OSJD was suspended, and the Workshop on the implementation of technical specifications for interoperability in freight and passenger international railway traffic (TAF TSI and TAP TSI) did not take place in 2023.

Topic 6 "OSJD Website"

Further improvement of the OSJD Website

At the expert meetings in March and October 2023, the PWG CI specialist informed the participants about the progress of work in administrating the OSJD Website and presented a report prepared by the In-Ex LLC – the OSJD Website administrating company on the works carried out for maintaining and technical support of the OSJD Website for January-September 2023.

The participants in the final meeting in November 2023 took note of the information and agreed to include this subject into the draft PWG CI Work Plan for 2024.

3.7. Financial and Accounting Issues

In 2023 the activities of the OSJD Permanent Working Group on Finance and Accounting (PWGF) were aimed at implementing the decisions of the Conference of General Directors (Authorised Representatives) of OSJD Railways and Work Plan of the PWGF for 2023.

In 2023, two meetings of the Parties to the Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic (hereinafter referred to as the Agreement on the Rules for Accounting and the Rules for Accounting) and two meetings of the PWGF Expert Group in videoconferencing mode were held.

The main focus of the PWGF activities was placed on the work aimed at reducing and repaying debts between the railways of the OSJD member countries.

In accordance with the Rules for Accounting, during the reporting period, the PWGF meetings considered the issues of mutual accounting and the status of debts between the Parties to the Agreement on the Rules for Accounting with the formation of consolidated final information report on the debts as of 31 January 2023 and 31 July 2023.

In 2023, the PWGF continued to work on improving the technology and reducing the time frame for accounting for transportation in international railway traffic.

During the year, at the meetings of expert and of the Parties to the Agreement on the Rules for Accounting, amendments and additions to the current Rules for Accounting were agreed upon and put into effect on 15 February and 15 June 2023.

In 2023, works were carried out to amend paragraphs 2.2.2, 2.2.3 and 2.2.4 of the Rules for Accounting to bring them in line with the current versions of Article 15 of the SMPS Agreement and of Article 28 of the SI to the SMPS.

In 2023, the PWGF carried out significant works on the issue of reducing the time frame for drafting and sending accounting documentation. At the same time, the procedure for coordinating decisions unanimously adopted at the meetings is significantly complicated by the position of the Parties to the Agreement on the Rules for Accounting that do not participate in PWGF meetings, particularly for a long time.

Over the past several years, the Parties to the Agreement on the Rules for Accounting that have not been participating in PWGF meetings do not coordinate have not been coordinating decisions adopted at meetings without justifying the reasons. The current situation does not provide for timely amendments to the procedure for drawing up accounting documents, reducing the timeframes for their submission, and for the OSJD Permanent Working Group on Finance and Accounting to fulfill the tasks set by the Conferences of General Directors (Authorised Representatives) of OSJD Railways in terms of reducing the accounting periods. At present, this issue is of great economic importance, since reducing the timeframes for drawing up and sending accounting documents leads to a reduction in the timeframes for paying the corresponding obligations for the works performed and services rendered by the Parties to the Agreement on the Rules for Accounting.

Despite the difficulties that arise in making unanimous decisions, the works to reduce the timeframes for drawing up and sending settlement documents is continued in 2024.

The current versions of the texts of the Agreement on the Rules for Accounting and the Rules for Accounting with appendices as of 15 February and 15 June 2023 were posted on the OSJD Website.

Changes to the OSJD Information Directory on Mutual Accounting in International Passenger and Freight Railway Traffic, which include up-to-date data on the legal addresses of accounting organisations provided by the Parties

to the Agreement on the Rules for Accounting, and other necessary information are entered into the document immediately after the information is received by the OSJD Committee and are promptly posted on the OSJD Website.

In 2023, the UIC temporarily suspended cooperation with the PWGF and did not hold a joint OSJD/UIC workshop on financial and accounting issues.

In the reporting period, the Commission for the Settlement of Mutual Accounting between the Parties to the Agreement on the Rules for Accounting (CSMA) was not convened, since no applications were received from the Parties to the Agreement.



Specialist of the OSJD PWGF
Kunka Kirkova



Meeting of the authorised representatives of the Parties to the Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic (28.02.-03.03.2023, OSJD Committee, in videoconferencing mode)

3.8. Issues of Vocational Education/Training in the Field of Railway Transport

The OSJD Ad Hoc Working Group on the issues of vocational education/training in the field of railway transport (hereinafter referred to as the AWG) was established in accordance with the decision of session XLIII of the Ministerial Conference of the Organisation for Co-Operation between Railways (OSJD) (2-5 June 2015, Ulan-Bator, Mongolia).

Members of the AWG are as follows: Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan, Ministry of Transport of the Russian Federation, Georgian Railway JSC (GR), "Kazakhstan Temir Zholy National Company" JSC (KZH), Korea Railroad Corporation (KORAIL), Railway of Moldova State Enterprise (CFM), Russian Railways OJSC (RZD OJSC), Uzbekiston Temir Yullari JSC (UTI), "Ukrainian Railways" JSC (UZ), Beijing Jiaotong University (BJTU), Russian University of Transport (RUT (MIIT)), CTM LLC, "PLASKE" JSC; as observers (concerned Parties) – Azerbaijani Railways CJSC (AZD CJSC), Hungarian State Railways Co. (MAV Co.), Rohi Ohani Tojikiston State Unitary Enterprise (TDZ), TransContainer PJSC.

The Chairman of the AWG is a representative of the Ukrainian Party – Tamara Krivorot, Deputy Director of the branch "Center for Personnel Professional Development" of the Ukrainian Railways JSC, since the beginning of 2024, and in the period 2020-2024 – Doctor of Technical Sciences, Professor Sergey Myamlin; Deputy Chairman of the AWG is a representative of the Russian University of Transport (RUT (MIIT)) – an OSJD affiliated enterprise – Evgeny Zarechkin. The confirmation of the Ukrainian party on the chairmanship in the AWG and the candidacy of the Chairman of the Ad Hoc Working Group was submitted by the Ministry for Development of Communities, Territories and Infrastructure of Ukraine in accordance with paragraph 1 of Article IV of the "Regulations of the OSJD Ad Hoc Working Group on the issues of vocational education/training in the field of railway transport".

During the specified period, three AWG meetings were held by using the videoconferencing mode: AWG Meeting XXV (11-13 July 2023, OSJD Committee, Warsaw); AWG Meeting XXVI (20-22 November 2023, OSJD Committee, Warsaw) and AWG Meeting XXVII (12-14 March 2024, OSJD Committee, Warsaw). Based on the results of the AWG meetings, the relevant protocol decisions were adopted and agreed upon by all authorised participants.

The AWG carried out its works for the development of draft documents related to the functioning of the OSJD Academy, aimed at organising and providing methodological support for professional training and education on the application of OSJD regulatory legal documents governing the implementation of international railway traffic.

1. Pilot projects on professional education/training in the field of railway transport

The AWG members were engaged in conducting pilot projects in the field of personnel training and education.

A member of the AWG – "Kazakhstan Temir Zholy National Company" JSC ("KTZ NC" JSC – KZH) conducted a modular programme for the development of on-the-job training masters/instructors, a modular training programme "First Line" for chief engineers of the "KTZ NC" JSC in the field of corporate training of working personnel of the "KTZ NC" JSC.

The "KTZ NC" JSC plans to invite concerned members of the AWG to participate as experts in similar modular programmes for the development of leading occupations.

The members of the AWG considered it appropriate to designate the above-mentioned programme of the "KTZ NC" JSC with the status of a stand-ard OSJD programme.

2. Exchange of best practices in the field of professional education/training

A member of the AWG – PLASKE JSC continued to conduct a systematic marathon, which included 10 webinars on current topics on the organisation of transportation of dangerous goods, insurance and securing of goods, customs clearance, accounting procedures, financing of transactions and the application of INCOTERMS 2020 rules. In the first half of 2023, 148 students successfully completed training



Consideration of the report on the progress of work of the AWG on the issues of vocational education/training in the field of railway transport, at CGD meeting XXXVII (19.04.2023, Warsaw)

in modules of railway transport, multimodal transportation and, upon completion of the courses, received diplomas in traditional FIATA programmes. On 22-23 May 2023, the traditional Odessa fourteenth international training workshop was held in Baku. The participants in the workshop exchanged experiences on the subject “Transport documents and data involved in the exchange between modes of transport and jurisdictions”. The discussion was focused on the digital transformation of data contained in railway consignment notes and shipping documents used in railway-ferry traffic within the SMGS framework, and the prospects for applying UN/CEFACT standards to facilitate trade, transport and business electronic transactions based on the Multimodal Transport Reference Data Model.

As part of this workshop, representatives of the railways of the OSJD member countries from Azerbaijan, Georgia, Kazakhstan, Ukraine, as well as Türkiye, signed a Memorandum of Understanding between operators willing to use SMGS and CIM/SMGS electronic consignment notes when organising pilot projects along the agreed routes. The representatives from Kyrgyzstan, Moldova, Tajikistan and Uzbekistan also took part in the discussion of the issues covered by the Memorandum. The next fifteenth workshop was scheduled in a hybrid mode for 11-12 June 2024 in Aktau (Kazakhstan).

The members of the AWG continued to exchange best practices in the field of professional training and education aimed at acquiring new professional knowledge, skills and abilities, maintaining professional communication, using advanced information technologies, etc. in order to improve the quality of work of the personnel in the railway companies of the OSJD member countries.

3. Administration of the OSJD information Internet source

In accordance with the Regulation on the Internet information source of the Organisation for Co-Operation between Railways (OSJD) in the field of vocational education and training in the sphere of railway transport and the Regulation on the work of the editorial board of the Internet information source of the Organisation for Co-Operation between Railways (OSJD) in the field of vocational education and training in the field of railway transport approved by the decision of session L of the OSJD Ministerial Conference (13-16 June 2023, Busan, Republic of Korea) with entry into force on 1 August 2023, the AWG members agreed to fill the content of the OSJD information source in the field of vocational education and training (hereinafter referred to as the OSJD Internet information source) with the following information:

- approved OSJD documents related to the functioning of the OSJD Academy;
- pilot training projects;
- best practices in the field of professional education and training;
- current version of the “OSJD Glossary” on the issues of education and training of personnel in the field of railway transport;
- historical background and composition of the AWG.

The AWG member – PLASKE JSC, which is the leading duty holder for the development and administration of the OSJD information Internet source, taking into account the information provided by the members of the AWG (Ministry of Transport of the Republic of Kazakhstan, Russian University of Transport), carried out corresponding works to fill and update the OSJD information Internet source.

The Web-portal, located at <http://osjd.plaske.com>, is currently structured into sections with the following OSJD materials and information posted:

- Statute of the Organisation for Co-Operation between Railways, taking into account the adopted changes and amendments (as of 1 November 2021);
- Regulations of the OSJD Committee, taking into account the adopted



XXV meeting of the OSJD AWG on the issues of vocational education/training in the field of railway transport (11-13.07.2023, OSJD Committee, in videoconferencing mode)

- amendments and additions (as of 1 November 2021);
- Regulations of the OSJD Ad Hoc Working Group on the issues of vocational education/training in the field of railway transport (III edition), taking into account the adopted amendments and additions (as of 1 November 2021);
 - Regulations on the Academy of the Organisation for Co-Operation between Railways;
 - Procedure for administrating registers of documents of the Organisation for Co-Operation between Railways (OSJD) in the field of vocational training and education;
 - current version of the "OSJD Glossary" on the issues of education and training of personnel in the field of railway transport;
 - historical background and composition of the AWG;
 - pilot training projects;
 - best practices in the field of professional education and training.

4. Documents prepared by the AWG

At session L of the OSJD Ministerial Conference (13-16 June 2023, Republic of Korea, Busan) the documents prepared by the AWG were not agreed, In this connection the AWG participants decided to submit for approval by the OSJD governing bodies the draft Qualification Requirements for candidates for the post of director of the OSJD Academy (leading duty holder – RZD OJSC) and the Qualification Requirements for candidates for the post of deputy director of the OSJD Academy (leading duty holder – RZD OJSC). A member of the AWG – Ukrainian Railways JSC re-submitted a draft standard agreement on granting the right to use the OSJD-approved curriculum between the OSJD Academy and the owner of the curriculum. The AWG members decided to continue working on this project in 2024.

At the initiative of the Chairman of the OSJD Committee, a proposal was sent to the members of the AWG to revise the main approaches and principles of the OSJD Academy, as well as the interaction of the OSJD Academy and the OSJD Committee, namely: the creation of an OSJD working body on professional education/training (OSJD Commission or OSJD PWG (note: the creation of the PWG was proposed to the AWG in 2018)), the financing mechanism for the OSJD Academy, the management of the OSJD Academy (is to be an employee of the OSJD Committee), the networking nature of the OSJD Academy.

In the event that the Chairman of the OSJD Committee submits specific proposals to amend the approved OSJD documents related to the functioning of the OSJD Academy, the AWG will consider them in 2024.

The AWG has prepared:

- draft Report of the AWG on the issues of vocational education/training in the field of railway transport (July 2023 – March 2024);
- Work plan of the AWG on vocational on the issues of vocational education/training in the field of railway transport for 2024, approved at the joint meeting of the Plenipotentiary Representatives of the Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways (5-8 December 2023, OSJD Committee, Warsaw, in videoconferencing mode);
- draft Work Programme of the AWG for 2025 and subsequent years, submitted for coordination and approval by the OSJD governing bodies;
- draft decisions of the OSJD governing bodies on vocational education/training in the field of railway transport.

4.

Administrative and Publishing Activities of the OSJD Committee



4.1. Publishing Activities

In 2023, the OSJD Bulletin journal was continued to be published in accordance with the schedule in three languages – Russian, Chinese and English. The total number of copies amounted to 2800 copies of each issue in all three languages. The practice of sending electronic versions of the journal to addressees was also expanded.

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

It is worth mentioning that the concern and interest of the OSJD participants and cooperating partners in publishing articles and other information materials in the OSJD Bulletin journal and on the OSJD Website has been growing with every passing year, together with the volume of the information and data concerning the OSJD events and the Organisation's activities.

In 2023, the OSJD Bulletin was dispatched to all the ministries of transport and railways of the OSJD member countries, OSJD observers and affiliated enterprises, international organisations and individuals by subscription, as well as, by free exchange, to the publishing agencies specialised in railway transport of the countries of the Eurasian space and beyond.

In November 2023, within the framework of the VII International Competition of Publications in the Direction of "TRANSPORT-2023", organised by the Federal State Budgetary Institution of Additional Professional Education "UMC ZDT", OSJD was awarded the Certificate of Honour for publishing the OSJD Bulletin magazine in three languages in the nomination "Best Periodical Publication".

In addition to the meetings and sessions held within the framework of the OSJD work plan, the OSJD Bulletin and other printed materials were also distributed during various international transport events in the field of transport, held in person and in hybrid formats as follows: the 6th meeting of the TRACECA IGC (10 February, Tbilisi, Georgia), the UNESCAP High-Level Regional Conference on Accelerating the Digital Transformation of Railway Transport in Asia and the Pacific (5-6 April, New Delhi, India), the International Conference of CCTT, RUT (MIIT) and the Association of Transport Universities "Innovations for sustainable transport development. Logistics as a science and a field of professional activities" (11 April, Moscow, Russia), ITF Summit 2023 "Transport for Sustainable Economy" (24-26 May, Leipzig, Germany), the 1st International Caspian Forum "Transport and Logistics" and the 20th Anniversary Caspian International Transport, Transit and Logistics Exhibition – "TransLogistica Caspian 2023" (1-2 June, Baku, Azerbaijan), International Rail Business



Opening panel discussion "Railway industry in the era of change. Conditions for achieving technological independence"
(24.08.2023, St. Petersburg)

Days Exhibition (5-7 June, Ostrava, Czech Republic), XI International Railway Salon of the 1520 Space "PRO//Motion.Expo" (24-25 August, St. Petersburg, Russia), Forum on Multimodal Transportation and Logistics (13-14 September, Istanbul, Türkiye), the 15th International Railway Exhibition "TRAKO" (19-22 September, Gdansk, Poland), festive events on the occasion of the Czech Railways Day (23 September, Bohumin, Czech Republic), the 12th International Exhibition "ElectroTrans-2023" (27-29 September, Moscow, Russia), the 32nd CCTT Plenary Session (17-18 October, Moscow, Russia), the IV Tbilisi Silk Road Forum (26-27 October, Tbilisi, Georgia), Forum "Transport Week Mongolia 2023" (6-8 November, Ulan-Bator, Mongolia), the 10th Anniversary Exhibition "Trans-Logistica Poland" (7-9 November, Warsaw, Poland), exhibition "Transport Week" (15-17 November, Moscow, Russia), EEC-CCTT Joint Round Table "Development of Logistics Infrastructure and Services in the Eurasian Transport Corridors" (6 December, Moscow, in a hybrid format), the IV Railway Congress (15 December, Moscow, Russia) and other.



Welcoming address by Deputy Chairman of the OSJD Committee Sui Ruizheng (24.08.2023, St. Petersburg)

In connection with the transition to a work face-to-face format of the OSJD working bodies and as a result of the increased number of international events in a face-to-face format with the participation of the representatives of the OSJD Committee, the need for printed materials published by the OSJD Committee has also grown. Cooperation in information exchange with the following publishing houses and scientific publishing organisations from OSJD member and observer countries was underway: Zheleznodorozhnik Belorussii (Belarus), International Railway Journal and Railway Gazette International (Great Britain), Eisenbahningenieur, LOK Report, Signal & DRAHT, Zeitschrift für Eisenbahnwesen und Verkehrstechnik, Bahnfachverlag and Deine Bahn (Germany), Trans-Express-Kazakhstan (Kazakhstan), World Railway Magazine (China), Gudok, RZD-Partner, Eurasia-Vesti, Railways of the World, World of Transport, Innovations of Transport, Transport Technician: Education and Practice (Educational and Methodological Centre for Railway Transport – UMC ZDT) (Russia), Routes and Roads (France), Organising Committee of the Golden Chariot International Award (Russia), Kurier Kolejowy, Raport Kolejowy, Organising Committee of the International Railway Exhibition "TRAKO" (AmberExpo, Poland), Magistral (Ukraine), Organising Committee of the International Transport Exhibition IT-Trans (Karlsruhe, Germany), Zeleznicar Weekly (Czech Republic) and other.

In addition to publishing the OSJD Bulletin, the following works were carried out:

- mobile stands about OSJD were prepared and issued ("OSJD Railway Transport Corridors", "Organisation for Co-Operation between Railways", "OSJD History");
- the "Report on OSJD Activities for 2022" was prepared for posting on the OSJD Website and published in print in Russian, Chinese and English languages;
- the OSJD Information Guide was published (twice a year) in Russian, Chinese, English and German, with its electronic version being kept up to date on the OSJD Website;
- the "OSJD Bulletin of Statistical Data on Railway Transport for 2022" was prepared in cooperation with the working staff of the OSJD Commission on Transport Policy and Development Strategy and was published in four languages – Russian, Chinese, English and German;
- Work Schedule of the OSJD Events for the next year was prepared and posted on the OSJD Website and published typographically in three languages – Russian, Chinese and English;



In 2023, within the framework of the VII International Competition of Publications in the direction of "TRANSPORT-2023", OSJD was awarded the Certificate of Honour in the nomination "Best Periodical Publication" for publishing the journal "OSJD Bulletin" in three languages



Solemn events dedicated to the National Day of the Czech Railways, at the Bohumin railway depot (23.09.2023)



Exhibition of rolling stock in the outdoor area of the International Railway Fair "TRAKO-2023" (19-22.09.2023, Gdańsk, Poland)



The OSJD Committee delegation took part in the International railway exhibition Rail Business Days, which took place from 5 till 7 June 2023 in Ostrava (Czech Republic)

- jointly with the working staff of the OSJD Commission on Transport Policy and Development Strategy, the preparation of the collection "Improving the Efficiency of Border (Transfer) Stations in International Railway Traffic in the Eurasian Space" continued;
- administration of the OSJD Website in Russian, Chinese and English was continued.

In the first half of 2023, joint works with the UIC Terminology Group was continued (3 meetings were held in videoconferencing mode: in April, May and June), which was subsequently suspended due to the structural and staffing changes in the UIC and the abolition of the Terminology Group. The issue of further works in this area was subject to further consideration by the UIC, the results of which was to be sent to the OSJD Committee.



During the conference "Innovations for sustainable transport development. Logistics as a science and sphere of professional activities" (11.04.2023, CCTT Secretariat, Moscow, in a hybrid format)

The representatives of the editorial board, within the framework of cooperation with the UIC, take part in the works of this group, which develops glossaries on railway subjects in order to generalise and standardise the terminology and definitions used in translations into working languages in international cooperation activities in various areas of railway transport.

4.2. Financial Activities

The financial activities of the OSJD Committee in 2022 were carried out on the basis of the Budget adopted by the OSJD Ministerial Conference, as well as in accordance with the “Procedure for planning, accounting and income reporting and expenses of the OSJD Committee Budget”.



Consideration of the OSJD Committee Budget during the L anniversary session of the OSJD Ministerial Conference (13-16.06.2023, Busan, Republic of Korea)

5.

Participation of Observers and Affiliated Enterprises in OSJD Activities



5.1. Cooperation with Observers

As of the end of 2022, 5 companies had the status of OSJD observers, namely: German Railway JSC (DB AG), Organisation of Hellenic Railways (OEC), National Society of French Railways (SNCF), Serbian Railways JSC and Federal Passenger Company JSC (FPC).

OSJD and observers maintain close contacts. One of the most important areas of the OSJD activities is aimed at strengthening and further developing cooperation with the existing observers and attracting new members to the Organisation, through popularisation and expansion of the scope of application of the OSJD fundamental documents.

OSJD observers participated in the work of the Organisation on various subjects. This mainly concerned the issues of improving SMGS and SI to SMGS, the practice of crossing borders by rail, creating a Catalogue of freight stations of the OSJD railways, organising container transportation in international traffic, improving the work of border stations, coordinating timetables and coach sequence indicators in passenger trains, organising the sale of travel documents in the context of the new sales technologies development, paperless technology for the transportation of goods in international railway traffic, developing OSJD Technical Regulations, as well as tariff and commercial issues.



ICE 4 high-speed electric trains undergoing scheduled maintenance at the new centre in Cottbus (photo: DB AG)

5.2. Cooperation with Affiliated Enterprises

The form of participation in the OSJD activities of the companies as an OSJD affiliated enterprise demonstrates the business nature of the Organisation, open to cooperation with enterprises from any country, with various profiles of activities, regardless of the form of ownership or type of enterprise. One of the main criteria for the possibility of cooperation as an OSJD affiliated enterprise is a statement showing interest in this received from the enterprise. The Ministerial Conference at its session XL decided to grant access to the OSJD affiliated enterprises to participate in the work of the OSJD working bodies not only at the level of CGD, but also at the level of the Ministerial Conference.



Representatives of OSJD affiliated enterprises at meeting XXXVII of the Conference of General Directors (Authorised Representatives) of OSJD Railways

Previously, the OSJD affiliated enterprises were mainly suppliers of railways in the field of transport construction and services, as well as the production of various equipment and rolling stock. In recent years, the share of a number of enterprises that are licensed carriers, rolling stock operators or freight forwarders has become noticeable. In this regard, affiliated enterprises are increasingly involved in the work in the field of freight and passenger traffic and seek to participate in the consideration of issues of transport law.

Some national railway companies participate in cooperation with OSJD as an OSJD affiliated enterprise due to the lack of unanimous support for their country to join the OSJD. OSJD affiliated enterprises not only participated in the work and meetings of OSJD working bodies, but in some cases they themselves were the organisers of such events. Representatives of affiliated enterprises regularly participate in the meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways. As a result of cooperation with OSJD affiliated enterprises in 2023, in particular, the following occurred.

The OSJD Ad Hoc Working Group on the issues of vocational education/training in the field of railway transport (hereinafter referred to as the AWG), which was established in 2015, is attended by 2 members of the OSJD Ministerial Conference, eight OSJD railways and five OSJD affiliated enterprises. The Deputy Chairman of the AWG is a representative of the Russian University of Transport (RUT (MIIT)), which is an OSJD affiliated enterprise. Three AWG meetings were held during 2023.

The number of affiliated enterprises that have a valid Cooperation Agreement with OSJD varies from year to year. By the end of 2022, the number of affiliated enterprises amounted to 34 (as of 1 July 2024 their number is 36).



6.

Cooperation with International Organisations



6.1. Cooperation with the United Nations Economic Commission for Europe (UNECE)

In 2023, OSJD interacted with the United Nations Economic Commission for Europe (UNECE) within the competence of a number of Working Parties of the Inland Transport Committee of the Economic Commission for Europe (UNECE ITC).



UNECE

The members of the OSJD Committee continued their participation in the activities of the following Working Parties:

- on railway transport (SC.2);
- on transport trends and economics (WP.5);
- on transport statistics (WP.6);
- on the transport of dangerous goods (WP.15);
- on intermodal transport (WP.24);
- on customs issues related to transport (WP.30).

At the sessions of the Working Parties, representatives considered the following issues of interest to the OSJD member countries:

- development of international transport, including measures to facilitate border crossing;
- application of the unified CIM/SMGS consignment note;
- harmonisation of the operating regulations of various railway transport systems;
- harmonisation of RID (RID) and SMGS legal documents related to the carriage of dangerous goods;
- updating and developing rules for the practical application of the UN Convention relating to customs procedures for the international carriage of goods by rail, as well as facilitating the carriage of passengers and luggage across borders, international railway transit;
- development of cooperation within the framework of the Trans-European Railway Network project;
- identification of technical and operational parameters necessary to define the concept of "railway junction for international passenger traffic", etc.



Chairman of the OSJD Committee Miroslaw Antonowicz delivering his presentation (21.02.2023, Palais des Nations, Geneva)

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

At the invitation of UNESCAP, OSJD took part in the regional high-level Conference on Accelerating the Digital Transformation of Railways in Asia and the Pacific, which was held from 5 to 6 April 2023 in New Delhi (India). This Conference was held by UNESCAP jointly with the Indian Railways.



The OSJD Committee Chairman delivered a report during the first session. In his speech, he focused on the main areas of OSJD activities, the role that the Organisation plays in the development and expansion of international railway transport, primarily in the Trans-Asian space. In addition, the Conference participants were informed about the development of multimodal and intermodal transportation, taking into account the increasing containerisation of transportation, simplification of border crossing procedures and interaction with regulatory authorities, the possible application of the SMGS railway consignment note when transporting consignments along several railway sections of the route connected by sea-water sections, attaching to the SMGS railway consignment note the function of a document of title, digitalisation of railway freight transportation, etc.

Within the framework of the joint OSJD-UNESCAP session, the Conference participants were informed about the work carried out by the OSJD Permanent Working Group on Coding and Information Technology on the implementation of paperless technology for the transportation of goods in international rail traffic, the security of information resources and information and telecommunications infrastructure, the development and updating of mandatory and recommendatory OSJD leaflets, on the basis of which the paperless technology for the transportation of goods in international railway traffic is implemented. Information was also provided on the standards and formats of messages in the legal fields of SMGS and CIM with practical examples, the development of the legal significance of paperless document flow in the course of bilateral and multilateral cross-border transportation based on the TTP technology, etc.

Following the outcomes of the Conference, the UNESCAP Secretariat presented a draft regional strategy to accelerate the digital transformation of railway transport in the Asia-Pacific region. The key components of the presented draft strategy included its vision, results, goals, priority areas, interdisciplinary issues, as well as implementation and monitoring, which will be further developed.

The proposed vision of the strategy is to improve the sustainability of transport to support the achievement of the 2030 Agenda for Sustainable Development, increasing freight and passenger transport by rail, reducing greenhouse gas emissions from transport to address climate protection issues.

The objectives include: providing coherence and momentum for ongoing railway digitalisation initiatives; developing an ecosystem to harness the full potential of railway digitalisation; improving the operational performance, capacity,

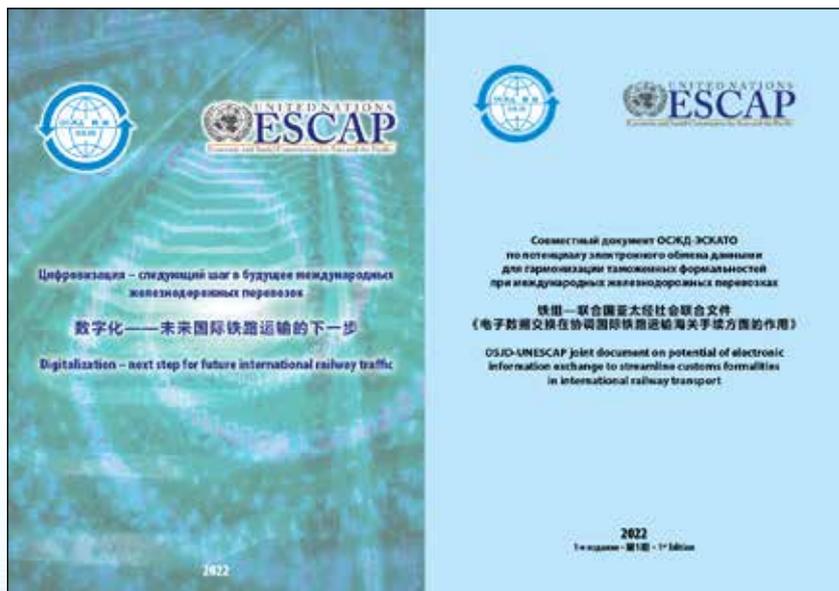


Chairman of the OSJD Committee Miroslaw Antonowicz delivering his presentation during the UNESCAP high-level regional conference on accelerating the digital transformation of railways in Asia and the Pacific (05.04.2023, New Delhi, India)

reliability, safety and security of railway assets; enhancing the customer experience, including ease of doing business; creating synergies through partnerships for railway digitalisation; ensuring high-level political support for railway digitalisation. Eight priority areas for railway digitalisation have been identified, along with opportunities for regional cooperation in these areas.

At the invitation of the UNESCAP Secretariat, OSJD took part in the Workshop on Digital Transformation of Railway and Multimodal Transport in North and Central Asia, held on 25 and 26 April 2023 at the UN Office in Kazakhstan in Almaty.

At the invitation of the UNESCAP Secretariat, OSJD took part in the Expert Meeting on Dry Ports and Multimodal Transport, held on 6-7 December 2023 (Bangkok and online). The OSJD delegation made a presentation on the subject “OSJD Activities in the Development of Multimodal Transportation” and also provided information on the works towards developing a document – the OSJD Information Handbook on Multimodal, Intermodal, Combined, and Piggyback Transportation, which will include terminology and a description of key issues related to multimodal transportation, carried out by an advisory group of experts from UNESCAP, the Association of Transport High Schools (Russian University of Transport – RUT (MIIT)) and PLASKE JSC – OSJD affiliated enterprises with the participation of the working staff of the OSJD Commission on Freight Traffic.



In December 2022, OSJD-UNESCAP joint document on potential of electronic information exchange to streamline customs formalities in international railway transport was published under the title “Digitalization – next step for future international railway traffic”

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

In 2023, cooperation between OSJD and OTIF was underway both in the form of information exchange and in the form of participation in the events held within the frameworks of the organisations.

The basis for cooperation between OSJD and OTIF is the Agreement on Cooperation signed by the heads of both organisations on 5 June 1991 and the document “Cooperation between OSJD and OTIF. Joint Viewpoint” signed on 12 February 2003 (approved at session XXXI of the OSJD Ministerial Conference, 17-20 June 2003, Tbilisi, Georgia).



In March 2023, a working meeting was held at the OSJD Committee between the OSJD Committee Chairman and the Secretary General of OTIF, Wolfgang Küpper, during which the parties discussed the current state of affairs, as well as the prospects for developing cooperation between both organisations. In particular, OTIF provided information on the work carried out to implement the new Appendix H to the COTIF Convention “Uniform Rules concerning the safe operation of trains in international traffic”, the case administration under the Luxembourg Protocol on Railway Equipment to the Convention on International Interests in Mobile Equipment and the activities of the OTIF Ad Hoc Committee on Legal Affairs and International Cooperation. OSJD provided information on the works carried out and decisions taken within the framework of OSJD, including the admission of the Lao People’s Democratic Republic to the Organisation and its accession to the SMPS and SMGS Agreements.

The parties exchanged available information on the issues of the international railway transport, taking into account the complex international situation, and expressed their opinion on the advisability of mutually beneficial cooperation for the benefit and development of railway transport in the member countries of both organisations.

In 2023, OSJD and OTIF continued their cooperation and exchange of information on the improvement and application of the provisions of international legal acts in the field of international passenger and freight traffic.

Cooperation between OSJD and OTIF continued in the field of the Rules for the Transportation of Dangerous Goods. Experts from the OSJD member countries and a representative of the OSJD Committee took part in the joint meetings of the RID Committee of Experts and the WP.15 Working Group, as well as in a meeting of the RID Committee of Experts, where, among other things, issues of harmonisation of RID and SMGS legal documents related to the transportation of dangerous goods were discussed.

As part of the cooperation on the legal issues between OSJD and OTIF, OSJD was granted the status of a permanent observer in the Ad Hoc Committee on Legal Affairs and International Cooperation of OTIF. A representative of the OSJD Committee took part in the 5th session of the Ad Hoc Committee, which took place in November 2023. As part of the meeting, a ceremonial event dedicated to the 130th anniversary of the CIM and the 95th anniversary of the CIV was held, the participants of which paid special attention to the experience of application and prospects for further development of these legal instruments.

In 2023, cooperation and information exchange between OSJD and OTIF continued in the field of technical requirements for infrastructure and rolling stock, as well as joint works of the OTIF Working Group of Technical Experts (WG TECH OTIF) and the OSJD Commission on Infrastructure and Rolling Stock.

During 2023, 3 meetings of the OTIF Working Group of Technical Experts (WG TECH) and the final meeting of the OTIF Technical Committee were held. During the meetings, experts considered the issues related to the revision of the main applications, the so-called unified technical requirements for telematic applications for freight traffic, for passenger traffic, for noise issues, and the introduction of updates and expert proposals as to them. Discussion of the rolling stock register and access to the register database also continued. A representative of the OSJD Committee took part in two meetings of the WG TECH Working Group.

A representative of OTIF (via videoconferencing mode) took part in the final meeting of the OSJD Commission on Infrastructure and Rolling Stock, and informed the OSJD participants about the outcomes of the performed abovementioned meetings.



During the OSJD-OTIF working meeting (21.03.2023, OSJD Committee)

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

The basis for cooperation between the organisations is the Memorandum of Cooperation between the Organisation for Co-Operation between Railways (OSJD) and the International Railway Transport Committee (CIT), signed on 4 June 2015 in Ulan-Bator (Mongolia).

In accordance with the specified document, OSJD and CIT cooperate and exchange information on the works carried out in the field of developing measures aimed at facilitating border crossing procedures in international railway traffic in the Eurasian space; improving and preparing legal acts regulating the transportation of passengers and goods in international railway traffic; developing multimodal transportation; organising combined transportation, transportation of large-capacity containers in Europe-Asia traffic, transportation of postal items in containers, as well as transportation of goods using the CIM/SMGS consignment note. In 2023, OSJD and CIT did perform any works on the joint project “CIM/SMGS transport and legal harmonisation”, as well as meetings of the CIV/SMPS Working Group.

The organisations continued their works on expanding the scope of application of the CIM/SMGS consignment note. In particular, on 18 January 2023, a joint Workshop of the OSJD, CIT, TRACECA, and UIC was held via videoconferencing mode on the use of the electronic CIM/SMGS consignment note on individual TRACECA railway routes. During the Workshop, the participants reviewed the legal and technical requirements for the use of the electronic CIM/SMGS consignment note, shared their existing experience in implementing the CIM/SMGS consignment note, using the CIM/SMGS consignment note as a customs document, and discussed existing practices in terms of digitalisation and electronic exchange of information.



6.5. Cooperation with the International Association “International Coordinating Council for Trans-Eurasian Transportation” (CCTT)

In accordance with the Cooperation Agreement between OSJD and CCTT, interaction was underway within the framework of the activities of the OSJD Commissions on Transport Policy and Development Strategy, on Transport Law, Freight Traffic and the PWG on Coding and Information Technology.

The plans of the above commissions provide for the participation of CCTT experts in the works on the issues of facilitating border crossing procedures by rail in international freight traffic, on the application and legal significance of the digital signature in the transportation of goods in international traffic, as well as on the following subjects: “Organisation of transportation of large-capacity containers in Europe-Asia traffic”; “Development and implementation of comprehensive measures to improve transportation and develop OSJD railway transport corridors”; “Works for the organisation of freight traffic using the unified CIM/SMGS consignment note”, improving the legal framework for the transportation process, developing the transportation of postal items by rail, etc.

On 17 October 2023, the XXXII Plenary Session of the International Coordinating Council on Trans-Eurasian Transportation was held in Moscow, timed to coincide with the 30th anniversary of the CCTT. More than 250 delegates from various transport agencies, companies and organisations from 20 countries in Europe and Asia, also attended by the heads and representatives of international associations and organisations, including the OSJD Committee. During the meeting, it was noted that structural changes in railway transport, the restructuring of transport and logistics chains, the development of multimodality, the formation of new inter-industry and international alliances have dramatically expanded the composition of the Council’s participants. The CCTT principle of “cooperation and collaboration for a common result” has repeatedly proven its effectiveness and the absence of an alternative at many stages of the development of Eurasian transport links. Members and guests from China, South Korea, Iran, India, and South-East Asian countries were present and appreciated the effective platform for business industry dialogue.

In his welcoming address, Mirosław Antonowicz, Chairman of the OSJD Committee, expressed congratulations to the CCTT on the occasion of its 30th anniversary, noting its great contribution to the development of trans-Eurasian transportation and cooperation with the OSJD, following which, the CCTT leadership was awarded honorary diplomas of the OSJD for its great contribution to the development of cooperation with the OSJD.

During the meeting, new members were adopted to the CCTT:

- China International Freight Forwarders Association (CIFA);
- Federation of Freight Forwarders Associations in India (FFFAI);
- LX PANTOS (Republic of Korea);
- ISACO Group (PRC);
- Weisa International Freight Forwarding Co. (PRC);
- Tie Tie Logistics Co. (PRC).

Thus, taking into account the changes, the CCTT currently includes 79 members from 19 countries.

Among the most important priorities in the activities of the CCTT in cooperation with the OSJD is the development of transportation along the West-East and North-South corridors, as well as along multimodal routes passing through the seaports of the Azov-Black Sea basin, as well as the implementation of projects using electronic navigation seals.

During the Plenary Session, the Economic Affairs Specialist in the Transport Connectivity and Logistics Section of the UNESCAP



OSJD presentation being delivered at the conference “Innovations for sustainable transport development. Logistics as a science and a sphere of professional activities” (11.04.2023, CCTT Secretariat, Moscow, in a hybrid format)



Welcome address by OSJD Committee Chairman Miroslaw Antonowicz in the videoconferencing mode to the participants of the XXXII CCTT Plenary Meeting (17.10.2023, Moscow)

Transport Division spoke about the development of multilateral transport projects in the field of railway transport and logistics, digitalisation of services in the field of international railway transport in the Asia-Pacific region.

The presentation by the Chairman of the OSJD Committee Miroslaw Antonowicz provided information on practical works on the development of Eurasian transport links, promoting the digitalisation of international transportation and border crossing procedures, including through the unified CIM/SMGS consignment note, the creation of an electronic "Single Window" system, the introduction of paperless transportation technology, etc.

The presentations and speeches of other participants dealt with various aspects of freight transportation, including ensuring the safety of goods transportation in international traffic, the delivery of perishable food products in the context of solving the problem of building a continuous 'cold chain', the growth of transportation volumes along routes passing through Central Asian countries, new logistics solutions for transport companies and many others.

Representatives of the OSJD Committee also took part in the Conference "Innovations for sustainable transport development. Logistics as a science and sphere of professional activities", jointly organised by CCTT, RUT (MIIT, an OSJD affiliated enterprise) and the Association of Transport High Schools. The conference was held on 11 April 2023 in a hybrid format at the CCTT Secretariat (Moscow) with the participation of more than 200 delegates from Azerbaijan, Belarus, Kazakhstan, China, Mongolia, Russia and Uzbekistan, representing universities, companies, organisations and associations of the transport and logistics industries – members of the CCTT, the scientific and expert community, international organisations. This second conference was a logical continuation of the discussion started within the framework of the First International Conference "Innovations for sustainable transport development. Human capital development", held in 2022.

The main subject of the discussion was the consideration of the issues of mutual coordination of the needs of the transport and logistics industry with the capabilities of the university system, educational programmes, assistance in disseminating best practices in the field of training specialists in transport logistics, as well as in such areas as digital logistics and customs logistics. The conference participants who made presentations and comments shared their approaches and developments to solving issues in the sphere of training personnel in the field of transport logistics and solving individual issues facing the transport system.

In the presentation of Miroslaw Antonowicz, Chairman of the OSJD Committee, the participants of the Conference were informed about the activities of the OSJD AWG in the field of professional education/training in the field of railway transport and innovative approaches in this area, the creation of the OSJD Academy, the implementation of pilot training projects, the use of advanced digital technologies in the educational process and future prospects.

6.6. Cooperation with the Eurasian Economic Commission (EAEC)

Cooperation between OSJD and EAEC was in progress within the framework of the Memorandum of Understanding signed by the Parties on 21 January 2016, and includes the following areas:

- exchange of experience and existing practices by concerned countries – members of OSJD and EAEC on organising and improving the efficiency of preliminary information on the transportation of goods in the volume of consignment notes and accompanying documents and preparing recommendations based on them;
- exchange of experience in implementing pilot projects related to the transition to the use of an electronic railway consignment note when carrying out transportation;
- exchange of experience in eliminating deficiencies related to the organisation of train traffic, including in terms of coordinating transportation, and the introduction of paperless technologies for organising and registering the transportation of goods, the use of a mechanism and practice of interaction between participants in transportation activities and government agencies;
- preparation of proposals to facilitate border crossing, eliminate barriers, simplify procedures affecting the unimpeded movement of passengers and goods, in order to eliminate the causes affecting the delays of passenger and freight trains based on existing international experience;
- preparation of proposals for developing coordinated approaches to improving the quality of passenger transportation in international traffic, including by optimising the train schedules, reducing the time for conducting control operations en route, updating the fleet of rolling stock, as part of scientific research and the implementation of best international practices;
- preparation by concerned OSJD and EAEC member countries of proposals for the creation and development of fast-speed and high-speed passenger service between the EAEU member states, taking into account the specifics of the development of railway transport and the geographical location of each member state;
- holding consultations on the development and improvement of international railway transport;
- participation of EAEC representatives in the events held under the auspices of the OSJD, and OSJD representatives in meetings of the EAEC Consultative Committee on Transport and Infrastructure.

Representatives of the OSJD Committee took part in a joint EAEU-CCTT round table in the EAEU Plus format on the subject “Development of logistics infrastructure and services along the routes of Eurasian transport corridors”, which was held on 6 December 2023 in the EAEC building (Moscow). The round table, which was a continuation of the joint round table of the EAEC and CCTT with the participation of the OSJD representatives “Status and Prospects of Cross-Border Traffic”, organised on 10 November 2022, was devoted to the issues of interaction between government agencies, industry business and science in the transport and logistics sector. The consideration in this format is intended to identify best practices in this matter for subsequent substantive discussion of measures at the national level and within the EAEU structures.

For their part, in 2023, the EAEC representatives took part in session L of the OSJD Ministerial Conference, as well as in meetings of the OSJD working bodies – the Commission on Transport Policy and Development Strategy, the Commission on Freight Traffic.



Joint EAEC-CCTT Round Table “Development of logistics infrastructure and services in the Eurasian transport corridors” attended by the representatives of the OSJD Committee (06.12.2023, Moscow, in a hybrid format)

6.7. Cooperation with other international organisations

The OSJD Committee Chairman took part in the Sixteenth (Jubilee) Annual Meeting of the TRACECA Standing Intergovernmental Commission. At the invitation of the TRACECA IGC PS, the OSJD Committee Chairman attended the Forum on Multimodal Transport and Logistics. A meeting between the OSJD Committee Chairman and the Secretary General of TRACECA, Mr. Asset Asavbayev, was held at the TRACECA headquarters, during which the issues of preparing a draft memorandum of cooperation between the two organisations and cooperation within the framework of a pilot project on the use of the electronic CIM/SMGS consignment note on certain TRACECA routes were considered.

The OSJD representative took part as an observer in the work of the 42nd session of Working Group VI (on documents of title in multimodal traffic) of the United Nations Commission on International Trade Law (UNCITRAL).



United Nations
UNCITRAL



OSJD Committee delegation attending the 16th annual meeting of the IGC TRACECA (10.02.2023, Tbilisi, Georgia)



Participants in the 16th annual meeting of the IGC TRACECA (10.02.2023, Tbilisi, Georgia)

7.

Annex 1

Main Performance Indicators of Railways in the OSJD Member Countries for 2023





Azərbaycan
Dəmir Yolları

Azerbaijani Railways CJSC (AZD CJSC)



Main performance indicators

Indicator title	Unit of measurement	2022	2023	Comparison in %
				2022/2023
Freight traffic:	thousand tons	18 730.5	18 275.9	97.6
(to include in international segment)	thousand tons	15 273.0	15 007.4	98.3
Passenger traffic:	thousand tons	5136.5	7185.0	139.9
(to include in international segment)	thousand tons		-	-

Organisation of new container routes

In 2023, the geography of container transportation as part of a container train has expanded. The new route was introduced as part of the service for the operation of container trains loaded with polypropylene and polyethylene from the Tobolsk station of the RZD OJSC to the Apsheron station of the AZD CJSC. This service has already been launched on a weekly basis and is focused on a wide range of goods. In addition, the growth dynamics of container transportation has also increased along the North-South International Transport Corridor. Timber is regularly transported by container trains from the Chovyu station of the RZD OJSC to the Astara terminal (Iran). Further on, the goods are transported by road in the direction of Iran and the Persian Gulf countries. Thus, as compared to the sea routes, this pathway significantly reduces the time and favours the development of transit freight traffic in the direction of the Iranian seaport of Bandar Abbas.

Commissioning of new railway lines

In the liberated territories of Azerbaijan, major repairs and restoration of railway tracks are underway on the Horadiz-Agbend and Yevlakh-Agdam sections, which have been scheduled for completion in 2024.

Modernisation of infrastructure facilities

An Agreement has been prepared between the Government of the Republic of Azerbaijan and the Government of the Russian Federation on cooperation in the development of railway infrastructure and freight traffic on the international transport corridor (ITC) "North – South". Based on the results of the joint works of RZD OJSC and AZD CJSC, a list of specific measures has been compiled, including those to improve the efficiency of border stations and to ensure the processing of increasing traffic volumes; the works have begun on the development of railway checkpoints of the border stations of Derbent (RF) and Yalama (AZ). The Derbent-Samur section is being converted to a traction system using alternating current.

In 2023, works were continued on the project "Reconstruction of power supply, signalling, interlocking and communications systems of the Baku-Boyuk-Kyasik railway line" – a component of the East-West international transport corridor passing through the territory of Azerbaijan.

Procurement of new rolling stock and modernisation of existing rolling stock

In 2023, according to the contract signed between AZD CJSC and Stadler for the purchase of FLIRT trains, four trains out of 10 ordered were delivered to the Republic of Azerbaijan in order to provide high-quality and comfortable passenger transportation services. Cooperation between AZD CJSC and SIA Baltic Loco Group is also successfully developing, thanks to which locomotives were modernised and overhauled in the Republic of Latvia. In addition, within the framework of the project "Procurement of new freight wagons", 303 units of 40-foot universal container flat wagons were purchased, while in 2024 it



A new flat wagon for the AZD CJSC

is planned to continue purchasing new rolling stock.

Development of a network of high-speed and fast-speed passenger traffic

In view of the suspended passenger train services in international traffic since March 2020 due to the COVID-19 pandemic, no indicators in the passenger transportation volumes are available. Domestic passenger traffic was resumed on 19 March 2022.

Works to facilitate border crossing procedures in railway traffic

Within the framework of the Agreement between the Russian Federation and the Republic of Azerbaijan on the “North-South” international transport corridor, it is planned to build additional tracks at the Astara station (Azerbaijan) to increase the capacity and repair the existing tracks. The Astara border terminal is located on the territory of Iran on an area of 35 hectares, 1.4 km from the border with Azerbaijan. Since the beginning of 2018, loading and unloading operations here are underway, and the volume of freight transshipment

at the terminal to date has amounted to more than 2 million tons. In turn, the implementation of the project for the construction of the missing railway section Rasht – Astara in Iran will eliminate the need for reloading goods and, consequently, reduce the costs of transportation and delivery times for the transported goods.

Moreover, the AZD CJSC exchanges electronic data on the consignment note during the cross-border traffic in the direction to Russia, Kazakhstan, Turkmenistan, Georgia and in the opposite direction. Works are underway for developing integrated solutions with customs authorities at junction points. In addition, works are in progress to gradually improve the existing Information Systems of the transportation process and the AZD CJSC operates a new ADY Smart system, which allows real-time monitoring of the wagon, locomotive, container, passenger rolling stock, as well as all operational works of stations and depots.

Reforming and improving the structure of railway transport management

With the support of international experts, a transformation programme was implemented, which took place in several stages. Within the framework of the transformation programme, a corporate structure has been introduced. By the decision of the Supervisory Board of the AZD CJSC the corporate structure of the AZD company has been approved.



Modern track repair vehicles for the AZD CJSC



Byelorussian Railway (BC)



The Byelorussian Railway is one of the most important country's transport complexes.

A unified and well-coordinated system of railway transport makes it possible for the industry to organise its function in a new way, develop and implement the latest advanced technologies, ensure the safety, uninterrupted and reliable functioning of the most manifold transport complex of the country.

The Byelorussian Railway, in cooperation with cargo owners, ensured the development of export-import, transit and domestic transportation in 2023.

Much attention was paid to the organisation of freight traffic in containers, and, first of all, specialised container trains.

Transport and logistics schemes for the delivery of export products, including express container trains, have been developed along the following routes with the participation of the transport infrastructure of the Russian Federation:

- through the ports of the North-West region of Russia, the ports of the Black and Azov Seas, the Far Eastern Basin;
- via 'land' routes in the direction of the Central Asian countries, China and other states of the Asia-Pacific region;
- using the international North-South transport corridor in the direction of the Iranian ports, including via the Russian ports of the Caspian Sea.

As part of the development of transportation by regular container trains, the Byelorussian Railway is making constant efforts to establish additional routes for the supply of export goods. Thus, in 2023, the List of international container trains was supplemented with 5 container train routes, including:

- Kazakhstan – Russia – Belarus – Poland service along the following route: Zhanaaul – Kartaly I – Zakopytye-joint – Svisloch;
- Belarus – Russia – Kazakhstan – China service along the route: Kaliy I/Kaliy III/Kaliy IV/Mulyarovka – Zaolsha-joint – Kartaly I – Dostyk;
- Belarus – Russia – Kazakhstan – Uzbekistan – Kyrgyzstan along the route: Brest – Krasnoye – Semiglavy Mar – Saryagash – Karasu-Uzbekistan (exp. to Savay) – Osh;
- Belarus – Russia – Kazakhstan along the route: Smorgon – Krasnoye – Semiglavy Mar – Zhety-Su/Burunday/Almaty I;
- Belarus – Russia – Kazakhstan – China along the route: Kaliy I/Kaliy III/Kaliy IV/Mulyarovka – Kartaly I – Dostyk.

The terminal infrastructure of the Byelorussian Railway is capable of handling container trains in all regions of Belarus and can be used to organise direct container services.

The Byelorussian Railway has created favourable conditions for the movement of goods across borders, development and increased efficiency of using the transit potential of the Republic of Belarus for each transit freight flow.

In the current economic conditions, the Byelorussian Railway is tackling the problem of optimising the freight



A modern passenger electric train

traffic by introducing innovative approaches based on electronic documents, digital signatures and cryptographic protection as one of the main effective tools for increasing the attractiveness of railway transport.

Currently, the development of customs and information technologies in the transportation of goods by rail in the Republic of Belarus is at a high level, electronic declaration, preliminary information have been introduced and are being intensively developed, transit technologies are actively developing.

The main approach used in the creation of administration mechanisms based on the balance between the effectiveness of the customs control and the elimination of unnecessary administrative barriers, allowing to simplify and speed up the transit of goods across the customs border, is, of course, the introduction of digital, paperless technologies.

The practical application of paperless technologies in international traffic is currently implemented:

- in transit traffic Kaliningrad region – Lithuania – Belarus – Russia, Latvia – Belarus – Russia and back - transportation of empty wagons that do not belong to the carrier;
- in bilateral traffic Belarus – Russia - transportation of empty wagons, cargo (except for some categories of goods) at all Belarusian-Russian railway border crossing points (except for the Kaliningrad direction);
- in bilateral traffic Belarus – Lithuania, Belarus – Latvia - transportation of empty rolling stock (wagons, containers), exchange of dispatch lists using electronic digital signature;
- test transportation of goods based on electronic SMGS consignment notes has been organised with a complete refusal to use SMGS consignment notes in the form of paper documents in international traffic Belarus – Latvia – Belarus, Belarus – Lithuania – Belarus.

In order to automate customs operations, active works are in progress in terms of interaction with the customs authorities of the Republic of Belarus based on electronic documents during the transportation of goods.

The Procedure for organising information interaction between the customs authorities of the Republic of Belarus and the Byelorussian Railway when performing customs operations in relation to goods transported by rail across the customs border of the EAEU in the Republic of Belarus using electronic SMGS consignment notes, as well as submitting information to the customs authorities in electronic form for the purpose of notifying about the arrival (departure) of goods to (from) the customs territory (territories) of the EAEU, has been signed.

A technical basis has been introduced for the use of any electronic shipping, accompanying, customs and other documents necessary for the movement of goods by rail across the customs border using paperless technology.



Container yard in Kolyadichi



Container yard in Vitebsk



Hungarian State Railways Co. (MÁV)



Passenger and freight traffic volumes in 2023 as compared to 2022, with the volumes of international traffic in particular

	2023			2023/2022 +/-	2023/2022 +/-
Passenger traffic	Domestic <i>(passengers)</i>	International <i>(passengers)</i>	Total <i>(passengers)</i>	Domestic <i>(%)</i>	International <i>(%)</i>
MAV START Co.	177 783 047	3 294 413	181 077 460	+34,8	+14,7
GYSEV Co.	8 737 205	280 035	9 017 240	+45	+31
Total:	186 520 252	3 574 448	190 094 700	+35,2	+15,8

	2023			2023/2022 +/-	2023/2022 +/-
Freight traffic	Domestic <i>(gross tonne-km)</i>	International <i>(gross tonne-km)</i>	Total <i>(gross tonne-km)</i>	Domestic <i>(%)</i>	International <i>(%)</i>
Total:	5 767 345 233,9	15 136 831 835,3	20 904 177 069,2	-17	-9,7

Passenger traffic volumes

In 2023, the Hungarian railway companies MAV-START Co. and GYSEV Co., which provide passenger transportation services, carried a total of more than 190 million passengers, including MAV-START Co., which carried 181 million passengers in total, while the passenger traffic on international routes amounted to 3.3 million people. On domestic routes, passenger traffic amounted to 177.8 million people, which is 34.8 % more than in 2022. The GYSEV Co. transported about 9 million passengers in total, including 280 thousand passengers in international traffic, which is 31 % more than in 2022. In domestic traffic, the number of passengers transported by the GYSEV Co. increased by 45 % as compared to 2022 and amounted to 8.7 million passengers.

Freight traffic volumes

In terms of the transport volumes of railway freight companies, the freight turnover of railway transport in Hungary in 2023 exceeded 20.9 billion gross tonne-kilometers. In domestic traffic, freight turnover decreased by 17 % as compared to 2022, having amounted to 5.8 billion gross tonne-kilometers, while in international traffic it amounted to 15.1 billion gross tonne-kilometers, which is 9.7% less than in the previous year.

According to information received from Rail Cargo Hungaria Co. (RCH), which is the market leader in railway freight traffic in Hungary, the railway freight transport industry was subject to serious market and operational problems in 2023. Among them, first of all, it is necessary to note the consequences caused by the industrial recession, the restrictions imposed on train traffic due to track construction and repair works that were carried out on various railway lines, as well as the military conflict and the consequences of bad weather in certain regions.

As compared to 2022, the volume of freight traffic of the RCH Co. in 2023 decreased by 14.70 % (19.497 million tons of freight), and the freight turnover amounted to 4125 million t km, which is 14 % lower.

The volume of transported goods in 2023 amounted to 19.497 million tons of freight (including export – 6.713 million tons, import – 7.098 million tons, transit – 2.185 million tons, domestic traffic – 3.502 million tons). The share of combined transport was 12.7 % (2.477 million tons, including empty wagon turnover), and the share of dangerous goods transport amounted to 19.01 % (3.707 million tons).

New container routes

As part of the development of railway lines, more than 13 kilometers of the railway track between Szeged (Rendező) and Röszke were reconstructed. Thanks to the works carried out, freight trains, including container trains, are now capable of running on the Szeged – Röszke – Khorgos – Subotica railway line. During the reconstruction and complete closure of the Budapest – Kelebia railway line, this line will temporarily serve as a bypass for transit freight traffic, allowing the transportation by rail in the north-south direction. In 2023, trains of the RCH Co. ran on the new routes, transporting Ukrainian agricultural goods to the ports of the Adriatic basin (1.071.076 thousand tons, 1863 TEUs Koper, 833 TEUs Trieste), which were formed as weekly trains upon readiness.

Freight traffic using the unified CIM/SMGS consignment note

In November 2023, specialists of the MAV Co. and UZ agreed and completed the correction of errors and the entry of agreed data necessary for the electronic exchange of information using the HERMES30 (H30) preliminary message system. Preliminary information using H30 messages contains the main data of the consignment note, namely: the consignment note number, information about the consignor and consignee, the name of the destination, the characteristics of the goods and the wagon data.

Last year, specialists from the RCH Co. and UZ completed preparatory approvals for the development of a system for electronic data exchange of consignment notes in XML file format. Thanks to the electronic exchange of information, both railway companies will need less time to enter consignment note data, i.e. they will only need to check and accept the received data. Thus, the downtime of trains at the border station will be significantly reduced, since the data is transmitted at the time of departure of the train. This will make it possible to carry out those registration procedures, which could only be carried out upon the actual arrival of the train, before the train arrival.

Modernisation of infrastructure facilities

In 2023, the railway reversing triangle built near the town of Érd, between the MÁV railway lines No. 30a Budapest – Székesfehérvár and No. 40a Budapest – Pusztaszabolcs, was put into operation, which made it possible to separate regional and long-distance passenger traffic, as well as passenger and freight traffic between the towns of Érd and Kelenföld, the latter being located on the access railway section to Budapest.

Following the modernisation of the MÁV railway line No. 101 Püspökladány – Biharkeresztes, the electrification of this line was also completed, opening up the possibility of using electric traction on the section from Budapest to Biharkeresztes (the Hungarian-Romanian border). On the Romanian side, the modernisation and electrification of the Romanian Border – Nagyvárad – Kolozsvár railway line was to begin in 2024.

The reconstruction of the railway tracks on the Püspökladány-Berettyóújfalu section of the MÁV line has been completed, increasing the maximum permissible speed to 100 km/h and the maximum permissible axle load to 225 kN. The new safety equipment has been installed on the line, all stations are under the control of the Central Train Traffic Management System (KÖFI), the Biharkeresztes border station is served by the local traffic management.

Works for the modernisation and electrification of the MÁV railway line No. 136 Szeged (Rendező) – Röske (Hungarian-Serbian border) were underway. Since the modernisation of the line No. 150 Budapest – Kelebija (border with Serbia) began in 2022, which required a complete closure of the track, there was still a need to maintain international



freight traffic. To this end, the railway line No. 136, which is also undergoing reconstruction works, is open for train traffic from 18:00 to 06:00. The reopened railway service on this line will also facilitate interregional communication between Szeged, Subotica and their surroundings. Currently, the line is single-track and suitable only for diesel traction. At the moment, works are underway on the construction of a catenary network and a substation on the line, with the registration of permits for their operation. Upon completion of the modernisation of the Szeged-Subotica railway line, it will be possible to use electric rolling stock. Thanks to this, upon completion of construction, the speed of passenger trains on the Hungarian section will increase from 60 km/h to 120 km/h.

The modernisation of the section of railway line No. 120 between Békéscsaba and Lőkősháza (the Hungarian-Romanian border) was continued, during which the existing railway track of about 30 km in length is to be reconstructed and a new second track to be built. As a result, the axle load will increase from 210 kN to 225 kN, while the maximum permissible speed will increase from 100 km/h to 160 km/h. During the modernisation, the traction power supply system will also be updated, and work will be carried out to install new safety and telecommunications equipment.

On one of the most important Hungarian main lines No. 1 Budapest – Hegyeshalom, which is part of the OSJD railway transport corridors No. 5 and No. 6, the works were continued to install the central traffic control system (KÖFI) and upgrade the European Train Control System Level 1 (ETCS L1).

As a result of the implementation of railway infrastructure modernisation projects of previous years, in 2023, the European Train Control System Level 2 (ETCS L2) was put into operation on MAV lines No. 30a Budapest – Székesfehérvár, No. 40a Budapest – Pusztaszabolcs, No. 80a Budapest – Rákos-Hatvan and No. 100a Ferencváros – Monor. Last year, as part of the Budapest-Kelebija-Subotica-Belgrade line modernisation project, the reconstruction works continued on the entire section of the MAV Budapest-Kelebija railway line.

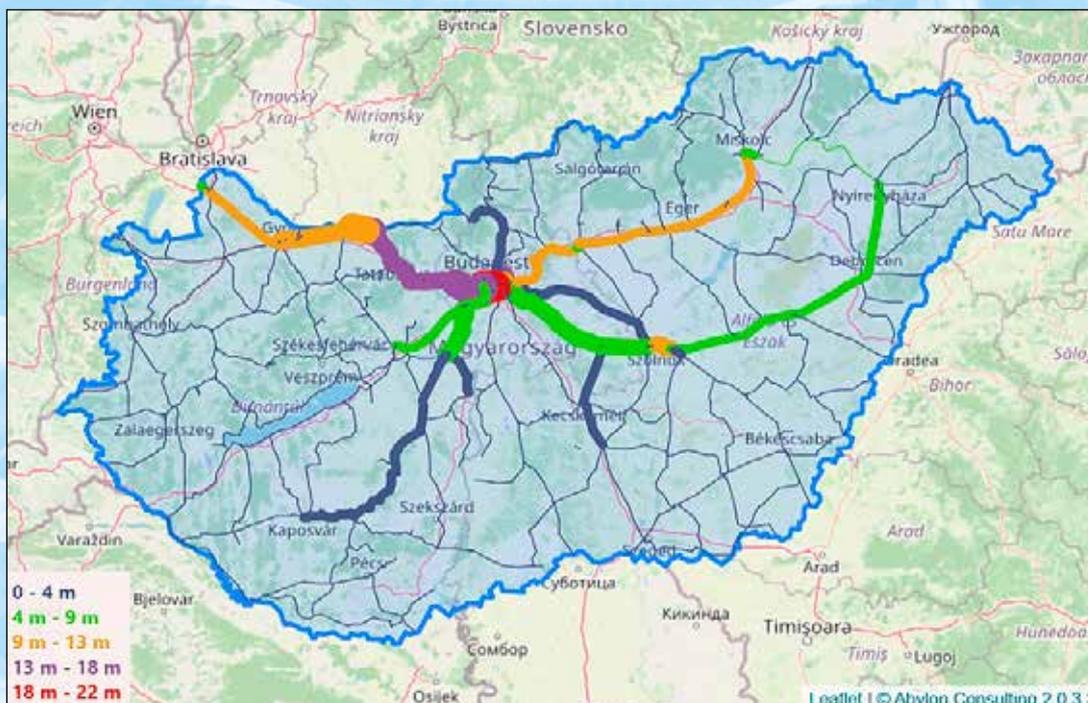
Wagon-load freight traffic

According to the data for the first year of the state support programme for wagon-load freight traffic, approved by the EU Committee back in 2021, it is stated that as a result of the programme's implementation, this segment was able to maintain the same volumes and, as compared to the data for the previous year, there is even a slight increase in transportation volumes. Thus, this support programme is considered to be successful because it achieved its goals in the first year.

In order to maintain and stimulate the resumption of railway freight volumes under the support programme for the period 2022-2025, the Hungarian Government provides gratuitous financial assistance to the participants in the railway sector in the amount of HUF 6.4 billion (EUR 16.5 million) per year, which is especially necessary for Hungary to become a logistics and freight distribution centre in the field of railway freight transport in Central Europe.

As part of the state support programme, the MÁV Co. not only carries out monthly monitoring, volume measurement, and support transfer, but also periodically reviews the environmental impact of the segment to fully assess the implementation of the programme.

The map below clearly identifies the main transport routes along which wagon-load cargo was transported from sidings as part of trains formed at junction stations. Due to the fact that the freight trains carrying large quantities of goods using electric traction run along the designated routes, the most significant amount of carbon dioxide emissions can be saved along these routes. The implementation of the state programme has actively contributed to maintaining the competitiveness of the railway sector.



Railway lines which provide significant savings in carbon dioxide emissions (million kg)

As part of one of the MÁV Co.'s priority projects for the development of railway stations, a new stage in the reconstruction of the Budapest Western Railway Station (Budapest Nyugati Station) was completed in December 2023. Thanks to the works done during the previous year, the facade, main staircase and towers of the central building were completely renovated, and the station once again welcomes passengers in its original splendour. The works are to be completed in 2024.



Budapest Nyugati Railway Station

In May 2023, a modern Passenger Service Centre, accessible for passengers with reduced mobility, was opened at Budapest Keleti Railway Station. With this project, the first integrated passenger service area was created by MAV-START Co. at the 137-year-old Keleti Station, which handles more than 12.2 million trips per year. The main goal of the Service Centre, which is located on an area of 1542 square meters, is to ensure that the capital's railway station meets the requirements of modern times for both passengers and staff. The new service centre offers a wide range of services, including the possibility of purchasing tickets, obtaining information, using administrative services, a lost property office and a luggage storage service.



Passenger Service Centre at Budapest Keleti Station

Procurement of new rolling stock and modernisation the existing one

As part of the contract with the Swiss manufacturer Stadler Bussnang AG for the supply of 40 large-capacity passenger electric trains, the last, 40th double-decker electric train of the KISS type was delivered, which is already running on the railway lines of MAV Co. The double-decker electric trains manufactured by Stadler are equipped with a modern passenger information system, spacious passenger compartments, WiFi, network sockets for charging mobile phones and laptops, as well as the latest video surveillance system. Modern double-decker electric trains run mainly on the busiest suburban lines of Budapest.

In 2023, the commuter train fleet modernisation programme of the MAV-START Co. was completed, within the framework of which the FLIRT type electric trains running in suburban and regional traffic were equipped with improved safety equipment in order to increase the level of passenger comfort. As a result, 59 electric trains procured the MAV-START Co. between 2006 and 2010 were equipped with the most modern train control equipment – the ETCS L2 system. Thanks to this, the trains can run at a maximum speed of 160 km/h on an even greater number of railway lines. At the end of the year, the commuter train fleet standardisation programme was also completed and the first pur-

chased FLIRT type electric trains were updated inside and outside, received a blue and white exterior colour scheme and can provide the same level of service as newer trains.

In order to improve the level of passenger service and renew the fleet of traction rolling stock, in 2023, the MAV Group signed a contract with the French locomotive leasing company Akiem for the lease of 15 dual-system locomotives of the ES64 U2 V7 type with on-board train control ETCS system. The 6400-kW loco-

motives can pull trains at speeds of up to 160 km/h on suitable sections of the railway tracks in Hungary and are licensed for operation not only in Hungary, but also in Germany, Austria, Romania, Croatia and Serbia. Based on the instructions of the RCH Co., the Chinese company CRRC Zhuzhou Locomotive Co. Ltd. developed locomotives using electro-hybrid technology. These locomotives are specialised in tasks related to freight transportation in the field of linear traction of trains and shunting operations. With the help of the battery mode, the electric hybrid locomotive can continue to operate even in cases of power failure, overhead catenary network breakage or interruption of the power supply service for some other reason. As a result of this development, the RCH Co. has procured 2 shunting hybrid locomotives of the CRRC type, which have underwent tests, received a license and were put into operation.



Modern double-decker electric train

Development of the fast-speed and high-speed passenger service network

Regarding the preparatory work for the construction of the fast-speed railway line Budapest – Warsaw, preparatory activities for the environmental impact assessment are currently underway, the purpose of which is to prepare an environmental justification for the project and obtain a comprehensive environmental permit for the Hungarian section.

Works to facilitate border crossing procedures by railway transport

Since November 2023, after a long break, passenger trains have resumed running on the Szeged – Röszke – Khorgos – Subotica railway line. The Hungarian-Serbian border crossing point is served by 5 pairs of international passenger trains per day. The Serbian and Hungarian control authorities conduct official checks together at the Röszke border station within a 30-minute train stop.

On the Budapest-Hegyeshalom-Vienna railway line, two pairs of daily RailJet trains have been running in pilot mode since December 2023, travelling non-stop via the Hegyeshalom border station. The goal is to reduce the train running time by 15 minutes.

A project to unify the organisation, management and operation of trains on the international routes between Hungary and Austria has been launched within the Rail Cargo Group. The implementation of this project will enable trains to operate without changing the locomotive, driver or stopping at a border station using multi-system electric locomotives and so-called interoperable drivers who are internationally qualified (with knowledge of Hungarian and German, signalling instructions and train traffic of the infrastructure of both countries). Thanks to the project, several drivers have already passed the exams, and currently one pair of trains No. 44300/44303 operates in this way on the section Győr – Vienna.



Commuter electric train manufactured by Stadler



Georgian Railway JSC (GR)



Freight and passenger traffic volumes in comparison with 2022, with the volumes of international traffic in particular

In 2023, the Georgian Railway transported 13,551 thousand tons (91.7 % as compared to 2022) of goods, including 11,930 thousand tons (92.6 % as compared to 2022) in international traffic.

The volume of passenger traffic in 2023 amounted to 2,283,362 thousand passengers (142.3 % as compared to 2022), including 40,745 thousand passengers in international traffic (84.2 % as compared to 2022).

Organisation of new container routes

In order to improve multimodal transportation, to ensure unimpeded passage of goods and to develop transit potential of container transportation through Georgia, the use of the Trans-Caspian International Transport Route (TITR) is growing, the main freight flows on which are concentrated on the route China – Kazakhstan – Azerbaijan – Georgia – Türkiye – EU countries using feeder vessels through the ports of the Caspian Sea and in the opposite direction. In this connection the Parties to the TITR concluded Agreements on the organisation of railway-feeder communication between the ports of Aktau and Baku (Alyat) and on the interaction and measures of responsibility for failure to meet the delivery deadlines when organising the transportation of goods in containers and wagons along the TITR route.

Commissioning of new railway lines

One of the priority areas in the development of railway transport in Georgia is the creation of conditions for increasing the transit potential through the territory of Georgia.

In order to implement the expansion of infrastructure on transit routes, within the framework of the trilateral intergovernmental Agreement on the Project for the Implementation of the Baku (Azerbaijan) – Tbilisi (Georgia) – Kars (Türkiye) new railway line (BTK) and Article 7 of the Basic Agreement on railway freight and passenger transportation concluded between the Governments of Georgia and Türkiye, the Rules for the acceptance and delivery of trains and passenger coaches/freight wagons at the Akhalkalaki transfer/receiving station were approved. And despite the fact that the full rehabilitation of the existing Marabda-Akhalkalaki railway section of the above-mentioned line and construction works on the new Akhalkalaki – Kartsakhi (state border of Georgia) section are currently underway, the new BTK railway line, which operated in test mode from September 2017 to May 2023, has already become an important element in connecting the Europe-Asia route.

In order to facilitate the transportation process, as well as to speed up the transfer of wagons and containers between Georgia and Türkiye via the interstate junction point of Akhalkalaki (GR) and to significantly reduce the delivery time of goods, an Agreement was reached with the management of Turkish Railways on the transportation of goods using the CIM/SMGS consignment note. The Akhalkalaki transfer station has the technical capabilities to carry out further transportation, both with the transshipment of goods from wagons of one track gauge to wagons of another track gauge, with the rearrangement of wagons onto bogies of another gauge or with the use of the automatic gauge changing systems, and for handling container trains.

The railway line (BTK) is an integral part of the railway section Tbilisi – Marabda – Akhalkalaki – Kartsakhi (state border of Georgia/state border of Türkiye), which is an integral part of the Azerbaijan-Georgia-Türkiye railway line. Today, the railway section Kars – Janbaz – Kartsakhi – Akhalkalaki – Marabda – Tbilisi is included into the OSJD corridor as branch 5 “k” and 10 “n” from the main routes of railway corridors No. 5 and No. 10 of the OSJD.

Modernisation of infrastructure facilities

The Georgian Railway JSC is implementing a project for the modernisation of the main railway line Tbilisi – Makhinjauri in accordance with the established form and rules of the Yellow Book of the International Federation of Consulting Engineers (FIDIC Yellow Book), the design and construction works of which are being carried out by the construction company China Railway 23rd Bureau Group Co., Ltd. selected through an international tender, with which the corresponding agreement was concluded on 12 August 2011.

The contract for the implementation of the project amounts for approximately 249 million Swiss francs.

The main objectives of the modernisation project are as follows: ensuring maximum safety of train traffic, increasing the freight capacity and speed of trains, reducing travel time and current operating costs.

The total construction length of the main (pass) section of the project, including tunnels and bridges, is 40.281 km.

In general, the project has been completed 98.75 % (according to the report of the Technical Supervision Engineer, January 2024).

It should be noted that within the framework of the project, the construction of 6 new tunnels has already been completed, including the largest tunnel in the region, the length of which is 8300 m. The construction of 10 new bridges has been completed.

In 2022, the reconstruction of the Shorapani-Kharagauli section was completed, by the summer of 2024, it is planned to complete the construction of the new section Khashuri – Moliti, including the construction of a new sub-station and the reconstruction of 2 old existing substations. During this same period, new signalling, interlocking and blocking systems are being put into operation in parallel.

The result of the modernisation project completion will be a significant improvement in the infrastructure on the most difficult pass section for railway operations: the travel time will be reduced by approximately 40-50 minutes, railway traffic will become significantly safer, and most importantly, instead of 27 million tons of goods, the Georgian Railway will be given an opportunity to transport 50 million tons of goods per year.

Works to facilitate border crossing procedures by rail

Today, the Georgian Railway JSC performs the transportation of goods in international railway traffic via interstate border crossing points, in particular, with the Republic of Azerbaijan – via the stations of Gardabani (GR) – Boyuk-Kyasik (junction point) (AZ), with the Republic of Armenia – via the stations of Sadakhlo (junction point) (GR) – Ayrum (ARM) and the Republic of Türkiye – via the stations of Kartsakhi (GR) – Janbaz/Demir (TCDD) (junction point Akhalkalaki) (GR) on the basis of existing bilateral treaties and agreements on the work of the interstate junction point (ISJP), regulating the procedure for interaction between the Parties in organising railway traffic and the technology for the transfer of rolling stock, goods and containers in direct railway traffic between the Parties. At the same time, through the interstate border crossing point with the Russian Federation through the border stations of Gantiadi (Georgia) – Vesyoloye (Russia) the railway traffic is not in progress, as there is a conventional ban. Meanwhile, freight traffic in rail-ferry service between Georgia, the Republic of Bulgaria and Ukraine is in progress on the basis of intergovernmental agreements, in particular, the trilateral Agreement between the Republic of Bulgaria, Georgia and Ukraine on the joint operation of the rail-ferry service between the ports of Poti/Batumi (Georgia) and Varna (Republic of Bulgaria) and Poti/Batumi (Georgia) and Paromnaya (Ukraine), on the basis of which the rules governing the process of freight traffic through the ports of Poti/Batumi (Georgia) and Paromnaya (Ukraine) were approved; in addition to this, the bilateral Agreement is in force between Georgia and the Russian Federation on the organisation of direct international rail-ferry service through the ports of Poti (Georgia) and Kavkaz (Russia).

In order to facilitate and speed up the transportation process, in 2017, the Georgian Railway JSC and Ukrainian Railways JSC signed the “Agreement on Electronic Data Exchange during Carriage of Goods in International Rail-Ferry Service”, according to which the exchange of data between the Parties is maintained in real time from the moment the goods are accepted for transportation or a message is received (electronic data of the consignment note) or cargo from a third railway, when the transportation contract or the wagon number are changed, and when a train is formed for delivery to the adjacent border station.

In order to speed up and simplify the customs procedures for handling goods and containers at interstate cargo checkpoints, a draft Agreement has been prepared between the Azerbaijani Railways CJSC, Georgian Railway JSC, “Kazakhstan Temir Zholy NC” JSC, TCDD Transportation JSC and the International Association “Trans-Caspian International Transport Route” on the electronic exchange of data related to the location of containers and container trains, regulating the electronic exchange of data on the status and location of wagons and containers (information exchange) in the territory of each Party, taking into account modern requirements for the procedure for organising information



Kobuleti railway station (Georgia)

interaction.

In order to simplify the logistics process of crossing the border and reduce the standard time for processing trains, an automated technology for maintaining and recording documents of customs railway departments related to the transportation of goods and determining the technology of customs control and clearance of goods being moved across the customs border has been introduced on the Georgian Railway. Simplified control is carried out at border (transfer) stations, and certain types of control are also carried out at departure and destination stations. In particular, for international railway traffic between Georgia and Azerbaijan, within the framework of the agreement between the Georgian Railway JSC and Azerbaijani Railways CJSC on the exchange of data related to the international railway freight traffic in electronic format, as well as for the preparation of a platform and information exchange with other railway administrations and for the purpose of introducing a system for electronic processing and registration of the SMGS consignment note, a full electronic version of the international railway freight transport document (SMGS consignment note) has been elaborated.



Gori railway station (Georgia)

Earlier in 2017, in order to improve freight traffic services and optimally use material resources, as well as to simplify the work with the customs authorities of Georgia, a system for electronic registration of freight transport documents in local traffic was introduced. In general, the exchange of data on the transportation of goods/wagons under customs control on the Georgian Railway is performed in electronic format.

Within the framework of the Agreement between the Georgian Railway JSC and the South Caucasus Railway CJSC on the operation of the interstate junction point at the station of Sadakhlo (GR), a draft Agreement on the information interaction between the Parties within the framework of existing automated systems, regulations for their transfer and used classifiers has been prepared and is at the signing stage.

The exchange of information on the clearance of goods/wagons under customs control, their approach/reception/transfer to border (transfer) stations is transmitted entirely through electronic channels and systems.

The border (transfer) stations are fully equipped and supplied with the necessary technical means to ensure daily and round-the-clock control. At the same time, for effective control when receiving wagons from the Azerbaijani side, the inspection and viewing complexes-scanners have been introduced at the Gardabani border station. Thanks to the visa-free regime with many countries, the process of crossing borders for the conductors accompanying wagons with goods and passengers has been simplified, which significantly reduces the time it takes to deliver goods and passengers to their destinations.

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**ҚАЗАҚСТАН
ТЕМІР
ЖОЛЫ**

“Kazakhstan Temir Zholy National Company” JSC (KZJ)



Volumes of freight and passenger traffic in comparison with 2022, with international traffic volumes in particular

In 2023, the net tariff freight turnover amounted to 262,411.9 million tonne-km net (in 2022 it was 245,176.4 million tonne-km), including 173,279.5 million tonne-km in international traffic (in 2022 it was 156,977.7 million tonne-km), a total of 297,357.0 thousand tons of goods were transported (in 2022 – 285,298.3 thousand tons).

In 2023, passenger traffic turnover amounted to 16,488.8 million passenger km, a total of 20,177.8 thousand passengers were transported (in 2022 – 16,886.2 million passenger km and 19,990.2 thousand passengers, respectively).

Organisation of new container routes

Chongqing/Chengdu (China) – Shabany (Belarus) through the Altynkol-exp. and Dostyk-exp. border crossing points.

Commissioning of new railway lines

In 2023, construction of major infrastructure projects began:

- second tracks along the Dostyk-Moiynty line,
- a railway line bypassing Almaty,
- Darbaza-Maktaaral railway line,
- Bakhty-Ayagoz railway line with the opening of a third border crossing point with China.

It is planned to build about 1300 km of tracks within three years. This will significantly increase the country's transport potential, improve the efficiency of transporting export products and increase the speed of trains movement across the country.

The construction and reconstruction of sea and dry port terminals is also underway. The construction of the Kazakh-Chinese transport and logistics centre in the dry port of Xi'an was commissioned and completed in record time (5 months) – the terminal was put into operation in test mode in December 2023.

Modernisation of infrastructure facilities

Major repairs of the tracks in the amount of 1443 km were completed.

Procurement of new rolling stock

In the course of 2023, the following activities were carried out to update the rolling stock:

- 113 locomotives have been purchased from leading manufacturers Wabtec, Alstom and Bryansk Machine-Building Plant;
- 393 freight wagons (flat wagons) have been procured (ZIKSTO JSC);
- 242 open-top wagons have been purchased (manufactured by KWK Ltd.);
- 102 passenger coaches have been procured (94 vehicles manufactured by ZIKSTO JSC, 8 coaches – by TOSH.YO L.VAG.QUR.VA TA.ZAV AJ).

Development of a network of fast-speed and high-speed passenger services

In 2023, 16 fast-speed trains composed of comfortable Talgo coaches were successfully launched on the following routes:

- No. 1/2 Almaty-2 – Tashkent;
- No. 4/3 Nur-Sultan Nurly Zhol – Almaty-2;
- No. 10/9 Nur-Sultan-1 – Almaty-2;
- No. 11/12 Almaty-2 – Shymkent;
- No. 25/26 Almaty-2 – Shymkent;
- No. 27/28 Almaty-2 – Uralsk;
- No. 31/32 Almaty-2 – Pavlodar;
- No. 41/42 Almaty-2 – Atyrau;
- No. 51/52 Almaty-2 – Uralsk;
- No. 66/65 Nur-Sultan Nurly Zhol – Zhezkazgan;
- No. 105/106 Nur-Sultan-1 – Petropavlovsk;
- No. 67/68 Nur-Sultan Nurly Zhol – Oskemen-1;
- No. 71/72 Nur-Sultan Nurly Zhol – Shymkent;
- No. 73/74 Almaty-2 – Zhezkazgan;
- No. 81/82 Nur-Sultan Nurly Zhol – Kostanay;
- No. 86/85 Nur-Sultan Nurly Zhol – Shymkent.

Works to facilitate border crossing procedures by rail

The works are in progress on a regular basis to facilitate border crossing procedures and speed up control and technical operations at the borders.

A mechanism has been created at interstate junction points where all types of control (border, customs, veterinary, phytosanitary, radiation, etc.) are carried out simultaneously in one place. After the acceptance of goods into the territory of the Republic of Kazakhstan, no control operations are carried out en route, which provides for the maximum increase in the speed of movement of goods across the country.

Much attention is paid to simplifying customs administration and improving the regulatory framework. The procedure for importing foreign containers is organised under the terms of the Convention on Temporary Import (1990, Istanbul) without issuing a declaration for the vehicle and providing a guarantee. As part of bringing the conditions for the movement of containers on the territory of the Eurasian Economic Union (EAEU) to uniform standards and maximally simplifying the conditions of import and the procedure for their movement, works are in progress on a permanent basis within the framework of the Eurasian Economic Commission to improve the norms of the Customs Code.

Works are underway to digitalise the processes of customs operations and other types of state control.

To simplify customs administration, the carrier provides preliminary information to the customs authorities in the volume of the shipping document on the goods imported by rail into the territory of the EAEU along the external borders of the Republic of Kazakhstan (interstate junction points Dostyk, Altynkol, Sary-Agash, Kuryk-Port, Bolashak, Karakalpakstan); and, on behalf of the concerned parties (forwarders, consignees), goods are declared under the customs procedure of customs transit.

The integration of the information systems of the national railway carrier and customs authorities has been implemented when submitting preliminary information, using preliminary information as an electronic copy of the transit declaration, declaring imported foreign international transport vehicles (wagons) in automatic mode, and providing customs authorities with information from transit declarations, which are entered into the electronic copy of the SMGS consignment note in the form of customs marks.

In 2023, a project was launched to eliminate the need to place marks of control services on transport shipping documents and automate the process of providing scanned copies of shipping and accompanying documents to customs authorities to carry out customs operations upon import. This project provides for a reduction in the time for checking goods when imported into the customs territory of the EAEU through the checkpoints of the Republic of Kazakhstan, automation of operations for customs, veterinary and quarantine control from the moment of preliminary information until the end of customs clearance and the issuance of a transit declaration.

A project for the exchange of electronic documents for the transit of goods transported by rail has been also launched. The advantages of this project are the transition to a digital format of the transit declaration and the abolition of the stamp of the customs authorities of the Republic of Kazakhstan in the SMGS consignment note on paper. Further replication of the project is planned.

Electronic data is exchanged on an ongoing basis with all adjacent railways in the volume of the SMGS consignment note, train transfer sheet. Since September 2023, data exchange in the volume of the CIM/SMGS consignment note has been launched into everyday operation with the Russian Railways OJSC.

Paperless technology for processing transportation documents has been fully implemented with the Russian Railways OJSC.

Works for reforming and improving the railway transport management structure

In accordance with the Address of the Head of State of the Republic of Kazakhstan Kassym-Jomart Tokayev dated 1 September 2023, the Ministry of Industry and Infrastructure Development was reorganised having been divided into the Ministry of Transport and other entities in order to improve the management of the country's transport system, increase its competitiveness, develop infrastructure, and improve the quality of services provided and safety of passengers and goods.

The Ministry of Transport exercises functions and powers in the areas of railway, road, inland waterway transport; merchant shipping; in the field of operation in the airspace of the Republic of Kazakhstan and the activities of civil and experimental aviation; natural monopolies in the field of air navigation services and airports; socially significant markets in the field of airport services; highways/motorways.

In addition, in 2023, in order to ensure the independence of the National Infrastructure Operator's operational activities from the National Carrier, the "KTZ NC" JSC began its activities aimed at independently performing by the National Infrastructure Operator the functions of planning and regulating transportation, modeling the transportation process and developing a train formation plan, developing and approving the traffic timetables.



China State Railway Group Co., Ltd. (KZD)



Freight and passenger traffic volumes

In 2023, the Chinese Railways transported 1.47518 billion passengers, which is 137.9 % higher than the level of the previous year, the passenger traffic turnover volumes amounted to 479.179 billion passenger-km, which is 124.7 % higher than the level of the previous year; 2.79408 billion tons of goods were transported, the total freight turnover volumes amounted to 2561.617 billion tons km, which is in line with the level of the previous year. 79.02 million tons of import and export goods were transported, which is 28.5 % higher than the level of the previous year.

Volumes of container trains transportation in China-Europe traffic

In 2023, KZD dispatched 17,523 container trains in China-Europe traffic, having transported 1.902 million TEUs. This is 6 % and 18 % higher than the 2022 level. This includes 9343 outbound trains, which carried 1.011 million TEUs and 8180 inbound trains, which transported 890.9 thousand TEUs.

Procurement of rolling stock

In 2023, 155 Fuxing electric trains, 25 energy-efficient Fuxing electric trains, 443 locomotives and 31,600 freight wagons were procured.

Upgrading the existing rolling stock

- (1) 25 projects to optimise the design and upgrade existing Fuxing intelligent EMUs with a maximum speed of 350 km/h have been implemented.
- (2) 20 projects to transform the adaptability of existing CRH5A EMUs into EMUs with high cold resistance have been promoted.
- (3) Completion of supplementary tests for the 100-km/h speed class and prolongation of certificates of existing FXD1B and FXD2B locomotives.
- (4) The conversion of the centralised convenience of existing regular-speed passenger coaches has been promoted, the centralised convenience rate of regular-speed passenger coaches on schedule has amounted to more than 90 %, and the conversion of 98 existing passenger coaches with seating arrangement into sleeping coaches has been completed.
- (5) Implementation of heavy-haul train equipment modernisation projects, consideration and approval of programmes for technological modernisation of braking systems, coupling and safety monitoring of heavy-haul trains, as well as development of key technological programmes for heavy-haul wagons with a higher traction mass.
- (6) In order to adapt to the needs of modern railway logistics, 25,000 existing flat wagons with composite floors were reconstructed, the technology for transporting containers in 70-ton open-top wagons was improved, the modernisation of the existing fleet of covered wagons and reconstruction of the doors of existing open-top wagons was continued.





Korea Railroad Corporation (KORAIL)



In 2023, the Korea Railroad Corporation (KORAIL) transported 1.23 billion passengers, which is 96.5 million passengers (or 8.49 %) higher than the level of 2022.

The volume of freight traffic amounted to 21.26 million tons, down 2.37 million tons (or 10 %) from the previous year.

Passenger transportation volume (thousand passengers)

Indicator title	2023	2022	Change in %
Passenger transportation volumes on main lines	142,079	126,351	12 %
Passenger transportation volumes by metro	1,091,553	1,010,754	8 %
Total	1,233,632	1,137,105	8 %

In 2023, the operational length of KORAIL's network increased by 16.5 km to 4147.7 km, thanks to the opening of two new double-track lines on the Sohae Line and Gyeongwon Line.

In the reporting year, the Republic of Korea acceded to the "Agreement on Organisational and Operational Aspects of Combined Transportation between Europe and Asia". In addition, in order to strengthen relations with OSJD member countries and promote international railway traffic, the railway lines of the Republic of Korea were included in Appendix I and II of the above-mentioned agreement.

In this regard, KORAIL plans to launch a "pilot project for organising international combined freight traffic by rail and sea" by June 2024 to solve the problem of delays in the transportation of goods by the Korean companies to Central Asia. The company plans to discuss the roles of participating organisations, such as railway authorities of concerned countries and logistics companies, to successfully implement the pilot project.

After the pilot project, it is planned to organise regular operation along stable routes to Central Asia and Europe, taking into account the identified problems and suggestions for their improvement. During the year under review, KORAIL was awarded a KRW 17 billion contract for the operation and maintenance (O&M) consultancy services of the Philippine Urban Railroad. The project includes maintenance consultancy for the 23-kilometre section and 14 stations connecting the Quezon City and Bulacan of the Philippine Metro Rail Transit Line 7 (MRT-7). The contract period is 45 months. In addition, KORAIL was awarded a contract for the training of MRT-7 personnel and plans to conduct the training within a year. It is expected to expand overseas markets by leveraging the know-how of stable railway operation over a long period of time.

In August 2023, KORAIL announced the name of the new EMU (EMU-150), ITX-Maum (meaning "soul" or "heart" in Korean), and conducted a test run. The maximum speed of the ITX-Maum in commercial operation is 150 km/h, and the train consists of 4 units (264 seats) or 6 units (392 seats). Since September, 4-unit trains have been in operation. By coupling two trains using the multiple unit system, a connected train with 528 seats can be formed. The exterior of the train is designed with air resistance in mind, and is characterised by a combination of red and black colours.

The conveniences inside the ITX-Maum train are provided on the same level as in KTX trains to meet the needs of digitally-savvy customers. The train has wireless internet access, power outlets and USB ports at each seat, reading lights, and other personal amenities. In addition, the ITX-Maum trains can adapt to the platform height, allowing it to be used on routes with different railway stations, from low platform express trains to high platform express trains.

In 2023, the following activities were carried out to update the rolling stock, namely, the following were procured:

- mainline EMU coaches – 76 vehicles;
- EMU coaches – 538 vehicles;
- freight wagons – 218 vehicles.

In 2023, KORAIL demonstrated for the first time the "Automatic Inspection System via Commercial Trains in Operation", which automatically inspects railway facilities such as tracks on passenger-carrying trains.

The inspection system, which has been promoted as a national R&D project since 2010, was jointly developed by KORAIL and five railway IT companies. The automatic inspection system is capable of conducting comprehensive inspection of facilities by operating at all times on commercial trains equipped with various inspection modules, freeing them from the limitations of operating separate inspection equipment (track inspection cars). The detailed inspection includes checking the height and wear of the overhead catenary systems that provide power supply to the train, foreign objects such as nests on the overhead catenary lines, signal operation, track deformation and component condition, the impact of train movement on objects, and checking for abnormalities in other safety devices. The information detected by the inspection system is evaluated by the system using artificial intelligence (AI) to determine whether there is an abnormality and immediately notify the maintenance manager with the location of the abnormality to ensure the safety of train operations in real time.



“Railway of Moldova” State Enterprise (CFM)



Volumes of freight and passenger traffic in comparison to 2022, with the volumes of international traffic in particular

Operational indicators	Volumes		
	2023	2022	% against 2022
Amount of goods transported – total (thousand tons)	3957.054	3829.688	96 %
To include in:			
- transit	1183.387	1203.677	95 %
- export	987.392	1039.069	84 %
- import	1064.363	864.784	116 %
- domestic	721.913	722.158	93 %
The number of passengers transported – total (thousand people)	44 361.7	15 517.4	286 %
To include in:			
- international traffic	29 244.7	2410.7	121 %
- suburban	1828.4	2077.1	88 %
- local	13 288.6	11 029.6	120 %

Organisation of new container routes

In 2023, CFM did not participate in the organisation of new container routes and did not transport containers along previously organised container routes:

No. and name of the train	Route characteristics	Train characteristics	Running frequency	The Number of containers		2023 in comparison to 2022, %
				2022	2023	
Railway of Moldova (CFM)						
1201/1202 “Zubr”	Ülemiste/Muuga-Valga (Estonia) – Lugaži – Indra (Latvia) – Bigosovo – Slovechno (Belarus) – Berezhest – Ilyichevsk/Ilyichevsk-Paromnaya/Odessa-Port/Mogilev-Podolsky/Izov (Ukraine) – Velchynets (Moldova) – Ungheni (exp.)/Etulia (exp.)/Giurgiulești (exp.)	container	on request	0	0	0
1362/1361 “Viking”	Draugyste-Port – Kena (Lithuania) – Gudogai – Slovechno (Belarus) – Berezhest – Ilyichevsk-Paromnaya/Ilyichevsk/Odessa-Port/Odessa-Liski/Chernomorskaya/Mogilev-Podolsky (Ukraine) – Velchynets – Ungheni/Giurgiulești Port (Moldova)	container and contrailer	on request	0	30	0

Commissioning of new railway lines

During the reporting period, no new railway lines were built or commissioned at CFM.

Modernisation of infrastructure facilities

As part of the project implementation of the rehabilitation of railway infrastructure on the section Bender – Basarabeasca – Etulia – Giurgiulești, financed by the European Bank for Reconstruction and Development (EBRD), the European Investment Bank (EIB) and the European Union, a contract was signed for the design and execution of works on the rehabilitation of this railway section and a contract for the provision of services for the supervision of the design and execution of works on the rehabilitation of the railway infrastructure of the section Bender – Basarabeasca – Etulia – Giurgiulești, 233 km long. In 2023, topographic and geological surveys, hydrogeological survey of the site, as well as survey of the worn track formation, signalling systems, bridges and culverts were completed. The design of infrastructure, power supply systems, signalling and telecommunications systems for the section Bender – Basarabeasca was completed. At the same time, works were underway to replace defective sleepers, rail fastenings, and turnout switches.

Procurement of new rolling stock, modernisation of existing rolling stock

In 2023, at CFM neither no rolling stock was purchased, nor modernised.

As of 31.12.2023, the inventory fleet of rolling stock belonging to CFM was composed of:

Type of rolling stock	In the inventory park
Freight wagons, No of vehicles	4485
Passenger coaches, No of vehicles	220
D1 series DMUs	8
D1 motorcoaches	7
D1M series DMUs	5
3TE10M series diesel locomotives	52
2TE10L series diesel locomotives	11
2TE10V series diesel locomotives	1
2TE10M series diesel locomotives	2
M62 series diesel locomotives	4
TE33AC series diesel locomotives	12
ČME-3 shunting diesel locomotives	62

In order to maintain the freight wagons of the operational rolling stock in good technical condition, a repair programme was carried out at CFM, including major and depot repairs. Thus, during the reporting period, 720 wagons were repaired by major repairs, 281 wagons by depot repairs, and 545 wagons by routine repairs.

Development of a network of fast-speed and high-speed passenger services

The adoption of a long-term Strategy for Transport and Logistics provides for attracting external financial resources for priority investments in railway infrastructure and rolling stock.

Modernisation of railway infrastructure and procurement of new rolling stock will increase the speed of movement to 100 km/h and improve the efficiency of the enterprise.

Works to facilitate border crossing procedures by rail

The procedure for crossing the borders between the Republic of Moldova and neighbouring countries is based on the following intergovernmental and interagency sectoral agreements:

- Regulation (EU) No 259/2014 of the European Parliament and of the Council of 3 April 2014 amending Regulation (EC) No 539/2001 establishing the list of third countries whose nationals are to possess a visa when crossing the external borders and the list of countries whose nationals are exempt from this requirement. The main provision is visa-free travel for citizens of the Republic of Moldova to European countries on the basis of biometric passports.
- an Agreement between the Government of the Republic of Moldova and the Government of Ukraine on the checkpoints across the Moldovan-Ukrainian state border and simplified passage for citizens living in border areas (signed on 11 March 1997, Chisinau);
- a Protocol signed on 12.11.2013 (Kiev) on amendments to the Agreement between the Government of the Republic of Moldova and the Government of Ukraine "On the Activities of Railway Transport" dated 20.03.1993 and approved by the Resolution of the Government of the Republic of Moldova No. 179 dated 14.03.14. The main provision of the Protocol is that the crossing of the Moldovan-Ukrainian state border by railway rolling stock of the state of one Party, following in transit along a section of the territory of the state of the other Party without stopping, is carried out without state types of control at checkpoints.

Starting from 1 December 2023, non-stop movement of trains travelling from/to the Republic of Moldova in transit through the Reni station (UZ) on the section Etulia (CFM) – Reni (UZ) – Giurgiulești (CFM) and in the opposite direction is in progress. On 23 March 2023, the joint border crossing point for railway traffic "Basarabeasca – Serpneve-1" was opened with the implementation of joint control procedures at the station of Basarabeasca (CFM).

Works on reforming and improving the structure of railway transport management

Fulfilling the terms of the Association Agreement of the Republic of Moldova regarding the harmonisation of the railway legislation of the Republic of Moldova in accordance with the EU standards, on 18.02.2024, the new Railway Code of the Republic of Moldova, adopted in 2022, has come into force. The Code partially transposes into national legislation Directive 2012/34/EU as of 21.11.2012 establishing a single European railway area, Directive 2016/798/EU as of 11.05.2016 on railway safety, Directive 2007/59/EU dated 23.10.2007 on the certification of drivers of locomotives



and trains in the Community railway system. The Code provides for the elimination of monopoly in the railway services market by granting private operators the right to provide traction services, as well as freight and passenger transportation. The Code also regulates the functioning of the Railway Board, financing of railway infrastructure, provision of passenger transport services, compensation and other aspects related to the customer's protection. Companies that will provide railway transport services are to possess a safety certificate and permits to carry out activities.



“Ulan-Bator Railway” JSC (“UBZD” JSC)



Volumes of freight and passenger traffic in comparison with 2022, with the volumes of international traffic in particular

The transportation volumes of the Ulan-Bator Railway JSC in 2023 amounted to 32.31 million tons of goods (+16.5 % as compared to 2022).

The freight turnover increased by 26.6 % and amounted to 19.85 billion tons-km.

Volumes of freight transportation in international traffic:

- import – 3.63 million tons, including: from China – 1.13 million tons, from the Russian Federation – 2.50 million tons;
- export – 11.13 million tons, including: to China – 10.92 million tons, to the Russian Federation – 0.21 million tons;
- transit – 5.09 million tons, including: from China to Russia – 1.55 million tons, from Russia to China – 3.54 million tons.

Organisation of new container routes

According to the volumes for 2023, 373,320 containers in TEUs were transported in transit through the territory of Mongolia as part of 3033 container trains. To include, transit container trains were organised in the direction of China – Europe with destination stations of Kolyadichi, Zhodino, Bely Rast (BC), and others:

- from China to Russia and Europe (in odd direction) – 195,605 containers in TEUs;
- from Russia and Europe to China (in even direction) – 177,715 containers in TEUs.

The plan for 2023 freight traffic in containers in tons amounted to 110.9 %.

Freight traffic using the unified CIM/SMGS consignment note

Software is being developed for filling in consignment notes, as well as accompanying documents for the use of the CIM/SMGS consignment note when dispatching export goods in international traffic.

The UBZD JSC is issuing the CIM/SMGS consignment note for imported and transit goods.

Commissioning of new railway lines

No new railway lines were built at UBZD JSC.

Modernisation of infrastructure facilities

A major overhaul of 13.3 km of railway infrastructure was carried out. A new 69-metre-long reinforced concrete bridge, a new 33-metre-long iron bridge, and 7 culverts were built.

Procurement of new rolling stock and modernisation of existing rolling stock

No new rolling stock was procured in 2023.

Development of a network of fast-speed and high-speed passenger services

A decrease in traffic volumes was observed in the passenger transportation segment. A total of 2.14 million passengers were transported, which amounted to 89.9 % of the 2022 level. Passenger turnover increased by 13.7 %.

Works to facilitate border crossing procedures by rail

At the Zamyn-Uud border station, at the narrow gauge section, the brake testing time for freight trains was reduced by 20 minutes.

Works to reform and improve the management structure of railway transport

Works were successfully carried out to implement a system for interval control of train traffic using a radio channel (SIRDП-E) to increase the capacity of the Ulan-Bator Railway.



Polish State Railways JSC (PKP)



Volumes of freight and passenger traffic in comparison with 2022, with the volumes of international traffic in particular

In 2023, the Polish railway carriers transported 374,440 thousand passengers and 231,660 thousand tons of goods. The carrier companies do not collect information related to the international passenger and freight traffic separately.

Organisation of new container routes

PKP Cargo JSC: In 2023, the following new routes were operated on behalf of the PKP Cargo JSC's clients:

- 1) Medyka – Bremerhaven Kaiserhaven
- 2) Medyka – Draugiste (Uostas)
- 3) Medyka – Gdańsk Port North (Północny) (engineering station)
- 4) Medyka – Gdańsk Port North (Północny) DCT (tariff terminal)
- 5) Medyka – Gdynia Port-ZMPG-BKT (tariff point)
- 6) Medyka – Hamburg-VOZ Eurocombi KT Ekom
- 7) Medyka – Padova Interporto
- 8) Medyka – Rostock Seehafen
- 9) Medyka – Szczecin Port Centralny (transfer station)
- 10) Bremerhaven Kaiserhaven – Medyka
- 11) Draugiste (Uostas) – Medyka
- 12) Gdańsk Port North (Północny) (technical station) – Medyka
- 13) Gdańsk Port North (Północny) DCT (terminal) – Medyka
- 14) Gdańsk Port North (Północny) – ZMPG (terminal) – Medyka
- 15) Gdańsk Zaspą Tovarova – ZMPG (tariff point) – Medyka
- 16) Port of Gdynia (junction technical station) – Medyka
- 17) Port of Gdynia – GCT (tariff point) – Medyka
- 18) Port of Gdynia – ZMPG (tariff point) – Medyka
- 19) Port of Gdynia – ZMPG – BCT (tariff point) – Medyka
- 20) Hamburg-VOZ Eurocombi KT Ekom – Medyka
- 21) Klaipeda-Ex – Medyka
- 22) Szczecin Port Centralny (junction station) – Medyka
- 23) Medyka – Padova
- 24) Gliwice – Pordenone
- 25) Kretki – Sehnde
- 26) Podłęże – Lambach (transported on intermodal wagons, but loaded onto trucks)
- 27) Medyka (GR) – Rostock
- 28) Dorohusk – Rostock
- 29) Medyka (GR) – Gliwice
- 30) Radomsko – Medyka (GR)
- 31) Dorohusk – Gdynia
- 32) Gdańsk – Dorohusk.

PKP LHS. The company is currently working on several container service projects between PKP LHS stations and major Ukrainian cities not affected by military actions. These will not be new container routes, but after testing, PKP LHS will consider the possibility of creating a regular container service.

Commissioning of new railway lines

At present, the PKP PLK JSC is implementing the largest investment programme in the company's history, the National Railway programme until 2030 (with an outlook until 2032), the main priorities of which are, in particular: improving the technical condition of the basic and integrated TEN-T network; improving the capacity of lines within agglomerations; implementing projects important for individual regional transport systems; improving the technical condition of railway lines forming the so-called freight corridors on the basis of Regulation (EC) No 913/2010 of the European Parliament and of the Council; improving the condition of the infrastructure serving railway border crossing points at the junction of standard and broad-gauge lines; improving connections between Warsaw and areas important for areas with the lowest transport accessibility; improving connections between voivodeship cities; improving the technical condition of lines particularly important for freight transport, including those providing access bypassing agglomerations, improving access to the seaports.

The most notable investments included in the National Railway Programme until 2030 include:

- works on the E 75 railway line on the section Białystok – Ełk – Suwałki – Trakiszki (state border);
- works on the Warsaw Diameter Line on the section Warszawa Wschodnia – Warszawa Zachodnia;

- works on the alternative transport line Bydgoszcz – Trójmiasto (Tricity);
- works on the main passenger routes in Silesia – line E 65 on the sections Będzin – Katowice – Tychy – Zabrzeg – Zebrzydowice;
- construction of a new railway line Podłęże – Szczyrzyce – Tymbark/Mszana – Dolna and modernisation of the existing railway line No. 104 Czabówka – Nowy Sącz.

In addition, regional programmes are being implemented, aimed primarily at improving local passenger traffic in individual voivodeships, as well as two investment programmes aimed at eliminating the so-called transport alienation:

- the programme for supplementing local and regional railway infrastructure – Rail+ until 2029;
- the state programme for the construction or modernisation of railway stops for 2021-2025.

Restoration of train traffic in 2016-2023

The investment activities of PKP PLK in recent years have been aimed primarily at improving the operation of the railway, increasing its attractiveness and competitiveness, improving spatial accessibility and resuming the movement of passenger and freight trains on several hundred kilometers of railway lines.

Between 2016 and 2023, more than 880 km of railway lines have been restored. The implementation of individual projects, including the modernisation of railway lines No. 28 (Wieliszew – Zegrze Południowie), No. 30 (Łuków – Lublin Północny), No. 35 (Ostrołęka – Chorzele section), No. 142 (Katowice – Ligota – Tychy section), No. 146 (Częstochowa – Chorzew Siemkowice section), No. 190 (Goeszów – Cieszyn section), No. 289 (Legnica – Lubin – Rudna – Gwizdanów section) or No. 358 (Czerwieńsk – Gubin section) have significantly and noticeably increased the availability and comfort of passenger transport, improving the capabilities of railway transport not only on the main transport routes, but also in agglomerations and on important freight routes thanks to the possibility of transporting large batches of goods over long distances.

Moreover, in order to increase the capacity of railway border crossing points on the Polish-Ukrainian border, reconstruction, modernisation and investment works are in progress directly at the Polish-Ukrainian railway checkpoints and on the railway lines leading to them in the border areas. New international passenger railway connections have appeared, serving the border crossing points of Dorohusk – Yagodin or Przemyśl – Mościska.

Modernisation of infrastructure facilities

PKP S.A.: by the end of 2023, out of 191 railway stations planned for construction/modernisation under the Railway Station Investment Programme, 110 stations were put into operation, and another six were accepted and have been made available for passengers at the beginning of 2024. The total value of 116 completed investments is approximately PLN 1.18 billion net.

PKP is currently conducting construction works at 38 railway stations, the total estimated cost of which is approximately PLN 740.3 million net.

PKP Cargo S.A.: In 2023, the new PKP Cargo Terminal in Zduńska Wola-Karsznica was officially opened. It is located at the intersection of the Warsaw-Łódź-Wrocław and Gdańsk-Katowice railway lines, next to the S8 expressway, connected to the motorway and expressway network (junctions A1/A2, A1/S14, S8/S14 and S8/A2), and close to the important European railway line No. 131. The terminal has a warehouse area of 33,000 m² and was built on a 13-hectare plot of land next to one of the largest freight stations in Poland. The facility is equipped with intelligent systems to optimise operations, including an automatic container identification system and an order processing system that allocates space for trains and trucks. In 2023, at the initial stage of the terminal's operation, cargo handling was carried out using self-propelled equipment (reach stackers), and already in 2024 also using newly installed cranes.

The terminal in Zduńska Wola Karsznice offers a wide range of logistics services, such as handling and storage of empty and loaded general-purpose and special containers, semi-trailers and swap bodies with neutral and hazardous goods, as well as packing/unloading and palletising. The PKP Cargo Terminals has a reserve plot of land for further expansion of the investment.

PKP LHS LLC:

- 1) Expansion and development of the Hrubieszów LHS station – stage two.
- 2) Construction of four light tent pavilions 20×50 m on the territory of the Zamość Majdan LHS railway station, as well as the construction of a weigh platform on the square.
- 3) Construction of a loading yard at the Zamość Bortatycze LHS station, along with the necessary infrastructure for the project, with an area of 10,000 m².
- 4) Reconstruction of the track system at the Zamość Bortatycze LHS station.
- 5) Construction of two light halls 20×50 m, reinforcement of the shunting area and construction of truck scales at the LHS transshipment terminal in Szczepleszyn.

- 6) Construction of a loading yard on track No. 130 with the installation of a Q 25t gantry crane at the Szczepieszyn LHS station.
- 7) Construction of four storage silos at the Szczepieszyn LHS transshipment terminal.
- 8) Construction of a loading platform at the Szczepieszyn LHS station, along with the necessary infrastructure for the implementation of the project.

PKP Intercity S.A.:

In 2023, the total value of signed contracts amounted to approximately PLN 34 million net. The PKP Intercity invests in modern infrastructure solutions as part of the company's strategy.

Investments of PKP Intercity S.A. in 2023:

- 1) Construction of an ecological seasonal automatic coach wash at the Kraków Główny Zachód station, along with equipment and related infrastructure (commencement of works in III/2023);
- 2) Tender for the modernisation of the Przemyśl stopping point – total value of approximately PLN 383 million (tender in 2023);
- 3) Reconstruction of the track layout on the Warszawa-Grochów railway line.
- 4) Reconstruction of the premises of the Customer Service Centre at the Warszawa Centralna railway station.
- 5) Modernisation of inspection channels and the floor in the waiting room in Wrocław.
- 6) Repair of track infrastructure located in the southern area of PKP Intercity JSC in the following locations: Katowice Zawodzie, Kraków Prokocim, Kraków Towarowy, Kraków Płaszów and Przemyśl Bakończyce.
- 7) Reconstruction of a 3-kV container switchgear located on track 313 and reconstruction of electrical wiring together with installation of 3-kV power supply columns located on the coupling of the parking tracks of group B at the Wrocław Główny station.
- 8) Procurement, installation and commissioning of a completely new chamber for painting and drying after varnishing of rolling stock and construction of a chamber in the existing hall at the Warszawa Grochów station.
- 9) Reconstruction of fire-fighting equipment (hydrants) together with the water supply and compressed air network on the Warszawa Grochów railway line.

Investments of PKP Intercity to be completed:

- 1) Reconstruction of the existing railway infrastructure in the area of the PKP Intercity S.A. railway siding Szczecin Zaleskie Łęgi.
- 2) Reconstruction of the Kraków Główny Zachód railway line.
- 3) Construction of an automatic car wash in Wrocław together with equipment and related infrastructure.

Procurement of new rolling stock and modernisation of existing rolling stock

PKP Cargo JSC: in 2023, the PKP Cargo JSC implemented the following projects:

- procurement of 8800 wheel sets and brake liners for the modernisation of 2200 railway wagons (project co-financed by the EU);
- procurement of 21 six-axle multi-system locomotives of the ET43 Dragon series;
- procurement of 5 four-axle multi-system locomotives of the Siemens Vectron EU46 series (project co-financed by the EU).

PKP LHS LLC: in 2023, PKP LHS modernised 3 SM48 series locomotives to type 15D/A at its own expense. 2 units of modernised 15D/A locomotives were purchased based on the SM48 locomotive with a CAT 3512C diesel engine with a capacity of 2040 hp (1480 kW).

PKP Intercity S.A.: in 2023, the PKP Intercity S.A. signed contracts for the modernisation, as well as for the procurement of modern rolling stock for a total of over PLN 1.96 billion.

Since the beginning of the implementation of the “Large Investment Railway” strategy, the company has signed contracts worth PLN 8.5 billion.

The PKP Intercity concluded contracts with Polish rolling stock manufacturers:

- a contract for the purchase of 46 single-system electric locomotives for the amount of PLN 1.17 billion (XII/2023);
- a contract worth over PLN 500 million gross for the purchase of 20 Griffin electric locomotives (III/2023).

The implementation of the above contracts will increase the number of modern locomotives of this manufacturer in the PKP Intercity fleet to 96.

- a contract worth over PLN 200 million for the repair of 32 coaches (IX/2023);
- a contract worth about PLN 261 million gross for the periodic repair of 50 coaches, which after completion of the repair will become multifunctional COMBO vehicles (Q4/2023).

Development of a network of fast-speed and high-speed passenger services

Information on plans to build a high-speed railway in Poland

Plans for the development of high-speed railway network in Poland are connected with the project to build the Central Communication Port (Centralny Port Komunikacyjny, CPK), i.e. the Solidarity Airport in Baranów in Central Poland, as well as a network of roads and railways connecting different regions of Poland with Warsaw and the aforementioned airport. A railway hub will be created in the Baranów area, part of which will be connections between the CPK and existing and planned railway lines.



The Warszawa Zachodnia (West) railway station after reconstruction

The CPK railway programme includes a total of 12 railway lines, among them 10 so-called 'spokes' – routes leading from different regions of Poland to Warsaw and the CPK.

Integration with railway transport is one of the conditions for the normal functioning of the Solidarity Airport. Within the framework of the CPK programme, about 1.6 thousand km of new railway lines will be built. Of these, 140 km will be built within the framework of the so-called zero stage, which must be ready before the start of operation of the Solidarity Airport. The zero stage will see the construction of a new railway line Warsaw – CPK – Łódź Fabryczna – the first section of the high-speed railway project abandoned in 2012 (the so-called 'Y'). This section will allow trains to travel at speeds of up to 250 km/h. According to current plans, the so-called 'Y', i.e. the route from Warsaw to Łódź and further from Sieradz to Wrocław and Poznań, should be fully built after 2030.

Eventually, the CPK programme will also include the CMK North line, i.e. an extension of the Central Railway Line (CMK) from the Żyrardów area to CPK and further in the direction of Płock, Włocławek, Grudziądz and Trójmiasto (Gdańsk, Gdynia, Sopot).

The railway part of the CPK programme, divided into stages to be completed by 2040, is a network of new lines leading from 10 directions to the CPC and Warsaw. As a result, it is expected that the journey to the central airport by train will take no more than 2 hours. The network will cover the largest cities in the country (with the exception of Szczecin, which can be reached by rail in 3 hours 15 minutes). Convenient access to the CPK will also be provided for the border areas of the Czech Republic, Slovakia, Ukraine, Belarus, Lithuania and the Kaliningrad region.

Each of the routes – 'spokes' – will consist of new sections of the network and reconstructed or modernised parts of the existing infrastructure.

In the case of newly built high-speed lines – initially between Warsaw and Łódź, and then Wrocław and Poznań, among others – the expected initial standard will be their adaptation to a speed of 250 km/h, with the technical parameters allowing for an increase in this speed later. The most important elements of the railway investment plan within the CPK programme are as follows:

Spoke No. 1 (Pomerania, Kuyavia): CPK – Płock – Włocławek – Grudziądz – Tczew – Trójmiasto (CMK Square) – Łębork – Słupsk; Włocławek – Toruń – Bydgoszcz – Piła – Szczecinek – Białogard – Kołobrzeg.

Spoke No. 2 (Warmia): CPK – Warsaw – Nasielsk – Ciechanów – Działdowo – Olsztyn

Spoke No. 3 (Podlaskie, Mazury): CPK – Warsaw – Zielonka – Tłuszcz – Czyżew – Białystok – Kuźnica; Białystok – Jełk – Suwałki – Trakiszki; Tłuszcz – Ostrołęka – Łomża – Pisz – Orzysz – Giżycko.

Spoke No. 4 (Siedlce, Biała Podlaska, Terespol): CPK – Warsaw – Siedlce – Łuków – Biała Podlaska – Terespol.

Spoke No. 5 (Lublin): CPK – Warsaw – Otwock – Lublin – Trawniki – Chełm; Trawniki – Krasnystaw – Zamość – Tomaszów Lubelski – Bełzec.

Spoke No. 6 (Radom, Subcarpathia): CPK – Grójec – Warka – Radom – Ilża – Ostrowiec Świętokrzyski – Stalowa Wola – Łętownia – Rzeszów – Sanok; Rzeszów – Jasło – Krosno.

Spoke No. 7 (Kielce and Tarnów): CPK – CMK – Lesser Poland-Silesian Junction (MPU) – Kraków – Podłęże – Nowy Sącz/Czabówka; MPU – Czechowice-Dziedzice – Jastrzębie-Zdrój; MPU – Katowice; CMK – Opoczno – Końskie – Kielce – Busko-Zdrój – Tarnów – Nowy Sącz – Muszyna.

Spoke No. 8 (Częstochowa, Opole): CPK – Skierniewice – Częstochowa – Opole – Nysa – Kłodzko.

Spoke No. 9 (Greater Poland Voivodeship, Lubuskie Voivodeship, West Pomerania): CPK – Łódź – Sieradz – Wieruszów – Wrocław – Świdnica – Wałbrzych – Lubawka; Sieradz – Kalisz – Poznań – Szczecin – Szczecin Goleniów;

Kalisz – Ostrów Wielkopolski – Leszno – Głogów – Zielona Góra; Poznań – Zbąszynek – Gorzów Wielkopolski.

Spoke No. 10 (Kutno, Konin, Poznań): CPK – Warsaw – Sochaczew – Kutno – Konin – Swarzędz – Poznań.

The total length of railway lines in Poland today is 19 thousand km, while more than 5 thousand km of railway lines have been destroyed since the early 1990s. New investments are needed, since large-scale construction of railway lines has not been carried out in Poland since the 1980s, when the Metallurgy and Sulphur Line (LSL) was completed, and before that – the Central Railway Line (CMK). Over the past 30 years, only 50 km of new railway lines have been built in Poland (37 km of the Pomeranian Railway and several connecting lines to airports, including Warsaw-Chopin and Lublin).

In Poland, there are over 100 towns with a population of over 10,000 people that do not have direct access to the railway transport. In comparison, there is one such town in the Czech Republic, eight in Slovakia, six in Hungary and five in Austria. The current form of the Polish railway network still bears traces of the partitions, which can be seen in particular in the layout of lines and the lower density of tracks in eastern Poland.

Thanks to the implementation of the CPK programme, towns that are currently inaccessible by train will appear on the railway map of Poland, such as Jastrzębie-Zdrój, Tomaszów Lubelski, Końskie, Busko-Zdrój, Dąbrowa Tarnowska and Węgorzewo. The high-speed lines and 'spokes' leading to the CPK will make the network more coherent and allow it to be used to its full potential.

Works to facilitate border crossing procedures by rail

PKP Cargo JSC: in 2023, the PKP Cargo JSC carried out the following activities to eliminate barriers that arise in the process of freight traffic:

- 1) ongoing cooperation with the PKP PLK JSC, UZ and LTG Cargo to optimise railway traffic;
- 2) use of modernised (replacement of bogies) UZ-owned wagons for the transportation of grain and fuel;
- 3) optimisation of the transport process by coordinating double loading operations to prevent rolling stock downtime;
- 4) adaptation of UZ wagons for the transportation of agricultural products and food products – a response to the increased demand for transit grain wagons;
- 5) continuation of internal/national cooperation with border services, railway infrastructure managers, carriers, reloaders, importers/recipients of goods (aligning the working hours of border services with the volume of goods flow handled by carriers, reducing control operations of border services due to earlier announcement and their mutual synchronisation, cooperation of infrastructure managers and carriers in terms of coordinating the cargo process with the work on modernisation of railway infrastructure, optimisation of mutual use of traction potential);
- 6) construction of an innovative European-scale (the first in the EU) loading ramp for MAN trucks at the Podłęże station and the start of transportation on fixed chains.

PKP Intercity S.A.: The PKP Intercity is intensively developing its digital competencies, which significantly facilitate customers' access to tickets, which, in particular, simplifies travel across borders:

- 1) In January 2023, the PKP Intercity mobile application was presented. In October 2023, a new online ticketing service e-IC 2.0 was launched.
- 2) By 31.12.2023, 8.9 million tickets worth over PLN 400 million had been sold in partner ticketing channels (including mPay, e-podróżnik.pl, SkyCash, KOLEO, Jakdojade).

As part of the facilitation of border crossing procedures, meetings were held with the representatives of the Border Guard and Customs Service, aimed at adjusting, and in some situations, reducing the time for passing border control within the capabilities of the border services. The agreements reached are taken into account when making changes to the train timetable between Poland and Ukraine.



High-speed electric train of the Express Intercity Premium category

Passenger traffic volumes. In 2023, the PKP Intercity S.A. carried over 68 million passengers, which has been the best result in the company's history. In 2023, the PKP Intercity trains stopped in 411 cities at 465 stations in Poland. The high performance of transportation is, among other things, the result of multi-billion investments in rolling stock, thanks to which travel comfort is systematically improved.

Works in the field of reforming and improving the railway transport management structure

As part of Poland's recent efforts to reform and improve the railway transport management structure in the context of intermodal transport, a recommendation is being developed to introduce a new system of support for intermodal transport. In addition to the basic 25 % discount for intermodal transport, carriers can use an additional component increasing the size of the intermodal discount, the size of which (up to 50 %) will depend on:

- the route of transport – for example, preference is given to the routes leading from ports, routes along the TEN-T network;
- the use of at least one terminal and at least two modes of transport;
- the type of rolling stock used – preference is given to the fast-speed intermodal trains that can run on the railway network immediately behind passenger trains, thereby facilitating better use of capacity, more efficient use of rolling stock and reduction of freight transport time;
- the assumption of using at least 50 % of the loaded wagons in the train in accordance with the carriers' statements (consignment notes).

Intermodal discount: The "Guidelines for the Development of Intermodal Transport until 2023 with a Perspective until 2040" sets out recommended actions to support the development of intermodal transport. One of them is "Conducting a study of intermodal transport support instruments, including intermodal benefits, taking into account the preferences of shippers and intermodal transport operators". At the end of 2022 and in 2023, an analysis of the currently applied intermodal benefits in terms of freight traffic and costs was carried out jointly with PKP PLK JSC and the Railway Transport Authority. This cooperation made it possible to evaluate the results of consultations among stakeholders using intermodal rail freight transport. An analysis of the demand for intermodal transport was also carried out, assessing its flexibility, as well as an assessment of the results of intermodal transport in recent years and the prospects for its development.



Russian Railways OJSC (RZD OJSC)



Freight traffic volumes

Title of indicator	2022	2023	2023 in comparison to 2022 in %
Total amount of goods transported (million tons)	1354.5	1369.1	+1
Domestic traffic	817.0	817.8	+0.1
International traffic	537.4	551.3	+2.6
To include:			
Export	429.6	432.0	+0.6
Import	71.0	76.9	+8.3
Transit	36.8	42.4	+15.3

Container traffic (thousand TEU)

Title of indicator	2022	2023	2023 %
Total (thousand TEU)	6521.1	7438.6	+14.1
Domestic traffic	2545.5	3006.4	+18.1
International traffic	3975.6	4432.1	+11.5
To include:			
Export	1504.8	1660.3	+10.3
Import	1625.2	1928.2	+18.6
Transit	845.6	843.7	-0.2

Passenger traffic volumes

According to the results of 2023, 1199.6 million people were transported on the infrastructure of the Russian Railways OJSC (105.7 % as compared to 2022, 100.1 % as compared to 2019), 122.0 million people in long-distance traffic. (112.7 % against 2022, 104.7 % against 2019), in suburban traffic – 1,077.6 million people. (104.9 % against 2022, 99.7 % against 2019).

Passenger turnover amounted to 136.3 billion passenger-km (111.0 % against 2022, 102.2 % against 2019), in long-distance traffic – 103.1 billion passenger km (112.9 % against 2022, 104.1 % against 2019), in suburban traffic – 33.2 billion passenger-km (105.5 % against 2022, 96.7 % against 2019). More than 17.7 million passengers were transported in high-speed segment (106.3 % as compared to 2022, 103.3 % as compared to 2019).

Volumes of transportation in direct communication with OSJD member countries in 2022 and 2023, people

In the direction of:	2022	2023	2023/2022 in %
Azerbaijan	-	-	-
Belarus	2,459,887	2,364,121	96.1
Kazakhstan	220,352	375,134	170.2
Kyrgyzstan	8895	8067	90.7
Latvia	-	-	-
Lithuania	-	-	-
Moldova	-	-	-
Mongolia*	20,634	17,210	83.4
Tajikistan	15,182	45,224	297.9
Uzbekistan	71,861	105,013	146.1
Estonia	-	-	-
Total	2,796,811	2,914,769	104.2

*transported by the trains of both the FPC JSC and the UBZD JSC

According to the outcomes of 2023, passenger traffic between Russia and the OSJD countries increased by 4.2 % as compared to the volumes of 2022.

Information on the development of container freight traffic, combined, multimodal and intermodal cargo transportation. New container routes

According to the outcomes of the year, the historically record number of containers was transported – more than 7.4 million TEUs, which is 14.1 % or 917 thousand TEUs more than in the same period of the previous year.

The most popular and attractive method of transporting containers remains the transportation by container trains. 5066 thousand TEUs were transported by container trains, which is 16.2 % or 705 thousand TEUs more than in the same period of the previous year.

The share of routing is 68.1 %, which is 1.2 % higher than in the previous year. The share of routing of loaded containers is 79.4 % (4315.6 thousand TEUs were transported), an increase as compared to the previous year's level was 1.2 %.

The freight train schedule for 2022/2023 includes timetable threads for container trains on more than 5200 routes, of which 251 are for international container trains.

By the end of 2023:

- Transit container transportation from Belarus to the ports of the North-West Basin was launched, and container services from Belarus to China continued to develop through the railway checkpoints located on the border with Kazakhstan, Mongolia and China.
- The first container train from China passed through the Nizhneleninskoye – Tongjiang railway bridge crossing.
- Container trains are regularly sent along the eastern route of the North-South International Transport Corridor of the RZD Logistics JSC.
- As part of the implementation of the project to create a service for the transportation of small consignments of goods, prototypes of 5- and 10-ton medium-tonnage containers and an adapter flat wagon for their transportation were manufactured, which successfully passed preliminary and acceptance tests with lifting by various lifting mechanisms and test commercial transportation as part of a container train.

Modernisation of existing railway lines, sections, stations, railway infrastructure facilities

1. On the RZD OJSC's network, the following facilities have been updated by all types of repairs:
 - 5004.4 km of railway tracks have been updated on the railway network by all types of repairs, and 2334 turnout switches have been replaced;
 - 191 electric interlocking switches and 909.4 km of dispatch control have been modernised.
2. The project "Development of the infrastructure of railway checkpoints" was widely developed last year, aimed at increasing the throughput and carrying capacity of the infrastructure on the 1520-mm and 1435-mm track gauge.
3. The task of forming the necessary infrastructure of international transport and logistics corridors is being successfully solved, projects for the development of the Company's cargo terminals are being implemented.
4. The fleet of loading and unloading equipment for cargo terminals of the North-South International Transport Corridor, corridors in the Azov-Black Sea and Eastern directions has been added.
5. The RZD OJSC has begun the construction works on the Yuzhny Port TLC, which is being established as part of the formation of the freight "framework" of the city of Moscow.

Procurement of new rolling stock, modernisation of existing rolling stock

In 2023, the RZD OJSC acquired 55 electric trains with 285 coaches.

As part of the renewal of the fleet of passenger coaches of the FPC JSC, 531 new passenger coaches were delivered, including 104 double-decker passenger coaches (433 coaches were delivered in 2022, including 108 double-decker passenger coaches).

In addition, in 2023, 709 coaches were repaired by overhaul repair – level 2 (475 coaches in 2022), and 23 coaches were repaired by the overhaul and restoration repair (140 coaches in 2022).

In 2023, under the project "Procurement of traction rolling stock", 557 locomotives were delivered (310 electric locomotives and 247 diesel locomotives), including:

- 282 freight electric locomotives;
- 28 passenger electric locomotives;
- 77 freight diesel locomotives;
- 166 shunting diesel locomotives;
- 4 passenger diesel locomotives.

Development of a network of fast-speed and high-speed passenger services

In 2023, works were continued to create the basis for the development of fast-speed and high-speed railway service between major cities and the implementation of a priority project – the Moscow-St. Petersburg high-speed railway line.

Works were organised within the framework of the interagency working group on the construction of the Moscow-St. Petersburg high-speed railway. The passenger traffic and tariff forecast has been updated, the methodology for calculating the cost of high-speed railway construction has been confirmed, and the financial model of the project has been updated.

Works for developing high-speed rolling stock for the high-speed railway traffic has been continued.

Information about facilitation of border crossing procedures in international traffic by rail (using EDI)

In the reporting year, a number of issues were resolved with the border and customs bodies of the Russian Federation on simplifying border crossing procedures at border crossing points with China, Mongolia, the DPRK and in the ports of the Far East.

In particular, the RZD OJSC has implemented a project to provide documents and information in electronic form to the regulatory authorities of the Russian Federation, without duplicating SMGS consignment notes on paper, during export transportation of bulk cargo (coal, ore) in direct railway traffic to China through the Far Eastern Railway border crossing points, which allows the customs authority to reduce the time for processing railway and shipping documents and eliminates the provision of paper documents to the customs post. Works are underway jointly with the Federal Customs Service of Russia to organise an experiment on removing customs inspection of goods in containers from the border crossing points to the TLCs at the places of cargo delivery. Works are underway to implement the Roadmap for the Development of Trade and Economic Cooperation between the EAEU countries, on the one hand, and the People's Republic of China, on the other hand, dated 17 May 2018.

Works for reforming and strategical development of railway transport, as well as for improving the structure of railway transport management in 2023

The RZD OJSC ranks first in the world in terms of intensity of use of the railway network (transport density in t/km), providing 85 % of the country's freight turnover (excluding pipeline transport) and about 30 % of passenger traffic. Over a billion passengers use Russian railways per year.

On 15 December, 2023, the IV Railway Congress was held with the participation of the Head of State. It was noted that the Russian railways have been a powerful high-tech complex and one of the flagships of the Russian economy in the implementation of innovations and digital solutions.

The Congress outlined the priority tasks for the development of railway transport, the main ones being as follows:

- ensuring transport safety and traffic safety on railway transport;
- increasing the competitiveness, quality and flexibility of transport services in the context of a rapidly changing market situation based on modern digital technologies, coordinated development of public and private railways on the territory of the Russian Federation;
- ensuring a balanced distribution of freight and passenger flows taking into account the interests of all market participants and the creation of long-term, legally enshrined relationships between them, providing for the necessary development of railway infrastructure in the interests of the development of the country's economy;
- improving the quality of transport services in terms of safety and comfort of transportation, while minimising the negative impact on the environment;
- developing production infrastructure in the field of maintenance and repair of rolling stock in accordance with modern high-tech domestic practices;
- strengthening bilateral and multilateral cooperation with foreign partners and promoting the interests of the Russian Railways in specialised international organisations, as well as interstate associations;
- achieving the required carrying capacity of the railway infrastructure on key export routes by the end of 2030;
- developing infrastructure for fast-speed and high-speed passenger service;
- balanced renewal of the railway infrastructure, fixed assets of enterprises and rolling stock, expanding investment mechanisms on the terms of public-private partnership for the accelerated development of the railway infrastructure in order to accelerate the socio-economic development of the country.

The strategic direction in the field of digital transformation of the transport industry of the Russian Federation until 2030 has been approved by the Order of the Government of the Russian Federation dated 3 November 2023 No. 3097-r.

The main goals of this area are to improve the quality of transport and logistics services (increase availability and speed, reduce costs), to develop seamless domestic and international transportation, to ensure their safety and reliability (resistance to special external conditions), and to reduce the burden on the environment through digital transformation.

To achieve these goals, the following tasks are to be solved:

- digitalisation of passenger and freight transportation; as well as the life cycle of infrastructure and vehicles;
- digitalisation of transport complex management;
- ensuring security at critical information infrastructure facilities in the transport industry;
- increasing the level of technological development and decarbonisation of the transport complex.



National Railway Company of Romania "CFR" –S.A. (CFR)



International passenger traffic volumes in 2023 in comparison with 2022

	2022		2023	
	Outbound passengers	Passenger-km	Outbound passengers	Passenger-km
Total:	53,724,577	4,926,615,777	56,363,242	5,211,399,105
Domestic traffic	53,422,505	4,832,913,334	56,008,562	5,116,471,595
International traffic	302,072	93,702,443	354,680	94,927,510

Train-kilometer indicators

In 2023, 61.176 million train-km were performed in passenger traffic on Romanian Railways, which is 104.48 % of the 2022 level, and 21.477 million train-km were performed in freight traffic, which is 95.80 % of the 2022 level.

Modernisation of railway infrastructure

During 2023, the National Company of Romanian Railways "CFR" – S.A. continued to implement the projects aimed at the rehabilitation of railway lines, the modernisation of electronic signalling, interlocking, safety and ERTMS systems, the rehabilitation of bridges, small bridges and tunnels. Financing for these projects is provided from the European funds, through the European Union Operational Programme "Large Infrastructure" (POIM)/Connecting Europe Facility (CEF); through the financial instruments of the National Recovery and Resilience Plan (PNRR) of Romania, as well as from the state budget, through the budget of the Ministry of Transport and Infrastructure.

I. The progress in the project implementation for the rehabilitation/modernisation of the railway infrastructure for railway sections of the TEN-T core network with land or sea cross-border links with neighbouring countries, which are at the preparation or implementation stage, is as follows:

- ➔ *Cluj Napoca – Oradea – Bishopric of Bihor – Hungary/Romania State Border (HU/RO):* design works are in progress for groups 1, 3 and 4, for group 2 the technical design has been approved and the construction authorisation has been issued;
- ➔ *Caransebeş – Timișoara – Arad:* design works are in progress for four groups: Caransebeş – Lugoj, Lugoj – Timișoara-Est, Timișoara-Est – Ronat Triaj (marshalling yard) and Ronat Triaj (marshalling yard) – Arad;
- ➔ *Repair works – "QUICK WINS – works to eliminate speed restrictions in order to restore the technical parameters of the track superstructure":* contracts are in the deployment phase for the Regional Branch of Railways Timișoara (5 groups), the Regional Branch of Railways Brașov (21 groups), the Regional Branch of Railways Cluj (49 groups), the Regional Branch of Railways Craiova (26 groups), the Regional Branch of Railways Bucharest (16 groups), the Regional Branch of Railways Galati (6 groups) and the Regional Branch of Railways Iași (Line 600, Tecuci – Iași);
- ➔ *Bucharest Nord – Jilava – Giurgiu Nord – Giurgiu Nord state border:* a contract for the design and execution of works for group 1 is in the deployment phase: resumption of railway traffic on the bridge over the Arges River, between the localities of Vidra and Comana; the feasibility study for the modernisation of the Bucharest Nord – Jilava – Giurgiu Nord – Giurgiu Nord state border – group 2 railway line has been completed; the technical and economic indicators of this investment objective were approved by Government Decision No. 1269 of 14 December 2023; the public procurement procedure for the design and implementation works is in preparation;
- ➔ *Roman – Iași – Romania/Republic of Moldova (RO/MD) State Border and Pascani – Darmanesti – Vicsan – Romania/Ukraine (RO/UA) State Border:* the feasibility study for the rehabilitation of the railway line Roman – Iași – State Border is in the deployment phase; the feasibility studies for Ploiești – Focșani, Focșani – Roman, Pascani – Dărmănești have been completed; for the electrification of the Dărmănești – Vicsan – Romania/Ukraine State Border (RO/UA) line, CEF financing has been approved and the public procurement documentation for the design and execution works is in the process of preparation;
- ➔ *Rehabilitation of the Craiova – Calafat/Golents – Romania/Bulgaria State Border (RO/BG) railway line:* investment objective approved, funding source identification is in the process of being identified, reserve project in the Transport Programme 2021-2027;
- ➔ *Modernisation of the railway infrastructure at the Port of Constanța:* the feasibility study for the modernisation of the railway infrastructure at the Port of Constanța has been completed and the investment objective approved; the contract for CEF financing for Phase I has been signed – the public procurement procedure for the design and execution works has been completed, the contract is being signed; Phase II – CEF funding, public procurement

procedure for the design and implementation works in preparation;

- *Electrification of the railway line Giurgiu Nord – Friendship Bridge (Romania/ Republic of Bulgaria (RO/BG) State Border) – Ruse:* official discussions took place during 2022 between the representatives of CFR JSC and NRIC/relevant ministries of Romania and the Republic of Bulgaria regarding the identification of a source of financing for the feasibility study for the electrification



An agreement was signed in January 2024 on the supply of 62 electric trains manufactured by PESA Bydgoszcz (an OSJD affiliated enterprise) to the Romanian Railways (photo: PESA Bydgoszcz)

of the railway line (11,345 km), and the CEF Transport Programme and the Romania-Bulgaria Cross-Border Cooperation Programme for 2021-2027 were proposed, European financing mechanisms have been identified that allow the promotion of cross-border projects through partnership.

II. The progress in the implementation of the remaining investment projects of the National Company of Romanian Railways “CFR”–S.A. is as follows:

- *Rehabilitation of the railway line State Border – Curtici – Simeria, which is part of the IV Pan-European Corridor, for the movement of passenger trains with a maximum speed of 160 km/h and freight trains with a maximum speed of 120 km/h, section 2: Ilteu – Gurasada and section 3: Gurasada – Simeria*

Status:

- sub-section 2a: 614 km – point Y Bârzava: 90.75 %;
- sub-section 2b: point Y Bârzava – point Y Ilteu: 87.80 %;
- sub-section 2c: point Y Ilteu – Gurasada: 68.10 %;
- section 3: Gurasada – Simeria: 82.20 %.

- *Rehabilitation of the Braşov-Simeria railway line, which is part of the IV Pan-European Corridor, to ensure the movement of passenger trains with a maximum speed of 160 km/h and freight trains with a maximum speed of 120 km/h, Coşlariu-Simeria section*

Status: in 2023, the final acceptance of works took place for:

- sections Vinţu de Jos – Coşlariu and Coşlariu – Simeria;
- signalling devices, ERTMS, 99 % implemented.

- *Rehabilitation of the Braşov-Simeria railway line, which is part of the IV Pan-European Corridor, to ensure the movement of passenger trains with a maximum speed of 160 km/h and freight trains with a maximum speed of 120 km/h, Sighişoara-Coşlariu section*

Status:

- final acceptance of works took place on all three sections: Sighişoara – Acel, Acel – Micăsasa and Micăsasa – Coşlariu;
- works on signalling and interlocking devices, ERTMS – a contract is at the deployment stage, 99.15 % implemented; at the testing stage for the purpose of acceptance of works.

- *Rehabilitation of the Braşov-Simeria railway line, which is part of the Rhine-Danube Corridor, for the movement of passenger trains with a maximum speed of 160 km/h and freight trains with a maximum speed of 120 km/h, section: Braşov – Sighişoara, subsections: No. 1 Braşov – Apaţa and No. 3 Căţa – Sighişoara*

Status: works are at the deployment stage, 24.58 % completed.

- *Rehabilitation of the Braşov-Simeria railway line, which is part of the Rhine-Danube Corridor, for the movement of passenger trains with a maximum speed of 160 km/h and freight trains with a maximum speed of 120 km/h, section: Braşov – Sighişoara, subsection: No. 2 Apaţa – Cata*

Status: works are at the deployment stage, 22.20 % completed.

- *Rehabilitation works of bridges, small bridges and railway tunnels – Timişoara Regional Railway Branch*

Status: 100 % completed, acceptance procedures after completion of the works.

→ *Rehabilitation works of bridges, small bridges and railway tunnels – Regional Branch of Craiova Railways*

Status:

- group 1 – 100 % – works were completed in 2022, final acceptance took place in 2023;
- group 2 – 100 % – final acceptance took place in 2021;
- group 3 – 100 % – works completed in 2023.

Facilitation of border crossing procedures

As the railway infrastructure administrator, the National Company of Romanian Railways “CFR”–S.A. has taken the following measures to facilitate border crossing procedures:

- between the border stations of Kurtić – Lőkősháza, Episkopija Bihor – Biharkeresztes, Giurgiu Nord – Ruse and Vidin – Golenc, an information system for requesting and providing free tracks between the station attendants of Romania and the neighbouring countries (Hungary and the Republic of Bulgaria) was implemented, thus solving the language barrier;
- between the railway networks of CFR (Romania) and MÁV (Hungary), the IMMCOM information application is used and, due to the good interaction between the railway infrastructure administrators and the railway carriers, the average waiting time of freight trains at the border stations has been optimised.



Railways of the Slovak Republic (ŽSR)



Freight and passenger traffic volumes as compared to 2022, with the international traffic volumes in particular

Passenger traffic volumes

Country	Railway	Year	Passengers transported (thousand)	Passenger turnover (million passenger-km)
SK	ZSSK	2022	67 118.00	3 226.97
		2023	71 726.51	3 560.40
		Year 2022 international traffic	5031.9	270.278
		Year 2023 international traffic	5257.52	263.264

Freight traffic volumes

year/tons	Domestic traffic	International traffic	total
2023*	3,269,406	23,082,986	26,352,392
2022	3,614,158	25,236,576	28,850,734

* data for 2023 were obtained after the 1st preliminary summary of the year, official data is to be available at the beginning of March 2024

Organisation of new container routes

No new routes for container traffic were organised in 2023.

Introduction of new railway lines

Introduction of new lines to/from Ukraine:

Passenger traffic

In 2023, the RegioJet JSC carrier organised train lines 1222/1223 Košice – Chop and back by an extraordinary change, with an extension until the 2023/2024 train timetable. On 23 January 2024, the infrastructure manager sent an appeal to the RegioJet carrier to abandon the dedicated train lines 1222/1223 Košice – Chop (UZ) in the 2023/2024 train schedule due to their use below the limit specified in the terms of use of the railway network.

Freight traffic

From April 2023, four free lines on track gauge 1435 mm 61050/61051 and 61056/61057 Čierna nad Tisou – Chop were introduced under the management of the Retrak Slovakia LLC carrier.

From July 2023, two new lines on broad track gauge of 1520 mm 3715/3716 Čierna nad Tisou – Chop were introduced under the management of the Retrak Slovakia LLC carrier.

From December 2023, four free lines on normal track gauge of 1435 mm 61060–61063 Čierna nad Tisou – Chop were introduced under the management of the RailLog LLC carrier.

All the above freight trains are still valid in 2024.

Modernisation of infrastructure facilities

During 2023, implementation works were carried out on the following facilities:

- 1) **Modernisation of the railway line Žilina – Košice, section of the Liptovský Mikuláš – Poprad-Tatry line (outside), stage 1 (Poprad – Lucivna)** – implementation is underway, expected completion of construction works according to the contract – 07/2023 (delay of about 12 months as compared to the contract);
- 2) **ŽSR, modernisation of the Devínska Nová Ves – state border of the SR/CR railway line** – works were carried out mainly on the section Kutý (outside) – state border Kutý, expected completion of construction works on this section is 05/2024;
- 3) **ŽSR, completion of the Žilina-Teplička marshalling yard and the associated railway infrastructure in the Žilina junction** – including the Váh-Varín-Strečno section – implementation is ongoing, expected completion of the construction works according to the contract – 12/2024 (delay of about 18 months as compared to the contract);
- 4) **ŽSR, electrification of the Haniska-Velká Ida-Moldava nad Bodvou-town line** – implementation is ongoing, expected completion of construction works by 12/2024;

- 5) ŽSR, Trebišov Integrated Passenger Transport Terminal – construction was completed in 10/2023;
- 6) ŽSR, modernisation of the corridor, state border of the Czech Republic/Slovak Republic – Čadca – Krasno nad Kysucou (outside), railway line, stage 3 – section Čadca (outside) – Čadca state border, currently under implementation, expected completion of construction works 07/2024;
- 7) ŽDS Trnovec nad Váhom – ŽDS Tvrdosovce, modernisation of tracks No. 1 and 2 – construction was completed 12/2023;
- 8) Implementation of GSM-R in the ŽSR network, section Varín – Košice – Čierna nad Tisou – state border – currently under implementation, expected completion of construction works is 12/2024;
- 9) ŽDS Košice – reconstruction of platforms No. 1, 2, 3 and KRVSP (comprehensive reconstruction of the track superstructure) of tracks No. 11, 9, 8, 7, 6, 5, 3a, 1 – implementation is in progress, expected completion of the construction works is in 06/2024;
- 10) ŽSR, electrification and related reconstructions on the Banovce nad Ondavou – Humenné section of the route – implementation is in progress, expected completion of the construction works is in 07/2025;
- 11) Šaštín – Kutý, KRVSP of track No. 1 – implementation is in progress, expected completion of the construction works is in 03/2024;
- 12) ZDS Krompachy, modernisation of turnout switches No. 23-30 – construction was completed in 12/2023;
- 13) ŽSR, modernisation of the Poprad – Spisska Nová Ves tracks, section of the Poprad-Vydrník line – a contract was signed with the contractor in 12/2023, construction is expected to start in 2024 (after receiving all necessary construction permits).

Procurement of new rolling stock and modernisation of existing rolling stock

Freight wagons

Restoration plan of freight wagon fleet

Conversion of freight wagons to LL brake shoes – silent wagons. ZSSK Cargo's own wagons, which are 7 to 16 years old, have already been converted to composite brake shoes or LL brake shoes. In 2021, the project to convert 2050 wagons to LL brake shoes was successfully completed. In 2022-2023, the 2nd EU project was taken into account to convert 2819 wagons to LL brake shoes. By the end of 2022, a total of 5406 freight wagons with ZSSK Cargo had been converted to LL and K brake shoes.

GPS installation on wagons. In order to increase flexibility, improve scheduling and planning of periodic maintenance, ZSSK Cargo had equipped 6000 freight wagons with GPS sensors by the end of 2022.

Plan for the restoration of traction rolling stock

Implementation of camera recording systems on the 131 series locomotives.

Reconstruction and upgrading of locomotives of the 742 series to the 742.71 series in the amount of 20 vehicles during 2023-2024.

New vehicles – locomotives and electric multiple units:

- in 2023, 15 trains of modernised EJ r425 (TEZ) series were accepted and are already in operation;
- 9 trains of EJ660 series (Škoda Panter)/the first of them was not approved for service until 01/2024, the rest until 02/2024;
- 3 trains of EJ561 series (Stadler KISS)/operating permit was to be received at the beginning of 02/2024.

Passenger coaches

Modernisation – locomotives and electric multiple units:

- ETCS installed on 24 locomotives of EJ 660/661 series (Škoda Panter) (in operation since 1 February 2024);
- RDST with GSM-R (TSI) installed on 54 locomotives/motor coaches/EMUs;
- BlackBox installed (recording from the front camera + audio recording of conversations via RDST) on 88 locomotives/motor coaches/EMUs.

Bdteer – 17 modernised passenger coaches for regional traffic – implemented by ŽOS Trnava a.s.

Bdmpz – 11 newly manufactured passenger coaches for regional traffic – implemented by ŽOS Vrútky, a.s.



17 Bdteer passenger coaches for regional transportation were modernised by ŽOS Trnava a.s.



11 Bdmpz passenger coaches for regional transportation were manufactured by ŽOS Vrútky, a.s.

Development of the fast-speed and high-speed passenger transport network

As part of the high-speed passenger transport network, ŽOS Vrútky, a.s. entered into a contract with a contractor at the end of 2022 to prepare a feasibility study entitled “National Feasibility Study of High-Speed Routes Connecting V4 Countries” (this is a joint project of the V4 countries, which involves connecting the capitals of Warsaw, Prague, Vienna, Bratislava, Budapest by a high-speed railway network). During 2023, intensive works were carried out to develop the feasibility study on the territory of the Slovak Republic. The expected completion date of the study is December 2024.

Works to facilitate border crossing procedures by rail

In 2023, the following activities were carried out:

- equipment for handling grain crops was purchased, the number of operational personnel involved in handling grain crops was increased, and technological equipment for handling grain crops was modernised;
- within the framework of the CEF 2 project “EU-Ukraine: Optimisation and modernisation of traffic flows in terms of infrastructure capacity, interoperability and service efficiency at border crossing points on the common border of Hungary/Slovakia/Ukraine”, the objective of which is to improve, optimise and modernise traffic flows at the junction of the borders between Hungary, Slovakia and Ukraine (Chop-Záhony – Čierna nad Tisou – Batovo – Eperjeske) and which should lead to improved traffic organisation at border crossing points, increased interoperability between the Ukrainian and European railway system, faster procedures at railway border crossing points and harmonious development of projects at the common border crossings and in the field of transshipment, opportunities were found to implement this task in the context of ZSSK Cargo;
- functionality related to driver assessment according to the Harmonised Supplementary Certificate and the European Driver Identification Number was updated;
- process for sending electronic consignment notes to ORFEUS for outgoing shipments was updated;
- TKT Dobra terminal was modernised – phase I includes preparation of a feasibility study, design works and obtaining permits for terminal modernisation, as well as acquisition of handling equipment for intermodal units and implementation of the TOS software solution;
- in 2023, a new mobile application for Android was developed, designed to conduct and record full brake testing, register wagons with the parking brake on and record wagons with the brake off; the application can be used on mobile devices.

Works on reforming and improving the structure of railway transport management

In 2023, works on reforming and improving the structure of railway transport management were not in progress.

**РОҲИ
ОҶАНИ
ТОҶИКИСТОН**

Tajik Railway State Unitary Enterprise (TDZ)



	Measuring unit	2022	2023	%
Transportation of goods, total	Thousand tons	6104.2	6458.1	105.8
Including: export	Thousand tons	1032.1	600.8	58.2
import	Thousand tons	4474.8	5423.0	121.2
Transportation of passengers, total	Thousand passengers	455.6	455.6	100.0
Including: in international traffic	Thousand passengers	39.7	72.2	181.9
Organisation of new container routes	New container routes not organised			
Introduction of new railway lines	No works as regards the implementation of this programme were in progress			
Modernisation of infrastructure objects	-			
Procurement of new	Wagons-coaches	-	-	-
Modernisation of existing rolling stock	Wagons-coaches	-	-	-
Implementation of programme for the development of fast-speed and high-speed passenger traffic	No works as regards the implementation of this programme were in progress			
Facilitation of border crossing procedures by rail	By interacting with border and customs authorities, the time of technological procedures has been reduced, favourable conditions have been created to facilitate border crossing procedures, as well as to provide compliance with the schedule of international passenger trains movement			
Works on reforming and improving the management structure of railway transport	No works as regards the development of this programme are in progress			



Agency „Turkmenemiryollary” (TRK)



Main efficiency indicators

Indicator title	Unit of measuring	2022	2023	In comparison %
				2023/2022
Freight traffic:	Thousand tons	22,066.0	22 581.0	102.3
(to include international traffic)	Thousand tons	7658.0	7055.0	92.1
Freight turnover	Thousand tons-km	13,200.9	13,974.7	105.9
Passenger traffic:	Thousand passengers	1237.0	3951.20	319.4
Passenger turnover	Thousand passenger-km	701.9	2479.5	353.3

Organisation of new container routes

In December 2022, the first container train with copper concentrate was sent from Uzbekistan to Europe via the CASCA+ multimodal transport route, created on the basis of the international multimodal route "Asia-Pacific Region Countries – China – Kyrgyzstan – Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Türkiye – Europe (APR)". Containers along the Farap – Turkmenbashi route were delivered to the port of Turkmenbashi by a container train of 91 20-foot containers. Then from the port of Turkmenbashi they were dispatched to the port of Baku by a feeder vessel. Then along the Alyat – Boyuk-Kyasik – Batumi route, then by feeder vessel to the Bulgarian port of Burgas. The container train runs along the route "Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Bulgaria/Europe" which is more than 4000 km long.

In November 2023, a six-party meeting of the heads of railway administrations of Uzbekistan, Turkmenistan, Azerbaijan, Georgia and Türkiye was held in Ashgabat, where special rates were extended on this route.

According to the results of work for 2023, 2508 containers were transported in transit through the territory of Turkmenistan along the multimodal transport route CASCA+ "Asia-Pacific Region Countries – China – Kyrgyzstan – Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Türkiye – Europe (APR)". Transit container trains were also organised in the North-South direction from the railways of Russia, Kazakhstan in the direction of Iran and further. A total of 1059 containers were transported in transit in 2023.

In 2023, the volume of transitted containers amounted to 161.2 % as compared to 2022.

Within the framework of cooperation with the Railways of the Islamic Republic of Iran, meetings are held on a regular basis at the level of heads of railway administrations, where important issues of developing international transit freight flows and increasing them along the corridors of Turkmenistan are discussed.

As part of the development of the freight base of the eastern route of the North-South ITC, works are underway to attract volumes and goods to be imported.

Full-length container trains from Russia to India pass through the territory of Turkmenistan along the eastern branch of the North-South land corridor using the transport infrastructure of Russia, Kazakhstan, Turkmenistan, Iran and India.

The schedule for 2023/2024 provides for the operation of 12 regular container trains along the following routes:

1. China – Kazakhstan – Turkmenistan – Afghanistan (Dostyk – Bolashak – Serhetyaka/Serhetabat/Imamnazar).
2. China – Kazakhstan – Turkmenistan – Iran (Altynkol – Saryagash – Khojadavlet – Sarakhs).
3. Russia – Kazakhstan – Turkmenistan – Iran (Sukmany/Babushkino – Iletsk I – Bolashak – Akyayla).
4. China – Kazakhstan – Turkmenistan – Iran (Altynkol – Bolashak – Sarakhs/Akyayla).
6. Russia – Kazakhstan – Turkmenistan – Iran (Chekhov – Semiglavly Mar – Bolashak – Sarakhs/Gypjak)
7. Belarus – Russia – Kazakhstan – Turkmenistan – Iran (Kaliy I/ Kaliy III/ Kaliy IV/Zhodino/Orsha-Vostochnaya – Krasnoye – Semiglavly Mar – Bolashak – Sarakhs).
8. Russia – Kazakhstan – Turkmenistan – Iran (Formachevo/Chelyabinsk-Gruzovoy/Shartash/Apparatnaya – Iletsk I – Bolashak – Sarakhs/Akyayla)
9. Kazakhstan – Turkmenistan – Iran – Türkiye (Zhana Yesil – Bolashak – Akyayla)
10. Georgia – Azerbaijan – Turkmenistan – Uzbekistan (Poti – Boyuk-Kasik – Alyat – Turkmenbashi I – Khojadavlet – Akhtachi/Bukhara II/Tinchlik/ULugbek/Termez/Ablyk/Assake)
11. Russia – Kazakhstan – Turkmenistan – Iran (Vorsino/Bely Rast/Elektrougli/Kupavna/Selyatino – Semiglavly Mar – Bolashak – Sarakhs/Gypdzhak/Akyayla).
12. China – Kazakhstan – Turkmenistan – Iran (Dostyk – Saryagash – Khodjadavlet – Sarakhs).
13. Russia – Kazakhstan – Turkmenistan – Iran (Nigozero/Segezha/Sukhona/Onega/Poloy/Pravdinsk – Semiglavly Mar – Bolashak – Sarakhs/Akyayla)
14. Russia – Kazakhstan – Turkmenistan – Iran (Nigozero/Shushary – Semiglavly Mar – Bolashak – Sarakhs).

Commissioning of new railway lines

In December 2023, a block post was opened on the Zerger-Sayat section to provide services to the new Turkmenabat airport.

Modernisation of infrastructure facilities

In 2023, to ensure safe movement of trains in the direction of Turkmenbashi – Ashgabat – Turkmenabat, major repairs were completed on 20 bridges,
Major repairs on the network – 204.0 km of tracks were repaired,

The following is planned for 2024:

at Sarakhs station:

- construction of an additional loading and unloading platform in the freight yard;
- reconstruction of two narrow gauge outbound tracks;

at Babarap station:

- reconstruction of tracks and construction of one receiving and departure track;

at Gokdepe station:

- construction of two tracks for shunting operations;

at Ruhybelent station:

- construction of a steaming and washing station.

In connection with the planned construction of the Arkad railway station, reconstruction of the receiving and departure tracks at Buzmeyin station is envisaged:

- construction of a railway station at Jebel, Bami, Dushak, Bayramaly stations.

Works are underway to agree on the format and conditions for the participation of the Russian Railways holding in the phased reconstruction of the wagon repair plant in Gyzylarbat and projects for the comprehensive modernisation of signalling, interlocking and communications equipment on the railway sections: Gypchak – Ichoguz – Dashoguz, Altyn Asyr – Serhetabat, Kerki – Imammazar.

Agreement is being considered on the format and conditions for the participation of the Russian Railways holding in the projects for the modernisation and electrification of railway sections Turkmenabad – Mary – Ashgabat – Turkmenbashi.

Procurement of new rolling stock and modernisation of existing rolling stock

In 2022-2023, 21 new locomotives were procured including 6 locos of the 2TE25 KM series manufactured in Russia and 15 locos of the CKD9A-1 series manufactured in the People's Republic of China for the use in freight and passenger traffic. Spare parts for locomotive repairs were also purchased.

600 freight wagons of various types were restored.

Development of a network of fast-speed and high-speed passenger services

A feasibility study is being carried out jointly with the Asian Development Bank for the reconstruction of the Ashgabat-Dushak section: replacement of the track permanent way, engineering structures, signalling, interlocking and communications equipment, followed by the construction of the electrification facilities of the section and the construction of a high-speed suburban passenger railway line to the new city of Arkadag.

Works on reforming and improving the structure of railway transport management

Currently, Turkmenistan is systematically carrying out programmatic works on the transition to a digital economy, including ensuring legal regulation in this area.

The Turkmendemiryollary Agency is working on introducing an online service for organising domestic and international railway freight traffic.

Meanwhile, tickets are sold in the railway system electronically in order to provide passengers with higher quality services and develop a digital system in the country.

In order to simplify document flow by reducing the time for the formation, transfer and processing of documents, as well as eliminating the need for manual re-typing of data from paper documents, creating the ability to make effective management decisions by obtaining information on the progress of transportation in real time, increasing the efficiency of personnel, and eliminating the significant influence of the human factor by increasing the reliability of the processed information, the Turkmendemiryollary Agency is also developing new software for electronic document flow.

The new software package includes automated workstations (AWP) for employees of the planning department, commodity cashiers, cargo receivers, and employees of the technology centre for processing transportation documents.

Proposals are being prepared for the digitalisation of freight traffic, including border and customs control procedures, in order to increase the competitiveness of transit corridors passing through the territory of Turkmenistan and the Russian Federation.

In the context of new challenges, active works are being carried out to improve the service of freight traffic, containerisation of cargo, and the development of multimodal transportation. Particular attention is paid to the growth

of container transit and increasing the capacity of the railway infrastructure.

The Turkmenemiryollary Agency works with the railway administrations of neighbouring countries both on a bilateral basis and within the framework of multilateral international alliances to establish competitive tariff rates to attract additional freight flows onto the routes passing through the territories of the CIS member states.

In order to attract container freight traffic in transit through the territory of Turkmenistan, with the participation of the railway administrations of Turkmenistan, Kazakhstan, Kyrgyzstan, Uzbekistan, and Iran, works are constantly being carried out to maintain favourable tariff conditions for the transportation of loaded and empty containers on the China-Kazakhstan-Turkmenistan-Iran, Russia-Kazakhstan-Turkmenistan-Iran, Uzbekistan-Turkmenistan-Iran-Oman-Qatar routes.

As part of the development of the Trans-Caspian International Transport Route, works are underway with the railway and maritime administrations to form competitive integrated rates for the freight traffic, including that in containers.

In 2023, the North-South International Transport Corridor received a new impetus for development, in particular, the eastern route passing through Turkmenistan. In 2023, the volume of the goods transported through the Serhetyaka-Sarakhs inter-state border point amounted to 2,262.1 thousand tons.

In order to develop transportation and logistics services, meetings and negotiations are held between the Turkmenemiryollary Agency, "KTZ NC" JSC and RZD OJSC. A Roadmap for the events has been developed.

The additional volume of the Russian freight traffic in wagons by 2025 along the North-South corridor through the Serhetyaka inter-state border point is estimated at about 7 million tons (potash fertilisers, blast furnace coke, containerised cargo).

To address operational and medium-term issues of ensuring throughput capacity along the North-South corridor, joint works are being carried out with the Russian and Kazakh counterparts to inventory interstate junction points of Turkmenistan, Kazakhstan, and Russia.

In addition, uniform competitive tariffs for the transportation of goods in containers across Russia, Kazakhstan, Turkmenistan, and Iran were developed for 2023.





“Uzbekiston temir yullari” JSC (Uzbek Railways, UTI)



Freight and passenger traffic volumes as compared to 2022, with the international traffic volumes in particular

The total volume of the goods transported in 2022 amounted to 102,282.343 thousand tons, in 2023 – 109,411.086 thousand tons, percentage ratio to 2022 – 107.0 %, of which: in international traffic – in 2022, respectively, 40,585.869 thousand tons, in 2023 – 48,569.726 thousand tons, percentage ratio to 2022 – 119.7 %.

The total volume of passenger traffic in 2022 amounted to 3,549.361 million passenger-km, in 2023 – 3,903.722 million passenger-km, the percentage ratio to 2022 is 110 %, of which: in direct traffic – in 2022, respectively, 115.703 million passenger-km, in 2023 – 190.566 million passenger-km, the percentage ratio to 2022 is 164.7 %. The total number of passengers transported in 2022 was 9,139,181 thousand passengers, in 2023 – 9,809,692 thousand passengers, percentage ratio against 2022 – 107.3 %, of which: in direct traffic – in 2022, respectively, 204,634 thousand passengers, in 2023 – 330.6 thousand passengers, percentage ratio against 2022 – 9 %.

Information on the volumes of international container freight traffic for 2023 in comparison with 2022

No.	Type of transportation	Number of containers transported (TEUs)		Volumes in tons	
		2022	2023	2022	2023
1	Import	116,045	145,475	2,487,772	3,223,125
2	Export	85,465	77,998	969,018	944,710
3	Transit	9249	12,519	172,964	258,456

Organisation of new container routes

In 2023, in order to develop the multimodal corridor “China – Kyrgyzstan – Uzbekistan – Afghanistan” a pilot launch of a container train was organised along the new transit route “Kashgar – Osh – Andijan – Galaba – Hairatan”. 411 containers were transported along this route in 2023. Meanwhile, 296 containers were transported along the route China – Kyrgyzstan – Uzbekistan and 10 containers – along the China-Kyrgyzstan-Uzbekistan-Turkmenistan route.

The number of trains and containers carried in international traffic

Direction	Number of containers (units)	
	2022	2023
China – Kyrgyzstan – Uzbekistan	0	296
China – Kyrgyzstan – Uzbekistan – Turkmenistan	0	10
China – Kyrgyzstan – Uzbekistan – Afghanistan	22	410
Afghanistan – Uzbekistan – Kyrgyzstan – China	0	10

Commissioning of new railway lines

In 2023, works were continued on the construction of the Shavat-Karauzak railway line with a combined (railway and road) bridge across the Amu Darya River with a length of 80.2 km.

Modernisation of infrastructure facilities

The following projects are being implemented:

- electrification and organisation of high-speed traffic on the Bukhara-Urgench-Khiva and Miskin-Nukus railway lines;
- modernisation of the electrified section Pap – Kokand – Andijan.

Procurement of new rolling stock and modernisation of existing rolling stock in 2023

In 2023, as part of investment projects, 39 locomotives and 1405 freight wagons were modernised and repaired. 18 passenger coaches and 771 freight wagons were built. Of the 18 passenger coaches, in particular: 6 are compartment coaches, 11 are reserved seat coaches and 1 is a baggage coach.

Development of a network of fast-speed and high-speed passenger services

Since June 2023, Afrosiab trains have been running on the following routes:

- Tashkent – Samarkand – Tashkent, 3 times a week;
- Tashkent – Karshi – Tashkent, 1 time a week;
- Samarkand – Shakhrisabz – Samarkand, 3 times a week.

Works to facilitate border crossing procedures by rail

The predominant wagon flow passes through the border crossing point of Saryagash (exp.) KZH – Keles (exp.) UZB. In order to increase the capacity of adjacent sections and reduce the time spent by trains at the interstate junction point (ISJP), at the checkpoint 3346 km of the Keles-Saryagash (exp.) section, where border and customs procedures with trains are provided, additional ramps in even and odd necks, as well as two additional receiving and departure tracks, have been put into operation, the processing time of trains in terms of border and customs procedures has been halved. The integration of the information systems of the “O‘zbekiston temir yo‘llari” JSC and the State Customs Committee of the Republic of Uzbekistan is also ongoing. All necessary information about the goods delivered to the state border of the Republic of Uzbekistan in export, import and transit communications is transmitted to the customs authorities in advance in electronic form.



A new combined 423-metre road-and-railway bridge connecting separate districts of the Republic of Karakalpakstan and Khorezm region and an 85-kilometre railway line from the Karauzak district via the Amu Darya and Gurlen districts to the Shavat district





Estonian Railway JSC
(EVR)



In 2023, the volume of the goods transported was 4.794 million tons, which is 38.7 % less than in 2022.

In international traffic, 2.84 million tons of goods were transported. The decrease as compared to 2021 was 45.7 %.

In 2023, 7.803 million passengers were carried, which is 9.4 % more than in 2022, and 408.095 million passenger-kilometers were performed. The increase as compared to 2022 was 6.74 %.

In international traffic (direct traffic where passengers are counted based on the date of sale of travel documents), no transportation was carried out in 2022/2023.

New container routes (according to the train formation plan) were not introduced.

No new railway lines were introduced.

In 2023, the infrastructure facilities were modernised as follows:

- the Lääne-Harju section was transferred to the Mipro CTC system;
- the infrastructure on the Rapla-Lelle section was reconstructed;
- the safety devices on the sections Tallinn-Väike – Liiva – Kohila were reconstructed;
- safety devices were installed at level crossings.

The main investments of the Estonian Railway were aimed at automating train traffic control processes, modernising safety systems, increasing the capacity of the railway, increasing speed and electrification.

No new rolling stock was purchased or old rolling stock was modernised.

The following works were carried out as part of the plans for developing the fast-speed and high-speed passenger network:

- a major overhaul and straightening of curves with a length of 30.7 km was performed on the Aegviidu-Tapa section;
- a major overhaul with a length of 7.2 km was performed on the Riisipere-Vasalemma section.

Works to facilitate border crossing procedures, as well as to reform and improve the management structure of railway transport, were not carried out.



Photo coverage from session LI of the OSJD Ministerial Conference
(18-21 June 2024, OSJD Committee, Warsaw)



**Photo coverage from meeting XXXVIII of the Conference of General Directors
(Authorised Representatives) of OSJD Railways
(15-19 April 2024, Ashgabat, Turkmenistan)**



**Photo coverage from meeting XXXVIII of the Conference of General Directors
(Authorised Representatives) of OSJD Railways
(15-19 April 2024, Ashgabat, Turkmenistan) (continued)**

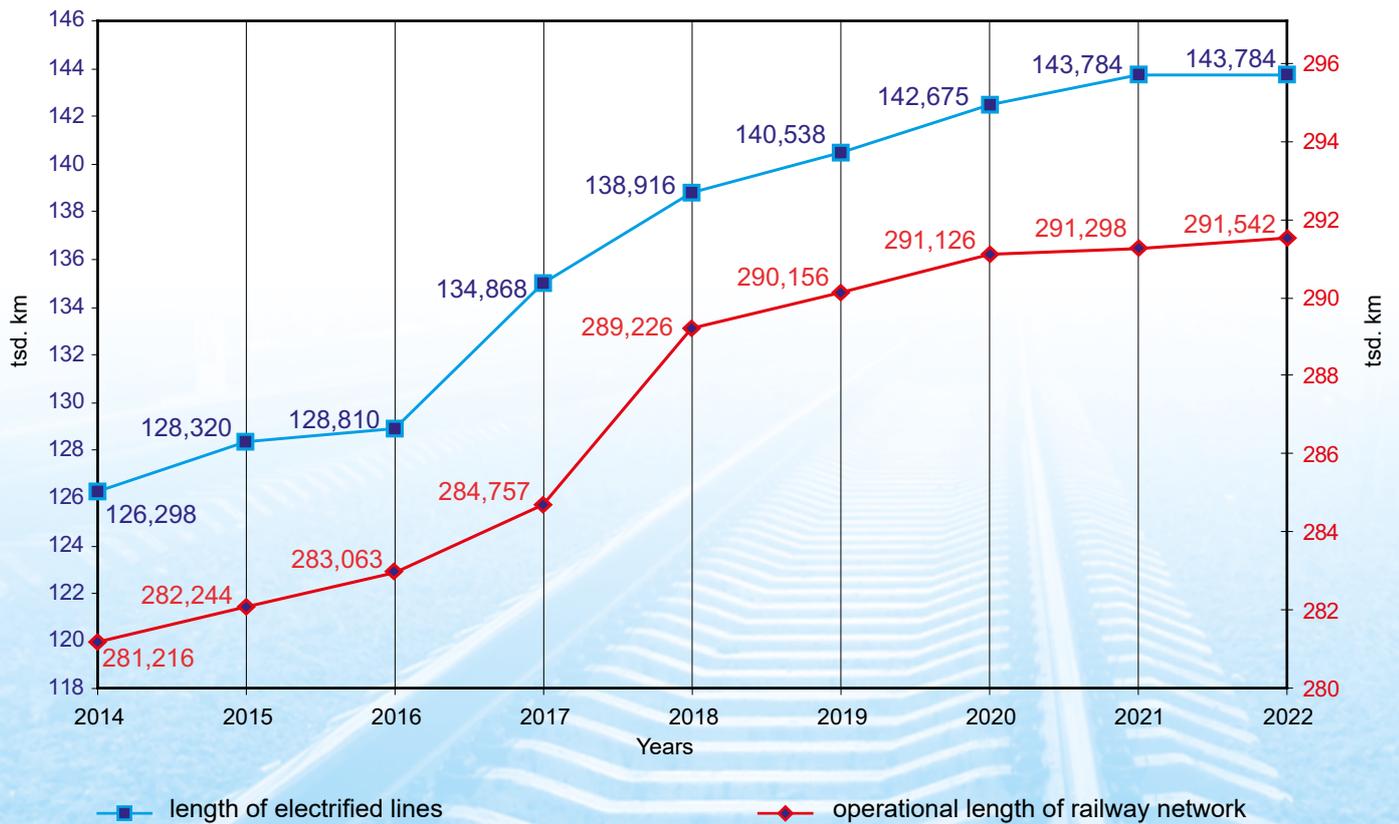


REFERENCE

on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework (as of 23.02.2024)

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

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



The dynamics of changes in the traffic volume

