

铁路合作组织



**ORGANISATION  
FOR CO-OPERATION  
BETWEEN RAILWAYS**

**AGREEMENT  
on use of freight wagons  
in international traffic  
(the PGV Agreement)**

(with amendments and additions as of 12 January 2026)

**Official publication**

**OSJD Committee, Warsaw**

**Background:**

- Comprehensive amendments and additions to the PGV Agreement, including the modification of the title of the Agreement to the "Agreement on use of freight wagons in international traffic" (the PGV Agreement), entered into force on 1 July 2017;
- The Agreement on the Rules for use of freight wagons in international traffic (the PGV Agreement) and the Agreement on the Rules for use of passenger wagons in international traffic (the PPV Agreement) entered into force on 1 January 2009;
- The Agreement on the Rules for use of wagons in international traffic (the PPV Agreement) was effective from 1 January 1992 to 31 December 2008;
- The Rules for use of wagons in international traffic (PPV) – Appendix to the SMGS were effective from 1 November 1951 to 31 December 1991.

# **A G R E E M E N T on use of freight wagons in international traffic (the PGV Agreement)**

Railway undertakings and wagon keepers listed in Appendix A to this Agreement, hereinafter referred to as the Parties, have agreed on the following:

## **Article 1 Terms**

The following terms, when used in this Agreement, have the definitions set out below:

**Railway undertaking (RU)** – an entity that has the right to transport goods and uses a wagon as a mean of transport.

**Wagon keeper (WK)** – an entity that owns a wagon based on the right of ownership or other legal basis and is registered as such in the vehicle register in accordance with national law.

## **Article 2 Subject matter of the Agreement**

The subject matter of this Agreement are conditions for use of freight wagons as the means of transport when transporting goods in international traffic by rail, which shall be regulated by the Rules for use of freight wagons in international traffic (PGV) set out in Appendix B to this Agreement.

## **Article 3 Scope of application**

1. The conditions of this Agreement shall take precedence over the provisions of Appendix 4 "Rules for transporting a wagon as a mean of transport that is not owned by the carrier" to the Agreement on International Freight Traffic by Rail (SMGS).

2. This Agreement shall not preclude the application of any bilateral and multilateral agreements between interested Parties to this Agreement on issues related to the shared use of freight wagons. Those agreements should not affect the interests of the Parties to this Agreement not involved in the above-mentioned agreements.

## **Article 4** **Meetings of the Parties**

1. Issues related to the modification of this Agreement shall be considered at the meetings of authorized representatives of the Parties according to the procedure specified in the Rules for the conduct of meetings, as presented in Appendix B to this Agreement. Issues not provided for in the Rules for the conduct of meetings shall be considered in accordance with the procedure for the conduct of meetings of the Commissions set out by the Organisation for Co-operation between Railways (OSJD).

2. For the purpose of preliminary consideration of issues aimed at improving the PGV or arising from the provisions of the PGV, and for the development of draft decisions of the meetings of authorized representatives of the Parties, the Parties may establish expert groups consisting of specialists of the Parties.

## **Article 5** **Voting**

All Parties registered in the territory of one State (hereinafter referred to as the Parties from one State) have two votes in total, namely:

- railway undertakings – the Parties from one State – have one vote in total;
- wagon keepers – the Parties from one State – have one vote in total.

If from one State only one entity is the Party to this Agreement, this Party has two votes.

In accordance with the Methodology for determining Parties' voting shares provided in Appendix D to this Agreement, the voting share of the Party shall be determined as follows:

- for railway undertakings from one State – based on freight turnover in international traffic;
- for wagon keepers from one State – based on the number of wagons.

A State may establish a different distribution of votes of the Parties from this State in accordance with national law.

## **Article 6** **Modification of the Agreement**

1. Amendments to this Agreement and Appendix E to this Agreement shall be made with the consent of all Parties to this Agreement. The procedure for amending Appendix A to this Agreement shall be regulated by article 8, paragraph 5 and article 9, paragraph 1, of this Agreement, and Appendix B to this Agreement - by article 7 of this Agreement. Amendments to Appendices C, D and F to this Agreement shall be made with the consent of 9/10 of the total voting shares of the Parties.

2. Amendments to this Agreement shall be made based on proposals by Parties sent to all Parties to this Agreement and the OSJD Committee no later than two months before the date of the meeting of the authorized representatives of the Parties.

3. If all Parties are represented at the meeting and a decision is made in accordance with the term of paragraph 1 of this article, this decision shall be considered as final.

In other cases, decisions approved at a meeting by the majority of the total voting shares of the Parties represented at the meeting shall be sent to all Parties within two weeks. A decision to amend this Agreement and Appendix E to this Agreement shall be considered as adopted, if no objections are received from the Parties within two months from the date of sending the notification. A decision to amend Appendices C, D and F to this Agreement shall be considered as adopted, if no objections are received from the Parties within two months from the date of sending the notification or if objections are received from the Parties, which in total have no more than 1/10 of the total voting shares of all Parties.

4. Amendments to this Agreement shall enter into force on 1 January of the year following their adoption, unless any other effective date is determined by the Parties. The OSJD Committee shall inform all the Parties about the adopted amendments to this Agreement and the effective date.

## **Article 7** **Modification of PGV**

1. Amendments to the PGV, except information appendices to the PGV, shall be made with the consent of the Parties having in total 2/3 or 9/10 of Parties' voting shares in accordance with Appendix E to this Agreement.

2. Amendments to the PGV, except information appendices to the PGV, shall be made based on proposals by the Parties sent to all the Parties and the OSJD Committee no later than two months before the date of the meeting of the authorized representatives of the Parties, unless any other term is determined by the Parties.

3. When deciding on certain issues of the PGV, all the Parties shall take part in the voting or only railway undertakings or only wagon keepers.

The list of paragraphs of the PGV with indication of the Parties entitled to vote on certain provisions and the number of votes required to make a decision on amending these paragraphs of the PGV is provided in Appendix E to this Agreement.

4. If all Parties are represented at the meeting and a decision is made in accordance with the term of paragraph 1 of this article, this decision shall be considered as final.

In other cases, decisions approved at a meeting by the majority of the total voting shares of the Parties represented at the meeting shall be forwarded to all the Parties within two weeks. The decision shall be considered adopted, if no objections

are received within two months from the date of sending the notification or if objections are received from the Parties whose total voting shares do not exceed the permitted value in accordance with the provisions of Appendix E to this Agreement.

5. Amending the information appendices to the PGV shall be based on information by an interested Party forwarded to the OSJD Committee, indicating when the amendments will entry into force.

6. The OSJD Committee shall inform all the Parties about the adopted amendments to the PGV and the effective date.

## **Article 8** **Accession to the Agreement**

1. Railway undertakings and wagon keepers registered in the territory of the OSJD member-countries may accede to this Agreement.

2. The conditions for the accession to this Agreement are as follows:

2.1. the commitment to comply with the conditions of this Agreement;  
2.2. the eligibility for the carriage of goods and/or owing the wagon fleets based on the right of ownership or other legal basis;

2.3. providing settlements with the Parties to the Agreement arising from this Agreement.

3. For accession, a written request according to the form provided in Annex F to this Agreement shall be forwarded to the OSJD Committee.

4. The OSJD Committee shall verify the compliance of the submitted documents with the terms of accession to this Agreement within two weeks from the date of receiving the request.

If the information provided is insufficient or unclear, the OSJD Committee may request additional information or return the documents to the applicant.

The applicant shall provide such additional information within one month from the date the request was received from the OSJD Committee, but no later than 30 calendar days prior to the anticipated date of accession to this Agreement.

5. If the submitted documents and the information contained therein comply with the terms of accession to this Agreement, the OSJD Committee shall inform all the Parties and the applicant about the date of accession (1 July of the current year or 1 January of the next year, depending on the date of submission of the request and the timing of its consideration) and make the appropriate amendments to Appendix A to this Agreement, indicating the date of accession, or inform all the Parties and the applicant about a failed accession.

## **Article 9** **Withdrawal from the Agreement**

1. Each of the Parties may withdraw from this Agreement by submitting a written notification to the OSJD Committee. The OSJD Committee shall inform all the Parties about this notification.

The withdrawal from this Agreement shall come into force after the expiration of six months from the date of receiving by the OSJD Committee the above-mentioned notification. The OSJD Committee shall amend Appendix A to this Agreement and inform all the Parties about it.

The withdrawal from this Agreement does not release a respective Party from fulfilling its obligations that arose during its participation in this Agreement and were not fulfilled by the time of withdrawal from this Agreement.

2. The withdrawal from this Agreement does not entail automatic withdrawal from other treaties and agreements related to this Agreement, unless otherwise is determined in those treaties and agreements.

3. This Agreement shall cease to have effect, if less than four Parties to this Agreement from different States remain.

## **Article 10** **Final provisions**

1. This Agreement shall be administered by the OSJD Committee as the depository of this Agreement.

2. The following appendices are an integral part of this Agreement:

- Appendix A “List of Parties to the PGV Agreement”;
- Appendix B “Rules for use of freight wagons in international traffic”;
- Appendix C “Rules for conduct of meetings”;
- Appendix D “Methodology for determining Parties’ vote shares”;
- Appendix E «Voting on PGV sections»;
- Appendix F “Request for accession to the PGV Agreement”.

3. This Agreement has been drawn up in the Chinese and Russian languages, both texts being equally authoritative. In case of different interpretation of the texts of this Agreement, clarifications shall be made based on the text in the Russian language.

4. This Agreement shall be kept by the OSJD Committee.

5. Each Party shall receive one copy of the Agreement certified by the OSJD Committee.

## **Article 11**

### **Duration of the Agreement**

1. This Agreement is concluded for an indefinite period and comes into force on 1 January 2009.
2. Done at Tehran on 1 May 2008, in two copies in the Chinese and Russian languages.

**Appendix A**  
to the PGV Agreement

**LIST  
of Parties to the PGV Agreement**

*as of 12 January 2026*

Names of Parties to the PGV Agreement	Abbreviated name	Country of registration	Date of accession to the Agreement	Status of Party to the Agreement (yes, no)	
				RU	WK
Belarusian Railway	BC	Belarus	01.01.2009	yes	yes
Sole Owner Joint Stock Company “Holding Bulgarian State Railways” <i>before 23.10.2010 – Sole Owner Joint Stock Company “Bulgarian State Railways” (BDZ EAD)</i>	Holding BDZ	Bulgaria	01.01.2009	yes	yes
Closed Joint Stock Company “Hungarian State Railways”	MAV CJSC	Hungary	01.01.2009	yes	yes
Closed Joint Stock Company “Rail Cargo Hungaria”	RCH CJSC	Hungary	01.07.2017	yes	yes
Railways of the Islamic Republic of Iran	RAI	Iran	01.01.2009	yes	yes
Joint Stock Company “Kazakhstan Temir Zholy National Company”	KZH	Kazakhstan	01.01.2009	yes	yes
China State Railway Group Co., Ltd. <i>before 17.06.2019 – China Railways</i>	KZD	China	01.01.2009	yes	yes
Railways of the Democratic People’s Republic of Korea	ZC	DPRK	01.01.2009	yes	yes
State Enterprise “Kyrgyz Temir Zholu National Company”	KRG	Kyrgyzstan	01.01.2009	yes	yes
Limited Liability Company “LDZ CARGO”	LDZ CARGO	Latvia	01.07.2017	yes	yes
Joint Stock Company “Lietuvos geležinkelai” <i>before 03.07.2020 – Joint Stock Company “Lithuanian Railways”</i>	LTG	Lithuania	01.01.2009	yes	yes
State Enterprise “Railway of Moldova”	CFM	Moldova	01.01.2009	yes	yes

Mongolian-Russian Joint Stock Company “Ulan-Bator Railway” <i>before 31.12.2012 – Mongolian Railway (MTZ)</i>	JSC UBZD	Mongolia	01.01.2009	yes	yes
Joint Stock Company “PKP CARGO in restructuring” <i>before 24.07.2024 – Joint Stock Company “PKP CARGO”</i>	PKP CARGO	Poland	01.07.2017	yes	yes
Limited Liability Company “PKP Broad Gauge Metallurgical Railway Line”	PKP LHS	Poland	01.07.2017	yes	no
Open Joint Stock Company “Russian Railways”	JSC RZD	Russia	01.01.2009	yes	yes
National Rail Freight Company of Romania	CFR Marfa	Romania	01.01.2009	yes	yes
Joint Stock Company “Grup Feroviar Român”	GFR	Romania	01.01.2018	yes	yes
Joint Stock Company “Unicom Tranzit”	UTZ	Romania	01.01.2019	yes	yes
Joint Stock Company “Cargo Trans Vagon”	CTV	Romania	01.07.2022	yes	no
Joint Stock Company “Railway Company Cargo Slovakia”	ZSSK CARGO	Slovakia	01.01.2009	yes	yes
State Unitary Enterprise “Rohi ohani Tojikiston”	TDZ	Tajikistan	01.01.2009	yes	yes
Joint Stock Company ““O’zbekiston temir yo’llari” <i>before 27.05.2015 – State Joint Stock Railway Company “O’zbekiston temir yo’llari”</i>	UTI	Uzbekistan	01.01.2009	yes	yes
Joint Stock Company “Ukrainian Railways” <i>before 30.10.2018 – Public Joint Stock Company “Ukrainian Railway”</i>	“Ukrainian Railways” JSC	Ukraine	29.06.2009	yes	yes
Joint Stock Company “Estonian Railway”	EVR	Estonia	01.01.2009	yes	yes

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**Appendix B**  
to the PGV Agreement

## **RULES FOR USE OF FREIGHT WAGONS IN INTERNATIONAL TRAFFIC (PGV)**

### **Section I GENERAL PROVISIONS**

#### **§ 1. Scope of application**

These Rules set out the conditions for the use of freight wagons as a means of transport in international traffic by rail.

#### **§ 2. Terms and definitions**

The following terms, when used in these Rules for the use of freight wagons in international traffic (hereafter referred to as these Rules, the PGV) have the definitions set out below:

**Agent of handover / accepting railway undertaking** – an authorized person who is entrusted by a handover / accepting railway undertaking to formalize operations on the handover / acceptance of wagons.

**Wagon** – a vehicle running on its own wheels on railway tracks without its own traction and used for the carriage of goods or to ensure the running of other wagons (for buffering, providing the brake application and coupling of wagons).

**Shared-use wagon** – a wagon in ownership of a railway undertaking, and to which the provisions of Section VI “Shared-use Wagons” of these Rules apply.

**Wagon keeper** – an entity that is the owner of a wagon based on the right of ownership or other legal basis and is registered as such in the vehicle register in accordance with national law.

**Bogie keeper** – a Party to the PGV Agreement in the meaning of Article 2 of the Agreement and at the same time the owner of a bogie based on the right of ownership or other legal basis.

**Railway** – railway infrastructure located on the territory of a State.

**Railway undertaking (RU)** – an entity that has the right to transport goods and uses a wagon as a mean of transport.

**User railway undertaking** – a railway undertaking (RU) that uses a wagon from the moment of the acceptance of the wagon until the moment of its handover.

**Infrastructure (railway infrastructure)** – a technical complex, including railway tracks of common use, railway stations, other facilities and devices that ensure the functioning of this complex through which the RUs provide freight transportation services.

**Serviceable wagon** – a wagon that meets the technical requirements for wagons detailed in *Appendix 1 to the PGV*.

**Wagon registration code** – a code composed by numerical or alphabetical characters indicating the railway undertaking where the wagon is registered.

**Competent authority** – a governmental body (institution, department) whose competence includes the issuance of the authorization for the use of wagons in international traffic.

**Line** – a technological complex, including the railway tracks and railway stations with the railway territory and a set (full or partial) of devices for railway power supply, automation, telemechanics and telecommunication as well as other buildings, facilities, devices and equipment that ensure the functioning of this complex.

**Defective wagon** – a wagon that does not meet at least one of the technical requirements for wagons detailed in *Appendix 1 to the PGV*.

**Periodic maintenance** – maintenance to be carried out at appropriate intervals or depending on wagon's mileage when a set of operations should be performed to restore the service life of the wagon and its components.

**Damaged wagon** – a defective wagon, the serviceability of which or of its components is disturbed by external influence.

**Use of wagon** – use of a freight wagon as a means of transport.

**Accepting railway undertaking** – a railway undertaking that carries out technological operations on accepting the wagons to use.

**Handover railway undertaking** – a railway undertaking that carries out technological operations on handing over the wagons to another railway undertaking.

**Urgent wagon return** – return of a shared-use wagon at the request of the railway undertaking that owns the wagon.

**Home station (railway)** – station (railway) indicated on the wagon, where the wagon may or must be returned to.

**Routine maintenance** – maintenance of a wagon uncoupled from the train during the period between periodic maintenance to bring its technical condition into compliance with the requirements of *Appendix 1 to the PGV*.

**Maintenance** – a set of operations performed in transportation process by user railway undertaking to maintain the serviceability of a wagon without uncoupling it from the train.

**Transit railway** – a railway included in the wagon's route from the station of departure to the station of destination, provided that the stations are not located on the railway.

**Lost wagon** – a wagon whose current location is unknown, or a wagon with damages, due to which it cannot be restored.

**Force majeure** – circumstances that a railway undertaking could not foresee or prevent, the occurrence and elimination of which did not depend on it and which directly affected the implementation of the PGV Agreement's conditions.

## Section II WAGONS

### § 3. General conditions for use of wagons

3.1. The wagon keeper shall ensure that the technical condition of its wagons meets the requirements of *Appendix 1 to the PGV*.

3.2. The user railway undertaking shall ensure the wagon maintenance at its own expense.

3.3. Wagons shall be used for the carriage of appropriate goods.

3.4. Wagon's transfer from one railway to another can be carried out with the same or different track gauge.

The transfer of wagons between railways shall be carried out:

3.4.1. without gauge changeover when a wagon runs to the station located on the territory of a State where the accepting railway undertaking is registered, if both the handover and accepting railway undertakings have the same track gauge;

3.4.2. with gauge changeover when bogies of a different track gauge shall be installed.

The bogies shall be provided by the handover or accepting railway undertakings. The procedure for delivery and return of bogies shall be agreed upon by the handover and accepting railway undertakings;

3.4.3. with the use of adjustable wheelsets and mixed draw couplings. The conditions for operation of such wagons shall be agreed upon between the interested railway undertakings and the wagon keeper.

3.5. The changeover of wagons to a different track gauge shall be carried out by agreement among railway undertakings at the changeover points with the necessary technical equipment located at the interface stations.

A wagon moved onto bogies of a different track gauge is to be returned through the same changeover point where the gauge changeover took place. At the

changeover point, the same bogies shall be installed to the wagon that were previously removed from it.

3.6. The user railway undertaking shall ensure the security of the wagons.

3.7. The rights and obligations of the accepting railway undertaking arising from these Rules shall start:

- for wagons that are not shared-use wagons from the time when a wagon is accepted under the contract of carriage from consigner or the handover railway undertaking and end from the time of handing over the wagon to the consignee upon expiration of the contract of carriage or to another railway undertaking;

- for shared-use wagons from the time when a wagon is accepted from the handover railway undertaking and end from the time of handing over the wagon to another railway undertaking – a Party to the PGV Agreement.

3.8. Delivery of the following wagons for loading is prohibited:

- wagons of 1520 mm track gauge – if less than 30 calendar days remain before the next periodic maintenance or less than 5 thousand km of the required mileage;

- wagons of 1435 mm track gauge – with the expired period for periodic maintenance.

## § 4. Conditions for handover of wagons

4.1. The handover of wagons from one railway undertaking to another shall be carried out with transhipment of cargo from wagons of one track gauge to wagons of another track gauge or without transhipment:

4.1.1. Without transhipment of cargo – at the stations set out in relevant agreements.

When handing over the wagons with the gauge changeover, the coupling wagons shall be provided by the railway undertaking responsible for the gauge changeover, unless the railway undertakings agree otherwise;

4.1.2. With transhipment of cargo – at the stations of the accepting railway undertaking.

By agreement between the railway undertakings, the wagons may be handed over at the stations of the handover railway undertaking.

4.2. The handover railway undertaking may handover only the wagons that meet the technical requirements of *Appendix 1 to the PGV*.

The following wagons with an expired period of periodic maintenance may be provided for the handover:

- loaded wagons of 1520 mm track gauge as well as those of KZD and ZC, if the period of periodic maintenance of a wagon has arrived on the route and the accepting railway undertaking ensures the transportation of the wagon to the station of cargo's destination;

- loaded wagons of European railways of 1435 mm track gauge with the expired period of wagon maintenance not exceeding 6 months;

- empty wagons, if they run for maintenance or to their home railway (station).

4.3. The handover of wagons shall be formalized by a wagon list in accordance with *Appendix 2 to the PGV*, which shall be completed by the handover railway undertaking in four copies - two copies for the handover and accepting railway undertakings respectively. The wagon lists shall have continuous numbering from the beginning of the calendar year.

A recommended form of the wagon list for handing over the wagons in railway-ferry traffic is provided in *Appendix 2a to the PGV*.

The procedure for filling in the wagon list is provided in *Appendix 2.1 to the PGV*, and in the rail-ferry traffic - in *Appendix 2.1a to the PGV*.

When the wagon operation includes the changeover of bogies, the mark "Wagon with changeover. Bogies ... (name of the bogie keeper)" shall be made indicating the numbers of bogies (if any).

4.4. The time of submitting the wagon list to the agent of the accepting railway undertaking shall be considered as the time of the provision of wagons for the handover.

The wagon list shall be signed by the agent of the handover railway undertaking, indicating the time and certified by a date stamp before submitting it to the agent of the accepting railway undertaking.

The agent of the accepting railway undertaking shall compare the numbers of the accepting wagons with the data in the wagon list and inspect the wagons.

The technical and commercial inspection of the wagons shall be carried out simultaneously.

The technical and commercial inspection shall take no more than 1 minute per wagon axle, regardless of the number of wagons provided for the handover.

The agent of the accepting railway undertaking shall sign all copies of the wagon list, indicating the time and certifying them with a date stamp immediately upon completing the inspection of the provided wagons, but no later than within the time established for their inspection.

The wagons shall be considered as handed over from the time of signing the wagon list, indicating the time and affixing a date stamp by the agent of the accepting railway undertaking.

The time (hours, minutes) shall be indicated in the wagon list in accordance with *Appendix 2-I to the PGV*.

Any corrections in all copies of the wagon list shall be certified by signatures of the agents of the handover and accepting railway undertakings with affixing the date stamps.

A date stamp shall contain the date (day, month, year), the abbreviated name of the railway undertaking, the name of the station and the abbreviated name of the railway on which it is affixed.

4.5. If, during the handover of a wagon the accepting railway undertaking detects a malfunction or damage to the wagon, which do not threaten the traffic safety or the cargo security, the condition of the wagon must be certified by a report in accordance with *Appendix 3 to the PGV* drawn up by the handover railway undertaking and signed by the agents of the handover and accepting railway

undertakings. In the box “Note” of the wagon list, the mark “Defective. Report No. .... “or” Damaged. Report No. ...“ shall be made.

The report shall be drawn up:

4.5.1. when handing over a wagon to a transit railway - in four copies, of which one copy shall receive the handover and accepting railway undertakings each, the third copy of the report shall be sent by the accepting railway undertaking to the wagon keeper’s address specified in **Appendix 1-I to the PGV** by the 15<sup>th</sup> day of the following month. The fourth copy of the report shall be delivered with transportation documents to the destination station and remain under the jurisdiction of the railway undertaking that released the cargo;

4.5.2. when handing over a wagon to the railway undertaking, which ensures the transportation of the wagon to the destination station – in three copies: one copy for the handover and accepting railway undertakings each. The accepting railway undertaking shall send the third copy of the report to the wagon keeper by the 15<sup>th</sup> day of the following month.

By agreement between the handover and accepting railway undertakings, the report form shall be filled in in the Chinese and Russian languages.

The report is the basis for making payments for wagon maintenance.

Based on the data from the report, the handover or accepting railway undertaking may affix labels on the wagon in accordance with **Appendix 34 to the PGV**, if it is provided for by internal rules.

4.6. The accepting railway undertaking has the right to refuse accepting the wagon:

4.6.1. if the technical condition of the wagon does not meet the requirements of **Appendix 1 to the PGV**, except for cases directly provided for by these Rules;

4.6.2. if the handover railway undertaking has not met other requirements of these Rules with respect to this wagon;

4.6.3. if a national authority has prohibited the acceptance of these wagons;

4.6.4. if the cargo loaded on the wagon may not be accepted following the cases stipulated in the agreement on the handover of goods between the carriers or based on the provisions of paragraph 10.24 of the Service Manual to the SMGS;

4.6.5. if the acceptance of wagons is prevented by a force majeure event.

4.7. In case of a wagon refusal, the railway undertaking that refused to accept the wagon shall draw up a report in accordance with **Appendix 4 to the PGV**, indicating the reason for the wagon refusal and, if necessary, the deadline for its return to the handover railway undertaking or the deadline for eliminating the deficiencies due to which the wagon was refused. The report shall be drawn up in two copies. Each party shall receive one copy. In the wagon list, the number of the refused wagon shall be crossed out and in the box “Note” a mark “Refused. Report No. \_\_\_\_“ shall be made. The strikethrough text should be readable.

Refused wagons shall be returned to the handover railway undertaking within 24 hours with a new wagon list including the mark “Refused”. In the rail-ferry service, the next ferry shall return refused wagons.

4.8. The wagon handover technology at a handover station (point) shall be defined in individual contracts concluded by the handover and accepting railway undertakings.

The list of the handover / accepting railway undertakings and the handover stations (points) is provided in **Appendix 2-I to the PGV**.

## § 5. Repair of defective wagon

5.1. The user railway undertaking, when uncoupling the wagon from the train due to its malfunction, shall draw up a protocol in accordance with **Appendix 5 to the PGV** and:

- if technically feasible, it can repair the wagon without the consent of the wagon keeper, if the cost of repair, including the costs connected with transportation of the wagon to the place of maintenance, does not exceed 1000 Swiss francs;

- if technically not feasible to repair the wagon or, if the cost of repair, including the costs connected with transportation of the wagon to the place of repair, exceeds 1000 Swiss francs, shall ask for instructions from the wagon keeper on further actions with the wagon by sending a formal request to the wagon keeper in accordance with **Appendix 6 to the PGV**.

The wagon keeper shall send a response to the user railway undertaking's request no later than 4 days after the request was sent.

The wagon keeper shall pay for the cost of repair. The basis for making payments for repair shall be a protocol in accordance with **Appendix 5 to the PGV** to be sent to the wagon keeper.

5.2. If during the repair it is necessary to replace units and parts of the wagon, they should be replaced with units and parts of similar technical features.

5.3. In the event a fault in the form of a leak in the tank's shell is found, the leak spot shall be marked with an inscription stating the date of the leak's discovery and the location where the leak was discovered. The inscription shall be clearly visible and legible.

5.4. If cleaning is required to repair the wagon, the wagon keeper shall bear the cost of cleaning.

5.5. During the repair, change of wagon's design is prohibited.

## § 6. Repair and return of damaged wagon (bogie).

### Actions in case of damage to wagon (bogie) and loss due to damage

6.1. In the event of damage to the wagon (bogie), the user railway undertaking within 24 hours shall send a notice of damage to the wagon (bogie) keeper to the address specified in **Appendix 1-I to the PGV**.

6.2. The user railway undertaking shall carry out an investigation to establish the cause of the damage.

6.3. If the user railway undertaking is guilty of damage to the wagon (bogie), it may:

6.3.1. repair the wagon (bogie) without the consent of the wagon (bogie) keeper, if the cost of repair, including the costs connected with transportation of the wagon for the repair, does not exceed 1000 Swiss francs and if is technically feasible;

6.3.2. request instructions from the wagon (bogie) keeper on further actions with the wagon by sending a protocol to its address within seven days from the time of damage in accordance with **Appendix 5 to the PGV** and an appropriate request in accordance with **Appendix 6 to the PGV**, if the cost of repair, including the costs connected with transportation of the wagon to the place of repair, exceeds 1000 Swiss francs.

The wagon (bogie) keeper shall within seven days after receiving the protocol and the request instruct the user railway undertaking on further actions to be done with the wagon (bogie).

If the user railway undertaking does not have the technical ability to repair the wagon, it shall ensure the restoration of wagon's running performance and send it to the wagon keeper with the protocol according to **Appendix 5 to the PGV**.

The user railway undertaking shall pay for the cost of repair. The basis for making payments for repair shall be the protocol in accordance with **Appendix 5 to the PGV**.

6.4. The user railway undertaking shall within two days from the time of damage invite both the wagon and bogie keepers to investigate, if it considers the wagon (bogie) keeper guilty of damage.

The wagon (bogie) keeper shall within five days from the date of receipt of the notice of damage to the wagon, inform about its participation in the investigation and the date of its arrival.

The investigation shall be carried out within thirty days from the time the wagon was damaged.

The user railway undertaking shall investigate without the participation of the wagon (bogie) keeper, if it did not receive a message from the wagon (bogie) keeper about its participation in the investigation or its non-arrival within the period specified by the user railway undertaking.

The participants in the investigation shall determine the person responsible for the damage to the wagon.

Based on the results of the investigation, the user railway undertaking shall draw up a report on the damage to the wagon for all participants in the investigation in accordance with **Appendix 5 to the PGV**. Each copy of the damage report shall be signed by all participants in the investigation. The number of copies shall be equal to the number of participants in the investigation.

If the wagon (bogie) keeper did not participate in the investigation, the user railway undertaking shall send a copy of the damage report to the wagon (bogie) keeper within five days from the date of its drawing up.

The results of the investigation may not be challenged by either the wagon keeper or bogie keeper who were not involved in the investigation, if the user railway undertaking has properly executed the entire investigation procedure.

The wagon (bogie) owner, within seven days after receiving the protocol, shall instruct the user railway undertaking on further actions to be done with the wagon (bogie).

6.5. The decision to send the wagon for repair or return it shall be made both by the wagon keeper and by the user railway undertaking, if the wagon has damages, due to which it cannot be repaired to such an extent that it could run on its own axles without endangering the traffic safety.

The user railway undertaking shall notify about the transportation of such a damaged wagon all the railway undertakings, which are involved in transportation. The first accepting railway undertaking shall decide whether the wagon could safely proceed to the destination station.

6.6. The user railway undertaking, which has lost the wagon (bogie) because of its damage, shall immediately notify the wagon (bogie) keeper in writing, indicating the number of the wagon (bogie) and the cause of the damage.

6.7. In the event of wagon's derailment, the user railway undertaking shall immediately inform the wagon (bogie) owner as well as the accepting railway undertaking about the derailment, indicating the number of the wagon and the circumstances of the damage.

If the user railway undertaking does not consider itself guilty of the derailment, it invites the wagon (bogie) keeper to investigate.

6.8. If, in the event of a damage to the wagon due to the fault of third parties at the end of the contract of carriage, the wagon keeper requests the user railway undertaking to represent its interests, the user railway undertaking shall participate on behalf of the wagon keeper in formalizing the damage to the wagon.

## **§ 7. Procedure on providing spare parts for repair and return of defective spare parts**

7.1. The user railway undertaking has the right to request spare parts necessary to restore the wagon's running features or to ensure the coupling of the wagon. In this case, the wagon keeper shall ensure the provision of the requested spare parts.

7.2. The user railway undertaking shall reimburse the wagon keeper for the costs of delivering the spare parts and returning the defective parts in the event of a damage to the wagon due to its fault.

7.3. The user railway undertaking shall send to the wagon keeper's address specified in *Appendix 1-I to the PGV* a request for spare parts in Chinese or Russian according to *Appendix 7 to the PGV*. The request can be drawn up in another agreed language.

The request shall include detailed description and sizes of the spare parts (if necessary, sketches should be attached), the type and number of the damaged wagon, its home station (railway) as well as the address to which the spare parts are to be delivered.

7.4. The wagon keeper, upon receipt of a request for spare parts, shall inform the user railway undertaking on the estimated delivery time.

7.5. Spare parts shall be delivered ready for installation on the wagon.

7.6. The user railway undertaking, which repaired the wagon, is obliged at the request of the wagon keeper to return to the latter defective or damaged parts removed from the wagon, if the wagon keeper provided spare parts for repair. In this case, the defective parts of the wagon shall be returned at the expense of the wagon keeper, except for the cases specified in item 7.2.

7.7. It is prohibited to use spare parts from another wagon, except when it comes to wagons of the same keeper, and the latter has given its consent to do so.

7.8. In the event of a damage to uniform replaceable parts of a wagon of 1435 mm gauge (wheelsets, laminated springs, buffers, coupling hooks, screw coupling) marked with the letter **U**, the user railway undertaking may install its own replaceable parts of the same design.

The user railway undertaking may replace a defective wheelset only by agreement with its owner, and in this case, a label shall be affixed to the wagon in accordance with *Appendix 34 to the PGV*. When replacing other uniform replaceable parts, a label on the wagon is not required.

## § 8. Removable wagon accessories

8.1. Removable wagon accessories are accessories provided by the design of the wagon, but not fixed stationary to it. During operation, such accessories can be temporarily removed or put back on the wagon. The list of removable wagon accessories is provided in *Appendix 8 to the PGV*.

8.2. Information on the presence of removable wagon accessories on the wagon shall be applied to both sidewalls outside the wagon or to the flat wagon underframe in accordance with *Appendix 8a to the PGV*.

8.3. Removable wagon accessories of a wagon shall be installed in the places provided by the design of the wagon.

Movable stanchions, if the load permits, shall be installed in the sockets provided for them. The chains of the opposite stanchions shall be tied together or otherwise secured.

When the load does not permit to install removable wagon accessories in their place, they should be installed in the wagon so that they could be seen. Removable wagon accessories shall be secured so that they cannot endanger the traffic safety.

8.4. The accepting railway undertaking has no right to reject the wagon, if the absence or improper installation of its removable wagon accessories does not endanger the traffic safety. The absence of removable wagon accessories detected during the wagon handover shall be documented in a report according to *Appendix 3 to the PGV* to be signed by agents of the handover and accepting railway undertakings.

## § 9. Assumption of loss of wagon (bogie)

9.1. The wagon (bogie) keeper has the right to submit a request for wagon (bogie) searching to the railway undertaking, which first accepted the wagon for transportation, after 30 days, but no later than one year from the date of the expiration of the cargo delivery period in accordance with the contract of carriage. The request for wagon (bogie) searching does not constitute a claim for loss of the wagon (bogie).

9.2. The railway undertaking, which has accepted the wagon for transportation, within 90 days from the date of receipt of the request for wagon (bogie) searching, shall inform the wagon keeper about the location of the wagon (bogie) and its technical condition.

9.3. Wagon (bogie) is considered lost:

9.3.1. if the railway undertaking that had accepted the wagon for transportation did not inform the wagon (bogie) keeper about its location and its technical condition within the time period specified in item 9.2;

9.3.2. from the date of written notification of the wagon (bogie) keeper by the user railway undertaking about the loss of the wagon (bogie) as a result of its damage.

9.4. If the wagon (bogie) which is considered lost, is found after payment of the compensation, the user railway undertaking shall notify the wagon (bogie) keeper, which within 45 days after receiving the notification may demand the return of the wagon (bogie) at the expense of the user railway undertaking, provided that the wagon (bogie) keeper returns the refund he received.

If the wagon (bogie) keeper refuses to accept the found wagon (bogie), the transfer of ownership shall be regulated between the wagon (bogie) keeper and the user railway undertaking on a bilateral basis.

## Section III SETTLEMENTS

### § 10. General provisions

10.1. This section contains provisions on settlements related to the use of wagons.

10.2. Settlements arising from these Rules shall be made based on bilateral / multilateral agreements between railway undertakings and wagon keepers or the Agreement on the Rules for Settlements in International Passenger and Freight Traffic by Rail of 12 April 1991.

10.3. The currency of settlements shall be the Swiss franc, unless otherwise provided by bilateral / multilateral agreements.

## Section IV LIABILITY

### § 11. Liability scope of Parties to the Agreement

11.1. The user railway undertaking shall be liable to the wagon (bogie) keeper for damage to the wagon (bogie), if it cannot prove that the wagon (bogie) keeper caused the damage to the wagon (bogie).

11.2. The user railway undertaking shall be liable for the absence of removable wagon accessories, if information about it is indicated on the wagon in accordance with item 8.2.

The user railway undertaking, in the absence of removable wagon accessories, shall reimburse the wagon keeper for the costs of their restoration.

11.3. The user railway undertaking shall be liable for the loss of the wagon (bogie), if it cannot confirm the fact of the wagon handover to another railway undertaking or to the consignee at the end of the contract of carriage.

11.4. The user railway undertaking, in addition to the compensation for a lost wagon provided for in item 12.1, shall pay to the wagon keeper a compensation of CHF 2,000. If different keepers own the wagon and the bogies, the compensation payments to the wagon keeper shall be CHF 1,400 and to the bogies keeper - CHF 600, regardless of the number of bogies lost.

11.5. The railway company-user, which has lost a wagon, which was previously changed over from the bogies of another gauge on the railway of the railway undertaking that is not a Party to this Agreement, shall reimburse the owner of the wagon (bogie) for the costs of returning the bogies rolled out from under the wagon.

11.6. The wagon (bogie) keeper shall be liable for a damage caused by its wagon (bogie), except for cases that occurred through the fault of the user railway undertaking.

11.7. The user railway undertaking that handed over the wagon under the contract of carriage to a railway undertaking that is not a Party to this Agreement, shall be liable to the wagon (bogie) keeper in the event of a damage to or loss of the wagon.

11.8. The railway undertaking and the wagon (bogie) keeper shall be liable for the actions of entities whose services they used.

### § 12. Compensation amount for loss, damage to and malfunction of wagon (bogie)

12.1. Compensation amount for a lost wagon shall be calculated based on the wagon's own weight multiplied by the cost of 1 kg of tare weight of a wagon of the same type in accordance with *Appendix 9 to the PGV*. 4% of depreciation shall be calculated from the calculated amount for each year of wagons' service, but not more than 80%.

When calculating the service life, the year of construction and the year of damage or loss are to be counted as one year.

If different keepers own the wagon and the bogies, the wagon keeper and the bogies keeper shall receive compensation from the user railway undertaking for their loss in the amount of 70% and 30%, respectively, regardless of the number of bogies lost.

12.2. Compensation amount for damage to a wagon includes:

- the cost of repair work based on the price list in accordance with *Appendix 10 to the PGV*, and / or actual costs, if the name of the repair work is not included in the price list;

- additional costs connected with wagon's transportation to / from repair, its cleaning, reloading and other work, if such operations are necessary for the repair work.

12.3. Compensation amount for repair to eliminate malfunctions detected in accordance with items 4.5 and 5.1 shall be calculated based on the data from the report in accordance with *Appendix 3 to the PGV* and / or the protocol in accordance with *Appendix 5 to the PGV*, respectively. The cost of repair work shall be calculated based on the price list in accordance with *Appendix 10 to the PGV* and / or the actual costs, if the name of the repair work is not included in the price list.

### **§ 13. Compensation amount for damage caused by wagon (bogie)**

13.1. The amount of compensation for damage caused by a wagon (bogie) shall be determined and limited by the amount of direct actual losses.

## **Section V** **CLAIMS. LAWSUITS. JURISDICTION**

### **§ 14. General provisions**

14.1. The right to make a claim and file a lawsuit against the user railway undertaking for damage to or loss of a wagon (bogie) belongs to the wagon (bogie) keeper.

14.2. The right to make a claim against the wagon (bogie) keeper for damage caused by the wagon (bogie) belongs to the user railway undertaking.

14.3. The claim shall be submitted in writing with a relevant justification, indicating the compensation amount.

The claimant is obliged to attach to the claim documents substantiating the claim.

14.4. The Party to the Agreement against which the claim was raised is obliged within 60 days from the date of receipt of the claim to consider it, give an answer to the claimant and, upon full or partial recognition of the claim, pay the due amount to the claimant, and if the claim is partially or completely refused, inform

the claimant of the reason for refusal of the claim and return the documents attached to the claim.

14.5. In all cases covered by the PGV Agreement, any claim should be made only on the conditions and within the framework of this Agreement.

## § 15. Lawsuits. Jurisdiction

15.1. A lawsuit can be filed only after presenting a certain claim and only to the entity against whom the claim was raised. The right to file a lawsuit based on the PGV Agreement belongs to the entity who has the right to raise a claim.

15.2. The right to raise a claim and file a lawsuit arises from the date of the occurrence of the circumstances that served as a basis for raising a claim and filing a lawsuit.

15.3. A lawsuit may be filed:

15.3.1. if the claimant did not receive a response to the claim within the time period determined for the consideration of the claim;

15.3.2. if during the time period for consideration of the claim the claimant received a message about the claim rejection completely or in part.

15.4. The lawsuit shall be brought to the relevant judicial authority at the location of the defendant, unless the parties agree otherwise.

15.5. The right to raise a claim and file a lawsuit shall be limited to one year from the date of occurrence of the circumstances that served as a basis for raising a claim and filing a lawsuit.

15.6. The raising of the claim by a person who has the right to claim against the user railway undertaking shall suspend the limitation period provided for in item 15.5.

The limitation period shall continue from the day on which the user railway undertaking reported rejection of the claim completely or in part.

If the claim is left unanswered, then the limitation period shall resume from the time of the expiration of the claim review period granted by item 14.4.

## Section VI SHARED-USE WAGONS

### § 16. General provisions

16.1. When using shared-use wagons, along with the application of the conditions of this section, other prescriptions of these Rules shall also apply to the extent that they do not contradict the conditions of this section.

16.2. For a shared-use wagon, a corresponding entry shall be made in the Wagon List (*Appendix 2 to the PGV*). A recommended procedure for the interchange of information on wagons in shared use by Parties to the PGV Agreement is provided in *Appendix 38 to the PGV*.

16.3. The user railway undertaking at its expense shall ensure routine maintenance of the wagon, including the uncoupling from the train and its maintenance.

## § 17. Conditions for use of wagons

17.1. The user railway undertaking shall pay to the railway undertaking that owns the wagon a charge for the use of the wagon at the rates specified in **Appendix 12 to the PGV**, from the moment it accepts the wagon until it is handed over to another railway undertaking.

If during the gauge changeover the bogies do not belong to the wagon keeper, the user railway undertaking shall pay to the railway undertaking that owns the wagon a charge for using the wagon without bogies, and to the bogies keeper - for using the bogies.

The charge for using a wagon with 8 or more axles shall be calculated at the rates established by the wagon keeper. The use of such a wagon shall be agreed between the wagon keeper and the railway undertakings, which use the wagon.

17.2. Shared-use wagons shall be returned after unloading to the railway undertaking that owns the wagon.

17.3. Subject to the requirements of item 3.8, the user railway undertaking may return a loaded wagon (except for carrier wagons) in cases when the goods are transported to:

17.3.1. wagon's home station;

17.3.2. the station on the route to wagon's home railway;

17.3.3. to the station located further than wagon's home railway, in transit through it.

17.4. When returning an empty wagon, its transportation shall be provided by the railway undertaking, which operated this wagon in its loaded run.

In case of non-compliance with this condition, as a result of which the return of the empty wagon was carried out through the railway undertakings that did not participate in the loaded run, the railway undertaking operating the empty wagon shall compensate the railway undertakings that provided the return of the empty wagon to the owner, for each wagon-kilometre of the route covered by the wagon in empty run, at the rates in accordance with item 3 of **Appendix 12 to the PGV**.

Calculations shall be made according to the empty run compensation statement in accordance with **Appendix 13 to the PGV**.

17.5. The user railway undertaking may handover a loaded wagon to a railway undertaking that is not a Party to this Agreement without the consent of the railway undertaking that owns the wagon in the following cases:

17.5.1. if it is provided by the contract of carriage;

17.5.2. when changing the legal regulation regime of the contract of carriage.

17.6. In the absence of the required number of its wagons for loading, the railway undertaking may request the wagons from the owner railway undertaking as wagon assistance. The request shall contain the number of the required wagons and the date by which the wagons should be provided.

17.6.1. The owner railway undertaking, which provides the wagon assistance, shall forward empty wagons with the issued accompanying sheet in accordance with **Appendix 11 to the PGV**, affixing the mark "wagon assistance".

17.6.2. The railway undertaking that requested the wagon assistance shall pay for the empty run uncompensated by the loaded run to the railway undertaking that provides transportation and return of the wagons.

The charge for empty run shall be calculated for each wagon-kilometre (uncompensated by loaded run) of the shortest route covered by wagons in empty run at the rates in accordance with item 3 of **Appendix 12 to the PGV**. Calculations shall be made based on the compensation statement for empty run in accordance with **Appendix 13 to the PGV**.

17.6.3. The user railway undertaking, in the case of using a wagon that runs for loading in accordance with item 17.6.1 not to its address, shall pay to the wagon keeper a charge for using the wagon calculated at double rates specified in **Appendix 12 to the PGV**, for the entire time from the moment of its acceptance until the handover to another railway undertaking.

17.7. The handover railway undertaking shall provide empty and cleaned wagons.

17.8. The user railway undertaking is exempt from the charge for using a wagon (bogie):

17.8.1. for the period of a break in traffic, but not more than 10 days on the line along which these wagons should run, due to force majeure and the impossibility of passing the wagons in another way.

In the event of force majeure on the railway of the user railway undertaking, it shall send a notification to the railway undertaking that owns the wagon within 24 hours.

In the event of force majeure on the railway of the accepting railway undertaking, it shall notify the handover railway undertaking within 24 hours, which in turn shall immediately notify the railway undertaking that owns the wagon about refusal of the wagon.

The basis for exemption from payment for the use of wagons shall be documents issued by a body authorized in accordance with national legislation of the country in which the force majeure occurred, confirming its occurrence and termination, as well as the list of numbers of delayed wagons.

These documents shall be forwarded by the user railway undertaking to the railway undertaking that owns the wagon, and the accepting railway undertaking shall submit it to the handover railway undertaking.

If the accepting railway undertaking does not comply with the conditions of this item, it is obliged to reimburse the handover railway undertaking for the charge

paid to the railway undertaking that owns the wagon for the time of refusal of the wagon, but not more than 10 days;

17.8.2. for the period of delay of the wagon through the fault of its owner.

The fact of the delay shall be confirmed by a report in accordance with **Appendix 4 to the PGV** or by a protocol in accordance with **Appendix 14 to the PGV** as well as by the mark "Refused. Report No. \_\_\_\_" "or" Refused. Protocol No. \_\_\_, respectively, in the box "Notes" of the wagon list;

17.8.3. for the period of delay due to the unjustified refusal to accept the wagon by the accepting railway undertaking. The refusal to accept wagons shall be considered unreasonable, if its reasons are not specified in item 4.6.

The fact of the refusal shall be confirmed by a report in accordance with **Appendix 4 to the PGV** and by the mark "Refused. Report No. \_\_" in the box "Notes" of the wagon list.

In this case, the user railway undertaking shall pay to the railway undertaking that owns the wagon a charge from the time the wagon is accepted by the user railway undertaking until the time the wagon is accepted by the accepting railway undertaking, as confirmed by wagon lists.

The accepting railway undertaking, which refused to accept the wagon, shall reimburse (pay) the charge for the time of the delay of the wagon to the handover railway undertaking. Calculations shall be made based on the wagon list in accordance with **Appendix 15 to the PGV**;

17.8.4. up to 48 hours - for the use of empty coupling wagons.

From the total amount of the calculated charge for the use of wagons, the amount calculated for the time of release shall be deducted;

17.8.5. when empty wagons are included in trains as buffer wagons or to provide the brake pressing (provided that they belong to the handover or accepting railway undertakings and run at border crossings between stations established by border agreements or protocols of border commissions, and are not used for loading or reloading cargo into them, which is confirmed by the mark "buffer wagon" or "wagon to provide brake pressing" in the box "Note" of the wagon list);

17.8.6. in case of damage to the wagon due to the fault of the wagon keeper:

17.8.6.1. when repairing a wagon without requiring spare parts for a period from the hour following its exclusion from the train, until the hour of putting it into operation, but not more than 120 hours. The time of excluding the wagon from the train and the time of its return to operation shall be noted in a notice in accordance with **Appendix 16 to the PGV**;

17.8.6.2. when repairing a wagon for which it is necessary to request spare parts, for a period from the hour following its exclusion from the train until the hour of putting it into operation, but not more than 48 hours from the hour of the arrival of spare parts. The time of excluding the wagon from the train, the time of arrival of spare parts and the time of wagon's return to operation shall be noted in a notice in accordance with **Appendix 16 to the PGV**;

17.8.7. in case of loss of a wagon (bogie) - upon expiration of 90 days from the date of receipt of the search request in accordance with item 9.3.1 or from the date of a written notification in accordance with item 9.3.2;

17.8.8. when the wagons are handed over to the railway undertaking that requested wagon assistance earlier than the required deadline - for the period from the day the wagons are accepted until 48 hours prior to the date specified in the request. The fact shall be confirmed by the wagon list and written request sent by e-mail, fax or telegram by the railway undertaking that requested the wagons for loading.

## § 18. Conditions for urgent return

18.1. The railway undertaking that owns the wagons has the right to demand the urgent return of its wagons. This right can be applied for a total period of not more than 90 days during a calendar year.

18.2. The railway undertaking that owns the wagons shall notify the user railway company of the urgent return of the wagon no later than 5 days before the urgent return procedure starts.

The notice shall indicate: the start and end dates of the urgent return, the wagon type or wagon numbers in cases where the urgent return of individual wagons only is required.

18.3. If the wagon is under the contract of carriage, the urgent return procedure starts from the time of the end of the contract of carriage.

18.4. If the railway undertaking that owns the wagon demands the urgent return of the wagons, the user railway undertaking may load the wagon only for destination at wagon's home station.

18.5. In case of the urgent return of empty wagons, the user railway undertaking shall draw up an accompanying sheet in accordance with *Appendix 11 to the PGV* and put the mark "urgent return".

18.6. In case of non-fulfilment of the urgent return request, the payment for the use of the wagon, provided for in item 17.1, shall be assessed in double amount, starting from 00:00 on the day of the start of the urgent return and ending at 23:59 on the day of the end of the urgent return.

The double amounts shall be taken into account by the user railway undertaking when completing the settlement documents on the wagon use payments in accordance with these Rules.

## § 19. Procedure on calculating charges for use of wagons and bogies

19.1. The basis for levying the charges for the use of wagon and bogies shall be the wagon list in accordance with *Appendix 2 to the PGV*.

The handover railway undertaking shall ensure the correctness of data specified in the wagon list, and is responsible for all consequences of incorrect, inaccurate or incomplete specification of the data.

19.2. The time for using a wagon or bogies that do not belong to the wagon keeper shall be calculated in hours.

The charges shall be levied and terminated in the hour following the handover (for example, from 23:00 to 23:50 to be considered as 24:00; from 00:00 to 00:59 - as 01:00).

If there is a discrepancy in the accounting data of the handover and accepting railway undertakings, the data of the accepting railway undertaking shall be considered valid, if they are proven by it.

19.3 The charges for the use of a wagon, bogies and a wagon without bogies shall be calculated at the rates specified in *Appendix 12 to the PGV*.

The charge levied for the use of bogies rolled up under a wagon shall not exceed the charge for the use of two bogies of a 4-axle wagon, regardless of the number of bogies that are rolled up.

19.4 The value of the charge rates can be changed on the basis of calculations or indexed in accordance with *Appendix 17 to the PGV*.

19.5 When exempting from charges for using a wagon (bogies), in accordance with items 17.8.1, 17.8.2 and 17.8.6.2 to determine the number of hours to be paid, the number of hours exempted from charges shall be deducted from the total number of hours of use.

If the total number of hours of using a wagon (bogies) is equal to the number of hours exempted from charges, the charges shall be levied for 24 hours.

19.6 When returning the refused wagons to the handover railway undertaking later than the deadline specified in the report in accordance with item 4.7 and *Appendix 4 to the PGV*, during the delay of the wagons beyond this period, the railway undertaking, which unreasonably refused to accept the wagon, shall be charged a fee for the use of the delayed wagons in accordance with these Rules.

19.7 If railway undertakings that are Parties to this Agreement handover one to another a wagon, the owner of which is not a Party to this Agreement, the accepting railway undertaking shall pay to the handover railway undertaking a charge for using the wagon at the rates and terms of the valid agreement concluded between the handover railway undertaking and the wagon keeper. The handover railway undertaking shall announce the specified rates to the interested railway undertakings - the Parties to this Agreement.

## Section VII REPORTING

### § 20. General provisions

20.1. Railway undertakings and wagon keepers shall submit information to each other to the addresses specified in *Appendix 1-I to the PGV* on issues arising from the PGV in writing by any means of communication attaching the documents set out by these Rules.

**Appendix 1 to the PGV**  
(to item 2 and items 3.1, 4.2 and 4.6.1)

## TECHNICAL REQUIREMENTS FOR WAGONS

### 1. General provisions

1.1. Wagons shall comply with the rolling stock gauges on the railways along the entire route of the wagons.

General provisions for the passage of rolling stock on railways are regulated by the joint OSJD/UIC Leaflet O 500 / O 505-6.

1.2. All parts of coupling and connecting devices (couplers, coupling hose pipes, etc.) when not used, should not fall below 140 mm above the rail head.

If there is a possibility of lowering them below the specified size, suspension of the coupling and connecting devices at a height not lower than the specified size should be provided.

1.3. For wagons operated on railways of the 1435 mm track gauge railway network, the maximum distance between the axles of the wheelsets consisting of two wheels should be:

- for wagons without bogies - 9000 mm;
- for wagons on bogies between the axles of the inner wheelsets - 17500 mm.

Wagons on bogies with a distance between the axles of the inner wheelsets of more than 14000 mm shall not be rolled down from the humps. Those wagons that can be rolled down from the humps, shall have signs on the longitudinal bearer of the wagon in accordance with Figure 1 of *Appendix 18 to the PGV*, indicating the maximum distance between two closest wheelsets.

Wagons that may be damaged due to their design when rolling down from the hump with a vertical hump radius of 250 m, shall have signs on the longitudinal wagon bearer in accordance with Figure 2 of *Appendix 18 to the PGV*, indicating the minimum permissible radius.

1.4. Wagons admitted for circulation in international traffic shall have the following signs:

1.4.1. MC – for wagons compliant with the “03-BM” profile or another one in accordance with the UIC Leaflet 505-1;

1.4.2. MC-0 – for wagons compliant with the 02-BM loading gauge;

1.4.3. MC-1 – for wagons compliant with the 1-BM loading gauge;

1.4.4. MC-0 – for wagons compliant with the 0-BM loading gauge.

1.5. Wagons with screw coupling shall have free space for a coupler and shunting worker:

- at the end wall of the wagon between the buffer disk and the side surface of the screw coupling - not less than 400 mm; the gap between the buffers and the screw coupling at a height of 2000 mm from the rail head shall not have any protruding objects;

- in longitudinal direction from the striking surface of a fully retracted buffer and the buffer beam - not less than 300 mm;

- from retracted buffer disk to the step – 150 mm;
- above the hook on its both sides with respect to the longitudinal axis of the wagon - 200 mm.

1.6. Wagons of the European railways of the 1435 mm track gauge designed for the movement in trains with the speed of up to 100 km / h, shall have the sign "S" and wagons designed for movement with the speed of up to 120 km / h, - the sign "SS".

1.7. For circulation on the railways of the 1435 mm track gauge in the People's Republic of China, wagons shall comply with special technical conditions agreed upon by the interested Parties to the Agreement.

## 2. Wheelsets

### 2.1. Requirements for wheelsets of wagons of 1435 mm track gauge

2.1.1. The wheelsets shall have the following wheels: tyred wheels with continuous tyre fastening, steel wheels without tyres (solid rolled wheels or one-piece cast wheels)<sup>1)</sup>.

The diameter of the wheel in the rolling circle shall be at least:

- 840 mm with nominal diameter from 900 to 1000 mm;
- 760 mm with a new diameter of 840 mm;
- 680 mm with a new diameter of 760 mm;
- 630 mm with a new diameter of 680 mm.

2.1.2 The distance between the inner edges of the tyres or wheel rims should be  $1360 \pm 3$  mm.

For KZD and ZC wagons, the distance should be 1354-1359 mm with a wheel rim width from 127 mm to 135 mm (135 mm exclusively) and  $1353 \pm 3$  mm with a wheel rim width of more than 135 mm (135 mm inclusive).

2.1.3 The width of the tyre or rim of a solid rolled wheel: not less than 133 mm and not more than 140 mm.

2.1.4 The thickness of the tyre (in the rolling circle), minus the rolling, should be:

2.1.4.1 for wagons admitted for movement with the speed of up to 120 km/h (wagons with the sign "SS") – 35 mm.

2.1.4.2 for other wagons – 30 mm.

For solid rolled wheels, the minimum thickness of the parts replacing the tyres should be indicated by a groove cut on their outer edge, which shall always be visible (except for KZD).

2.1.5 The height of the wheel flange or wheel rim, measured from the level of the rolling circle, should not be more than 36 mm and not less than 25 mm.

2.1.6 The thickness of the wheel flange or the wheel of wheelsets, measured at a distance of 10 mm from the rolling circle, must be at least 22 mm for wheels with

<sup>1)</sup> wagons equipped with wheelsets with sliding bearings are not admitted for circulation in international traffic between railways of 1435 mm and 1520 mm track gauges.

a diameter of at least 840 mm and at least 27.5 mm for wheels with a diameter of 630 to 840 mm.

The size between the inner surfaces of the rims of wheelsets or their replacement parts for solid rolled wheels should be at least 1359 mm for wheels with a diameter of less than 840 mm and at least 1357 mm for wheels with a diameter of 840 mm or more, and in all cases no more than 1363 mm.

The minimum size does not apply to intermediate wheelsets of wagons without bogies and intermediate wheelsets included in three-axle and multi-axle bogies.

For KZD and ZC wagons, the wheel flange thickness measured at a distance of 12 mm from the rolling circle should be no more than 34 mm and no less than 23 mm.

A sharp flange is not allowed. The control of the wheel flange profile shall be carried out in accordance with *Appendix 19 to the PGV*. The qR value, measured by a template on the wheel flange, should be more than 6.5 mm, and there should be no sharp-pointed rolls on the guideway at a distance of more than 2 mm from the flange top.

2.1.7 The following wheelset malfunctions are not allowed:

2.1.7.1 deformation of the wheelset axle. On derailed wheelsets the distance between the inner end surfaces of the tyres or their replacement parts of the wheels shall be measured using templates, at least in 3 points, moved by 120° and located near the rails. After each measurement, the wagon shall be moved by one third of the wheel circumference. If the difference in measurement exceeds 2 mm, the wheelsets must be replaced.

2.1.7.2 Thermal overload on solid rolled wheels caused by brake failure and resulting in:

- burnt paint by 50 mm or more in the transitional part of the wheel rim or new signs of oxidation,
- molten brake pads,
- weld metal on the wheel tread.

If the distance specified in item 2.1.2 as well as the difference in measurements carried out in accordance with item 2.1.7.1, are within acceptable limits, the pneumatic brake shall be turned off, and the label "K" shall be affixed on the wagon in accordance with *Appendix 35 to the PGV*, indicating as follows: "Check the brake and the wheel tread due to thermal overload".

In the case of heat-resistant wheels marked on the axle box with a white vertical line, these checks are not required.

2.1.7.3 longitudinal and transverse cracks in any part of the axis or defects eliminated by welding;

2.1.7.4 a rubbed area on an axle with sharp edges or a depth of more than 1 mm; friction of brake rods or other undercarriage equipment on the axle of the wheelset is not allowed;

2.1.7.5 crack in tyre or rim, disc, wheel hub or wheel centre;

2.1.7.6 scabbing of the wheel flange or wheel rim;

2.1.7.7 tyre loosening on the rim or axle in the wheel hub or wheel center.

Signs of tyre loosening are:

- 2.1.7.7.1 dull sound when hitting the tyre with a hand hammer;
- 2.1.7.7.2 mismatch of control marks on the rim and the wheel centre (on the tyre and the wheel centre, 4 check marks must be applied with heat-resistant paint);
- 2.1.7.7.3 loosening of the ring that strengthens the tyre;
- 2.1.7.7.4 the appearance of rust between the tyre and the wheel centre rim over a length of more than one third of the perimeter;
- 2.1.7.7.5 signs of lateral displacement on the wheel tyre (the wheel tyre may move sideways if the retaining ring is missing, loose, broken or visibly deformed);
- 2.1.7.7.6 cracks in the retaining ring;
- 2.1.7.7.7 no wedge with wedge type of fastening of the retaining ring;
- 2.1.7.7.8 fracture, longitudinal and transverse cracks;
- 2.1.7.7.9 metal inserts between the wheel tire and the wheel rim;
- 2.1.7.8 fracture or crack in the wheel spoke;
- 2.1.7.9 wheel flats on the wheel tread with a length of more than 60 mm or a depth of more than 1 mm;
- 2.1.7.10 a chip, cracking on the wheel tread with a length of more than 60 mm;
- 2.1.7.11 wheel tread welding with a length of more than 60 mm or a height of more than 1 mm; on the wheel tread with a diameter of less than 630 mm, the above defects with a length of more than 30 mm or a height of more than 1 mm are prohibited;
- 2.1.7.12 tyre friction or wheel rim friction against the half axle guard;

2.1.8 It is prohibited to paint or contaminate with any lubricants the end surfaces of the tyres or parts of monobloc wheels that replace them, with the exception of inspection marks.

## 2.2 Requirements for wheelsets of wagons of 1520 mm track gauge

2.2.1 The wheelsets shall have solid rolled wheels.

The distance between the inner edges of the wheels shall be within  $1440 \pm 3$  mm.

2.2.2 The wagons with wheelsets with a crack in any part of the axle and / or wheel, as well as with the following deterioration and damages of wheelsets that disrupt the normal interaction of the track and rolling stock shall not be admitted for movement in trains:

2.2.2.1 the rim thickness of solid rolled wheels - less than 22 mm;

2.2.2.2 the thickness of the flange, measured at a distance of 18 mm from its tip, is more than 33 mm or less than 24 mm;

2.2.2.3 uneven rolling along the rolling circle (when detected) - more than 2 mm;

2.2.2.4 uniform rolling along the rolling circle of a solid rolled wheel - more than 9 mm;

2.2.2.5 rubbing the middle part of the axle with a depth of more than 2.5 mm  
rubbing of the middle part of the axle with a depth of more than 2.5 mm;

2.2.2.6 split of the outer side surface of the wheel rim with a depth (along the radius of the wheel) of more than 10 mm, or if the width of the remaining part of the rim at the splitting point is less than 120 mm or in the damaged place, regardless of the size of the splitting, there is a crack going deep into the metal;

2.2.2.7 displacement or loosening of the fit of the wheel on the axle wheel seat. Paint rupture along the entire perimeter of the wheel-axle connection and the exudation of rust or oil from under the hub on the inner side of the wheel is a sign of a loose fit of the wheel hub on the axle. A wheel set is not condemned if, with ruptured paint, no exudation of rust or oil from the inside of the hub is observed. A stripe of rust or a shiny metal stripe on the surface of metal on the inner side of the hub (when the wheel has shifted to the outside), as well as a stripe of rust or a shiny metal stripe on the axle on the opposite side of the hub (when the wheel has shifted to the inside) are signs of displacement of the hub on the axle;

2.2.2.8 wheel flats on the tread of the wheel rim with a depth of more than 1 mm;

2.2.2.9 signs of contact with an electrode or electric welding wire on any part of the axle and / or wheel <sup>2)</sup>;

2.2.2.10 a chip on wheel tread with a length of more than 50 mm or a depth of more than 10 mm. A crack in the chip or delamination going deep into the metal is not allowed;

2.2.2.11 vertical undercut of the flange with a height of more than 18 mm;

2.2.2.12 pointed flange burr;

2.2.2.13 weld metal on the wheel tread with a height of more than 1 mm;

2.2.2.14 circular wear of the wheel tread at the base of the flange with a depth "A" of more than 1 mm, conicity 1: 3.5 "B" more than 2 mm or a width of "B" more than 15 mm in accordance with Figure 1 of **Appendix 28 to the PGV**;

2.2.2.15 local increase in the width of the rim of a solid rolled wheel more than 5 mm;

2.2.3 In all cases of derailing of wagon, the wheelsets are subject to diagnostics and non-destructive testing.

2.2.4 Painting or contaminating the wheel rim with any lubricants is prohibited.

### 2.3 Requirements for wheelsets of 1435 mm track gauge installed under wagons of 1520 mm track gauge

2.3.1 The wheelsets shall have solid rolled wheels (one-piece cast wheels can be used for KZD and ZC).

2.3.2 The distance between the inner edges of the wheel rims shall be  $1360 \pm 3$  mm; for KZD and ZC wagons, the distance shall be 1354 -1359 mm with a wheel

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<sup>2)</sup> welding on axle is not permitted.

rim width from 127 mm to 135 mm (135 mm exclusively) and  $1353 \pm 3$  mm with a wheel rim width of more than 135 mm (135 mm inclusive).

2.3.3 When forwarding the wagons of 1520 mm track gauge, rearranged onto bogies of 1435 mm gauge, which run to the railways of Bulgaria, Hungary, Poland, Romania and Slovakia, the rim width of a solid rolled wheel shall be at least 133 mm and not more than 140 mm.

2.3.4 For solid rolled wheels, the minimum wheel rim thickness shall be indicated by a mark put on their outer edge at a distance of 22 mm from the conditional lower edge of the wheel rim, which should always be visible.

For wheelsets that do not have such risks, the thickness of the rim of solid rolled wheels shall be at least 22 mm.

2.3.5 The height of the flange of the wheel rim, measured from the level of the rolling circle, must be no more than 36 mm and no less than 25 mm.

2.3.6 The thickness of the wheel flange, measured at a distance of 10 mm from the rolling circle, must be at least 22 mm for wheelsets with a diameter of at least 840 mm. For KZD and ZC wagons, the flange thickness measured at a distance of 12 mm from the rolling circle should be no more than 34 mm and no less than 23 mm.

A sharp flange is not allowed. The control of the wheel flange profile shall be carried out in accordance with *Appendix 19 to the PGV*. The  $q_R$  value, measured with a template on the wheel flange, should be more than 6.5 mm, and there should be no sharp-pointed rolls on the guideway surface at a distance of more than 2 mm from the flange top.

2.3.7 It is prohibited to admit for circulation wagons with wheelsets after derailments, with a crack in any part of the axle and / or part of the wheel of a wheelset, as well as in case of damage to wheelsets that disrupt the normal interaction of the track and rolling stock:

2.3.7.1 deformation of the wheelset axle;

2.3.7.2 Thermal wheel overloading caused by brake failure and resulting in:

- burnt paint by 50 mm or more in the transitional part of the wheel rim or new traces of oxidation,

- molten brake pads,

- weld metal on the wheel tread.

If the distance specified in item 2.3.2 is within the acceptable limits, the pneumatic brake shall be turned off, and the label "K" shall be applied on the wagon in accordance with *Appendix 35 to the PGV*, indicating the following: "Check the brake and the wheel tread due to thermal overload".

In the case of heat-resistant wheels marked on the axle box with a white vertical line, these checks are not required.

2.3.7.3 signs of contact with an electrode or electric welding wire in any part of the axle and / or wheel <sup>3)</sup>;

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<sup>3)</sup> welding on the axle is not allowed.

2.3.7.4 a rubbed area on an axle with sharp edges or a depth of more than 1 mm; friction of brake rods or other underframe equipment on the axle of the wheelset is not allowed .

2.3.7.5 split of the outer side surface of the wheel rim with a depth (along the wheel radius) of more than 10 mm, or if the width of the remaining part of the rim at the spall is less than 120 mm or in the damaged area, regardless of the size of the spall, there is a crack going deep into the metal;

2.3.7.6 loosening the fit of the wheel on the axle. Signs of a loose fit of the wheel on the axle are paint rupture at the hub along the entire perimeter of the wheel-axle connection and the appearance of a corrosion strip (rust) or oil from the hub on the inner side of the wheel;

2.3.7.7 paint rupture of a control mark around the entire perimeter at the interface with the release of rust or oil from under the hub on the inner side of the wheel;

2.3.7.8 wheel flats on the tread of the wheel rim with a length of more than 60 mm or depth of more than 1 mm;

2.3.7.9 a chip on the wheel tread with a length of more than 60 mm. A crack in the chip or delamination going deep into the metal is not allowed;

2.3.7.10 weld metal on the wheel tread with a height of more than 1 mm.

2.3.8 Covering with paint or contamination of the wheel rim by any lubricants is not permitted.

### 3. Bogies

3.1 It is prohibited to include in trains, or to run as part of trains, wagons on bogies of 1520 mm track gauge that have at least one of the following defects:

3.1.1 deformation of the side frame (bending, flatness deviation);

3.1.2 a fractured fastening fixture of a friction plate;

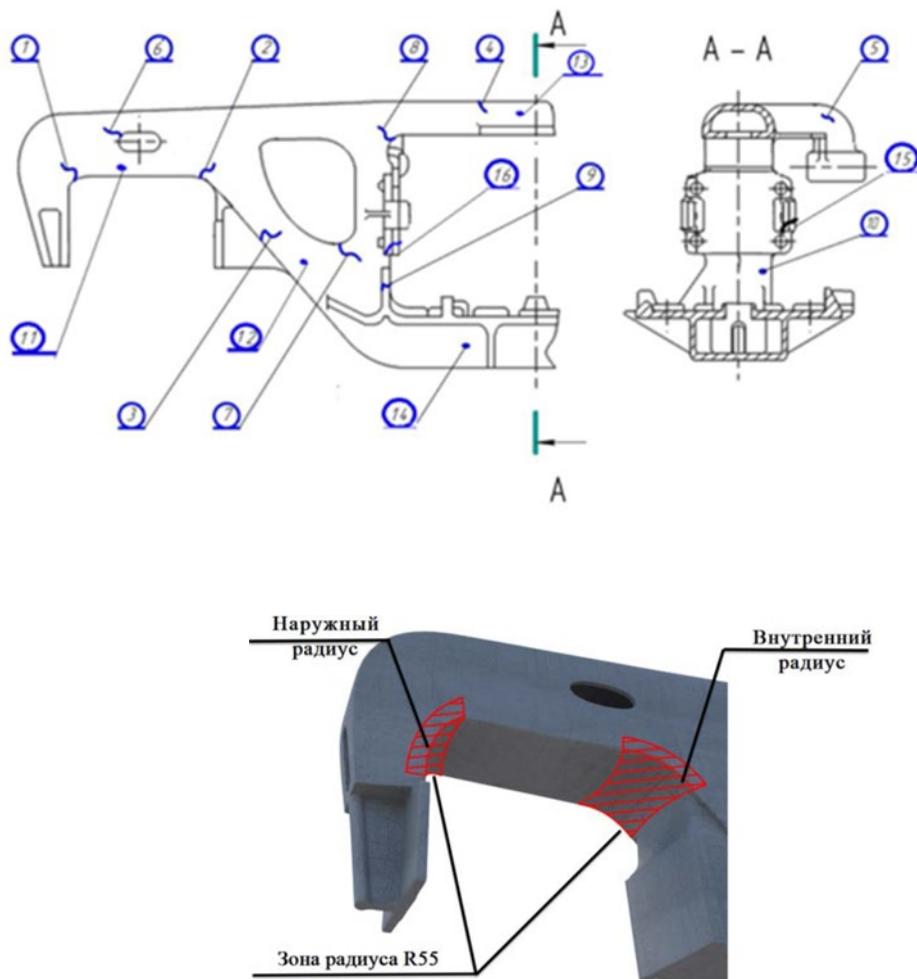
3.1.3 defects of side frames in the area visible to a wagon inspector as shown in Figure 3.1:

3.1.3.1 cracks or penetrating metal casting defects in the overhanging part of the upper, lower, and diagonal belts, or in a side frame's spring nest column;

3.1.3.2 cracks or penetrating metal casting defects in edges of fabrication holes, in corners and spring nest reinforcement ribs, and in the triangle suspension bracket;

3.1.3.3 in areas of the R55 radius of pedestal jaw openings: cracks, penetrating metal casting defects, traces of build-up welding.

An R55 radius area of a pedestal jaw opening is the outer curved surface of the pedestal jaw opening of the R55 radius of transition from the horizontal pedestal roof to the vertical guiding surface, and the adjacent side surfaces to a distance of up to 10 mm from the edges of the radius as shown in Figure 3.1.



1 – 9 cracks

10 – 14 penetrating casting defects

15 spalling of the leading edge

16 chipping of eyelets at fastening points of friction plates

Figure 3.1 Defects of side frames

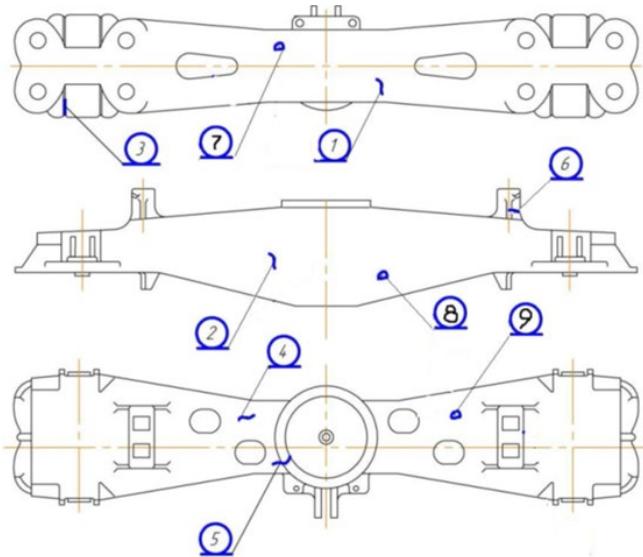
3.1.4 defects of bolsters in areas visible to a wagon inspector as shown in Figure 3.2:

3.1.4.1 cracks or penetrating casting defects in side walls, the lower and upper belts, as well as cracks in inclined surfaces of the bolster;

3.1.4.2. cracks in side bearer housings;

3.1.4.3 cracks in the center plate rim.

Defects in cast steel that have been repaired by chipping out after the manufacturing or repair of bolsters do not serve as the basis for condemnation.



1 – 6 cracks

7 – 9 penetrating casting defects

Figure 3.2 Defects of bolsters

3.1.5 missing or fractured side bearer cap in bogies of the 18-100 type; missing or fractured side bearer plate in three-axle bogies;

3.1.6 a crack in the equalizer or draw bar in a three-axle bogie; cracks in the bracket arms of the span bolster in a four-axle bogie;

3.1.7 the aggregate clearance between side bearers on both sides of the bogie: is more than 20 mm or less than 4 mm in main types of four-axle wagons; is more than 14 mm or less than 4 mm in tank wagons, hopper wagons for transporting grain, cement, mineral fertilizers, ore pellets, and in hopper-batchers of the CNII-DVZ type; is more than 12 mm or less than 6 mm in hopper wagons used to transport coal, hot agglomerate, or apatites, and in hopper-batchers of the CNII-2 and CNII-3 types; is more than 12 or less than 6 mm in dump wagons (dump cars) on bogies of the models 18-522, 18-100, or similar models.

No clearance is allowed between the side bearers on one side of the bogie, with the exception of dump wagons (dump cars) for which the clearance shall be at least 3 mm. Zero clearance between side bearers on a diagonal of the wagon shall not be allowed, except in wagons on bogies equipped with constant contact side bearers;

3.1.8 a missing or fractured center pivot in bogies of wagons of all types;

3.1.9 missing side bearer cap fastening parts in bogies of the 18-100 type;

3.1.10 in eight-axle tank wagons, the aggregate clearance between side bearers of the span bolster and those of the center pin bolster on both sides of a single four-axle bogie is less than 4 mm or more than 15 mm; between the span bolster and bolsters on both sides of a single two-axle bogie is less than 4 or more than 20 mm. Zero clearance shall not be permitted: in any two side bearers of a single four-axle bogie on one side of a tank wagon; between side bearers of the span bolster and those

of the center pin bolster on a diagonal of the tank; between side bearers of the bolster and those of the span bolster on a diagonal of a four-axle bogie;

3.1.11 a ruptured or missing rivet of the friction plate; fracture or crack in a friction wedge; a fractured stop collar of a friction wedge;

3.1.12 rupture or absence of even one fit bolt connecting the center pin bolster with the traverse or bolster beams in a three-axle bogie;

3.1.13 absence of even one of the pins that connect the cross arms with the overarms of the bogie side frames of three-axle bogies, or absence of side frame pads;

3.1.14 a crack in the casing of the friction snubber in bogies of the types KVZ-1, KVZ-1M, UVZ-9M;

3.1.15 rupture of even a single rivet or bolt fastening the center plate or the center plate bowl, a crack in the upper or lower belts or in the area of outer pads of the span bolster in an eight-axle wagon; or in brackets of the braking equipment;

3.1.16 the aggregate of clearances in the side bearers are less than 4 mm or more than 14 mm in tank wagons used to transport gases; or no clearances even on one side of a bogie;

3.1.17 free (unloaded) inner springs or wedges, or at least one wedge being higher by more than 8 mm or lower than 12 mm relative to the lower resting surface of the bolster, or lower by 20 mm in 18-2129 bogies of empty freight wagons;

3.1.18 damaged wear-resistant elements;

3.1.19 cracks, fractures, chipping of a cast iron friction wedge, composite friction plates in the damping assembly;

3.1.20 a missing or fractured liner in the pedestal jaw opening;

3.2 The following defects shall not be permitted in freight wagons equipped with constant contact side bearers:

3.2.1 missing side bearer elements in the wagon's bogie;

3.2.2 any clearance between side bearer cap 3 and wear-resistant plate 5 of the upper side bearer on the wagon's frame (Figure 3.3);

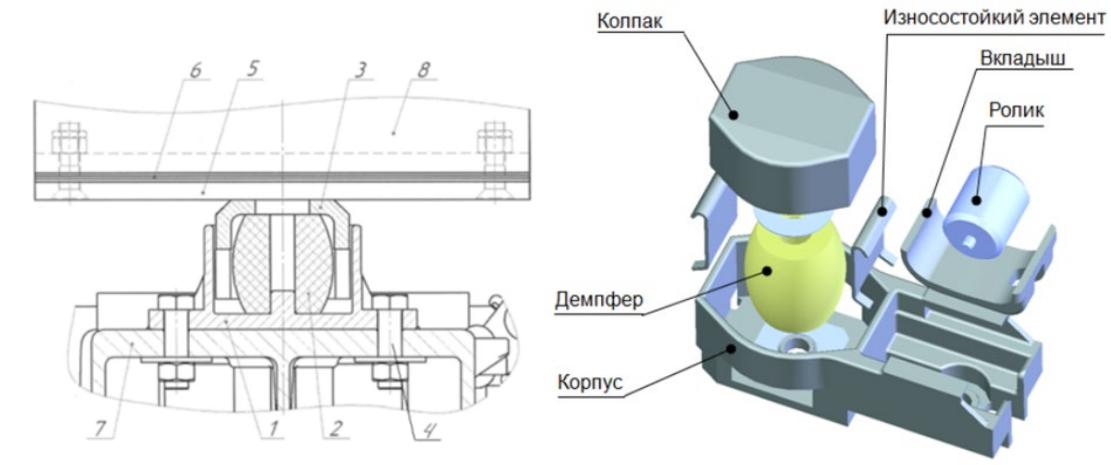
3.2.3 cracks or fractures in the visible area of a vibration damper (Figure 3.3);

3.2.4 cracks or fractures, deformations of a side bearer casing in an area visible to a wagon inspector;

3.2.5 a missing side bearer cap, cracks, fractures or deformations of a side bearer cap in an area visible to a wagon inspector;

3.2.6 loosened fastening of side bearer casing 1 or wear-resistant plate 5 (Figure 3.3);

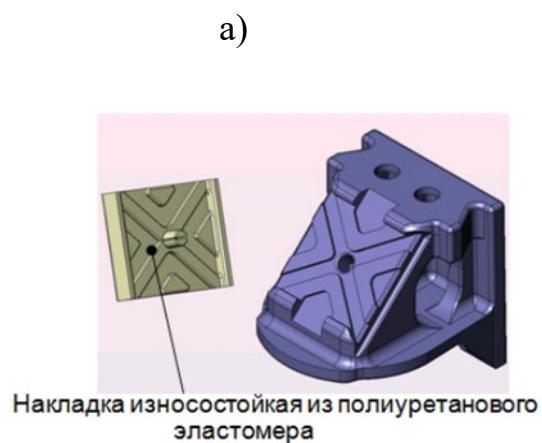
3.2.7 cracks or fractures in the upper side bearer;

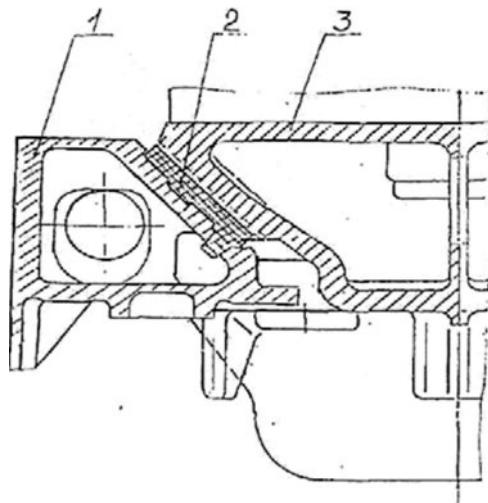


- 1 – side bearer casing;
- 2 – dumper;
- 3 – cap;
- 4 – side bearer casing hold-down bolt;
- 5 – wear-resistant plate;
- 6 – adjustment shims;
- 7 – bolster;
- 8 – upper side bearer.

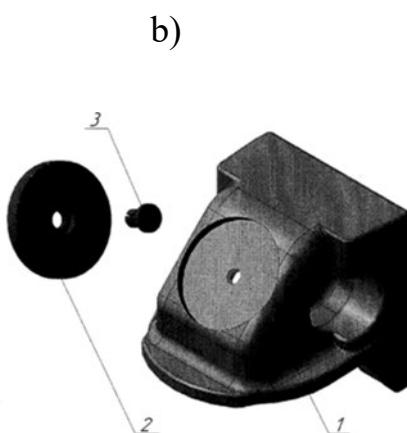
Figure 3.3 Constant contact side bearers

- 3.2.8 the visible part of the friction wedge 1 has cracks (Figure 3.4 a, b);
- 3.2.9 the vertical surface of the wedge does not fit snugly to the friction plate;
- 3.2.10 crumpled, cracked, bulged or fractured visible part of the polyurethane pad, or missing polyurethane pad on the sloped surface of the friction wedge (Figure 3.4);
- 3.2.11 cracks in the wear-resistant friction plate;
- 3.2.12 one or more broken (missing) rivets of the friction plate.





1 – friction wedge; 2 – polyurethane pad; 3 – bolster



1 – friction wedge; 2 – polyurethane pad; 3 – polyurethane axle of the pad

Figure 3.4 Friction wedge

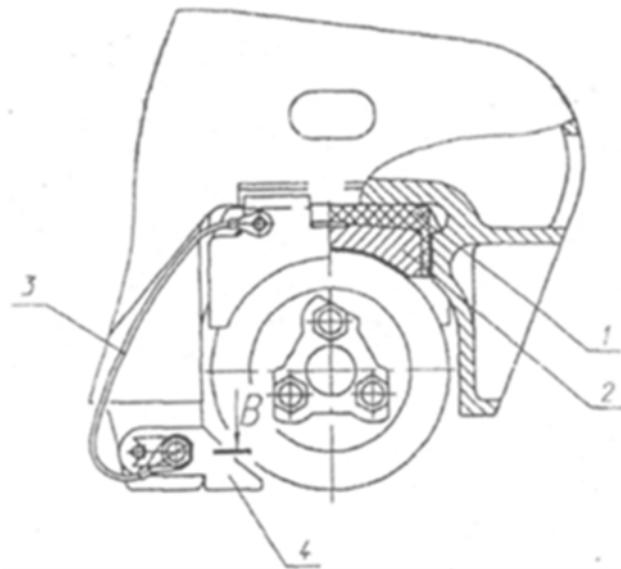
3.3 The following defects shall not be permitted in freight wagons fitted with cassette bearings and adapters (Figure 3.5):

3.3.1 cracks, chippings, fractures in the adapter insert 1 in an area visible to a wagon inspector;

3.3.2 broken or missing static electricity removal device 3;

3.3.3 loosened or missing locking device that precludes the wheel set from exiting the pedestal jaw opening 4;

3.3.4 cracked or fractured adapter 2 in an area visible to a wagon inspector.



1 – adapter insert; 2 – adapter; 3 – static electricity removal device; 4 – locking device precluding the wheel set from exiting the jaw opening

Figure 3.5 Axle box unit with a cassette type bearing

3.4 The following defects shall not be permitted in freight wagons fitted with bogies of models 18-9810, 18-9855, and 18-9836:

3.4.1 cracks in adapters, friction wedges, friction plates, the casing or cap of a side bearer in areas visible to a wagon inspector during an inspection;

3.4.2 the whole of the friction wedge indicator being above the surface of the bolster, or no indicator visible to a wagon inspector on the side observed by the inspector;

3.4.3 an end-to-end gap between the side bearer cap and the wear-resistant plate on the center pivot top mounted on the wagon's center pivot beam; fractured or missing fasteners of the side bearer casing and the resulting possible dislocation of the side bearer casing beyond the boundaries of the site where it was installed on the bolster; fractured or missing fasteners of the casing. A missing safety pin in a side bearer or missing nuts or washers shall not be condemning;

3.4.4 a missing locking retainer or missing locking retainer fasteners in a pedestal jaw opening of a side frame;

3.4.5 fractured or missing fasteners and the resulting dislocation of the friction plate relative to a side frame column;

3.4.6 a missing bracket on the seating surface of the pedestal jaw opening of the side frame;

3.4.7 cracked welded seams between the bracket plates with an aggregate length of more than 180 mm in areas visible to a wagon inspector;

3.4.8 missing or fractured springs in a spring assembly. A gap between an outer spring under the bolster and the bearing surface of the bolster is not condemning;

3.4.9 the whole of the friction wedge indicator being above the surface of the bolster, or no indicator visible on the wedge due to the working face of the wedge having reached its wear limit. Excess height of the friction wedge shall be assessed by checking the position of the lower end of the indicator relative to the upper surface of the bolster; if the indicator on the wedge is fully or partially below the bolster surface, then there is no defect.

3.5 The following defects shall not be permitted in 1435 mm gauge Y25 bogies:

3.5.1 a fractured outer spring;

3.5.2 a fractured or skewed inner spring. Empty wagons that have a fractured or skewed inner spring may run as part of a train provided that such wagons carry stickers in accordance with **Appendix 36 to the PGV**;

3.5.3 more than one inner or outer damper links are missing or fractured. If a single link is missing or fractured, the wagon may run as part of a train provided that such wagons carry stickers in accordance with **Appendix 36 to the PGV**;

3.5.4 more than one damper plate is in contact with the bogie frame <sup>4)</sup>. If a single plate touches the frame, the wagon may run as part of a train provided that such wagons carry stickers in accordance with **Appendix 36 to the PGV**.

## 4. Axel box equipment

### 4.1 Requirements for axle box equipment of wheelsets of 1520 mm track gauge.

It is prohibited to include in train the wagons, in which the axle box equipment has at least one of the following malfunctions:

4.1.1 connected with bearings in the axle box housing:

4.1.1.1 loosening of the bolt fastening of the inspection or fastening covers of the axle box, dent in the inspection cover, bulges and scuffing;

4.1.1.2 destruction or cracks of axle box housings, inspection and reinforcement covers;

4.1.1.3 release of lubricant onto the disk and / or the wheel rim, caused by overheating of bearings;

4.1.1.4 increased heating of the upper part of the axle box housing;

4.1.1.5 shift along the axis of the axle box housing and / or skewness.

After opening the inspection covers:

4.1.1.6 heating with respect to the surrounding air temperature:

- of the upper part of the axle box housing over 60 ° C – cylindrical and double roller bearings, over 70 ° C – with cassette bearings;

4.1.1.7 break (or loosening) of the M20 bolts, M12 bolts of the locking plate or breakdown (or loosening) of the M110 nut of the end fastening of the bearings on the axle;

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<sup>4)</sup> it is prohibited to lubricate the friction surface of the vibration damper

4.1.1.8 presence of water in the front part of the axle box housing in a free state or in the form of water ice. Having a droplet water state (condensate, dew) and the presence of individual grains of ice, rejection shall not be performed;

4.1.1.9 release of lubrication with admixture of metal particles into the inspection cover out of the protective washer of the double bearing, as well as onto the seal of the cassette bearing seal.

A slight release of lubrication in the form of a uniformly distributed bead on the bearing housing in the seal area, the inner cylindrical surface of the fastening cover, as well as in the form of separate drops located in the lower part of the axle box (fastening cover) is not a rejection sign. If lubrication is found on the bearing seals in the form of a bead, it should be removed with a clean rag or cleaning cloth.

Signs of corrosion on the covers of the axle box housing are not a rejection sign.

4.1.2 with cassette bearings for adapter:

4.1.2.1 seized bearing;

4.1.2.2 destruction, splitting off and cracking of adapters;

4.1.2.3 shifting (skew) of the adapter with respect to the outer bearing ring or the side frame of the bogie;

4.1.2.4 cracks and splitting off of outer bearing rings;

4.1.2.5 shifting of the bearing along the axle journal of the wheelset;

4.1.2.6 breakage or lack of M20 or M24 bolts of the end fastening of bearings on the axle;

4.1.2.7 damage to integral bearing seals;

4.1.2.8 heating of the bearing over  $80^{\circ}\text{C}$  without taking into account the surrounding air temperature according to the indications of the floor equipment for automatic monitoring of technical condition of the rolling stock;

4.1.2.9 heating of the upper part of the adapter over  $70^{\circ}\text{C}$  without taking into account the surrounding air temperature determined by a contactless thermometer;

4.1.2.10 release of lubrication onto the disc and / or wheel rim due to overheating of the bearing, as well as release of lubrication containing metal particles onto the bearing seals.

If the bearing is not overheated, special attention should be paid to the condition of the bearing and its seals; if there are any defects, the bearing shall be refused.

The release of lubrication in the form of an evenly distributed bead on the bearing seal housing is not a rejection sign. If the lubrication is released in the form of a bead, it shall be removed with a rag, and the bearing may be used. If there are seal defects, the bearing must be rejected.

Signs of corrosion on the axle box housing covers, cassette bearing covers and seals are not rejection signs.

It is prohibited to operate the wheelsets with axle boxes with cassette-type bearings and standard cylindrical bearings under one wagon.

It is strictly prohibited to dismantle the covers of the axle box fixing housings, as well as M110 end nuts and M20 and M24 bolts of the end fastening of bearings on the axle.

## 4.2 Requirements for axle box equipment of wheelsets of 1435 mm gauge

The following malfunctions of axle boxes and bearings are not allowed:

4.2.1 leakiness (fracture or crack) of the axle box housing, causing lubrication leaks; or defects causing water or dust penetration; (Attention: missing center hole cover is allowed).

4.2.2 release of lubrication onto the disc or wheel rim;

4.2.3 release of lubrication in the area of the labyrinth seal of the axle box housing. The label „A” shall be applied on such wagons in accordance with **Appendix 35 to the PGV**.

4.2.4 damage and deformation of the axle boxes, as a result of which reliable guidance of the wheelsets is not ensured (shift and skew of the axle box; fracture of parts or loosening of the fastening);

4.2.5 lack or shift of the manganese sheet insert on the axle box housing of the wheelset or the axle guards of bogies of the type the Y 25. Cracks in the welds are allowed.

4.2.6 overheating of the axle box (the temperature of the axle box housing is so high that the axle box housing cannot be touched by the back of the hand).

## 5. Springs and spring suspension

5.1 The following defects shall not be permitted in springs and spring suspensions:

5.1.1 suspensions with weakened springs that cause a tilt in the body or slamming of the frame against parts of the running gear;

5.1.2 fractures or chippings (except chipping of the tip of the drawn part of the spring’s base surface), cracks in coils of the spring;

5.1.3 even a single spring missing;

5.1.4 closure of gaps between spring coils;

5.1.5 displacement of inactive end coils;

5.1.6 free (unloaded) state of a spring in a spring set (except in models 18-9810 and 18-9855 bogies);

5.1.7 a fractured or cracked spring clamp or spring leaf;

5.1.8 a dislocated or skewed elliptical spring, or a leaf of an elliptical spring, or a plate or spring in a spring set;

5.1.9 a fractured or cracked eye of an elliptical spring;

5.1.10 a fractured or cracked part in a central cradle suspension.

## 6. Buffers gears for wagons with screw coupling

6.1. Wagons shall be equipped with flexible buffers; the buffers installed on one wagon must be identical on its both sides.

6.2. The height of the buffers axis from the railhead shall be no more than 1065 mm and no less than 940 mm.

6.3. The distance between buffers (from centre to centre) shall be no more than 1760 mm and no less than 1740 mm.

6.4. The diameter of the buffer disk shall be at least 340 mm and distributed evenly with respect to the longitudinal axis of the buffer box (outer cylinder).

6.5. The working surface of the buffer is convex with a radius of curved active surface of - 2750 mm  $\pm$  50 mm.

6.6. Buffers shall be calculated in such a way that there is no possibility of contact between horizontal curves and contra-curves. The minimum allowable discrepancy is 50 mm.

6.7. Buffer play should be at least of 100 mm and no more than 105 mm.

6.8. Wagons equipped with buffers, which have buffer play of over 105 mm, shall be equipped with four identical buffers with the same design features.

6.9. Buffers shall have identification marking. The identification mark shall contain the buffer play value in millimetres and a value indicating the energy dissipation capacity.

6.10. The difference in height between the centres of the end surfaces of the buffers of two adjacent wagons included in the train shall not be more than 100 mm.

6.11. The following malfunctions of the buffer gears are not allowed:

6.11.1. broken or missing buffer spring, packing washer, nut, cotter pin preventing the buffer rod from falling out;

6.11.2. fracture or bending of the buffer rod, preventing its movement in the buffer box;

6.11.3. a transverse crack larger than one quarter of the cross-section of a clip of the buffer box with two clips; fracture of more than one clip of the buffer boxes with several clips; fracture of more than one corner of the flange of a cylindrical buffer or buffer box;

6.11.4. spring settled over 15 mm.

If there are buffers of a cylindrical type, on each end beam of a wagon, the spring of one buffer may be settled by not more than 15 mm;

6.11.5. a crack in the buffer box more than one quarter of a circle.

## 7. Automatic coupling devices

7.1. Wagons of 1520 mm track gauge are not allowed to have the following automatic coupler malfunctions:

7.1.1. the height of the longitudinal axis of the automatic coupler above the rail heads for empty wagons is more than 1080 mm or less than 980 mm, for loaded four-axle wagons less than 950 mm, for six and eight-axle wagons less than 990 mm, for empty refrigerated wagons - less than 1000 mm;

7.1.2. the difference in height between the longitudinal axes of the coupled automatic couplers is more than 100 mm;

7.1.3. Inoperative lock protective device from self-uncoupling of automatic couplers;

7.1.4. cracks in the coupler housing, coupler yoke, bending or breakage of parts of the coupler mechanism, cracks or breaks in the wedge or roll of the coupler yoke;

7.1.5. looseness or absence of nuts and cotter pins securing parts of the automatic coupler;

7.1.6. short circuit of the release gear;

7.1.7. release lever not included in the bracket groove;

7.1.8. Crack or fracture in the bar supporting the coupler yoke, bracket or holder of the release gear, impact socket, thrust plate or stop brackets, centering beam, pendulum suspension;

7.1.9. the total clearance between the front stop and the thrust plate and the back stop and the elastomeric draft gear housing is more than 50 mm;

7.1.10. Crack or through wear of the friction draft gear housing, damage to the draft gear causing a loss of elastic properties (its non-adherence to both the back and front stops through the stop plate is more than 5 mm).

7.2. It is not allowed for KZD and ZC wagons to have the following automatic coupler malfunctions:

7.2.1. the height of the longitudinal axis of the automatic coupler above the rail heads is more than 890 mm or less than 835 mm for empty wagons and less than 815 mm for loaded wagons;

7.2.2. the difference in height between the longitudinal axes of automatic couplers at both ends of one wagon is more than 35 mm;

7.2.3. the difference in height between the longitudinal axes of the coupled automatic couplers is more than 75 mm;

7.2.4. the distance between the large and small automatic coupler lug in the closed position is more than 130 mm, in the fully open position is more than 245 mm;

7.2.5. cracks in the coupler housing, coupler yoke or large automatic coupler lug;

7.2.6. the absence of nuts and cotter pins securing the parts of the automatic coupler;

7.2.7. fracture of the thrust plate or the corner stop of the automatic coupler.

7.3. It is permitted to operate groups of wagons equipped with automatic couplers with installation on the last wagons of each group of screw coupling and buffers on one side; such wagons are called coupling wagons.

## 8. Draw devices

8.1. Wagons at both ends shall be equipped with elastic draw devices with a screw coupling.

8.2. Single wagons or match wagons in a group of wagons, when moving beyond the border station, shall have coupling devices that allow double coupling.

8.3. The following malfunctions of the draw devices are not allowed:

8.3.1. transverse crack or fracture of parts of the coupling;

8.3.2. the lack of nuts, sockets, bolts, wedges and cotter pins in the parts of the coupling;

8.3.3. bending of the hook when the tie of one hook cannot be thrown over the head of the other hook or the bent toe of the hook, or when the bend of the hook prevents its free movement in the hook washer; break of the toe of the pulling hook, if the carriage cannot be screwed up according to the existing rules;

8.3.4. fracture of the toe of the draw hook;

8.3.5. bending of a screw or tie-rod, preventing the wagons from being screwed up correctly;

8.3.6. head-down pin;

8.3.7. crack of the draw device bracket extending beyond the rivet hole;

8.3.8. partial missing parts, damaged or inoperative screw coupling;

8.3.9. coupling suspension hook (inoperable) damaged or out of service;

8.3.10. drawhook – crack or cap torn off;

8.3.11. drawhook twisted.

## 9. Brakes

9.1 Wagons should be equipped with automatic brakes, allowing their joint operation with the automatic brakes of other systems used on the railways along which these wagons would run.

In case of damage or malfunction of the braking equipment, the wagon may run, if it is equipped with a main air line with connecting hoses.

9.2 Each brake distributor shall have a release valve with a release cable, which must be output to both sides of the wagon.

9.3 The wagons should be equipped with auto mode or manual switch of braking modes.

The contact strip shall be securely fastened to the support beam with bolts.

The auto mode on the wagon shall be installed so that in an empty wagon there is a gap of no more than 3 mm between the auto mode stop and the contact strip and the annular groove on its fork must be visible.

9.3.1 For wagons of 1520 mm gauge, equipped with:

cast-iron brake pads, the brake distributors shall be turned on to:

- laden mode - when wagon is loaded more than 6 tons per axle,
- medium mode - from 3 to 6 tons per axle (inclusive),
- empty mode - less than 3 tons per axle;
- composite brake pads, air distributors shall be turned:
- empty mode – with axle load up to 6 tons (inclusive),
- medium mode – with axle load over 6 tons,
- laden mode for loaded hopper wagons for the carriage of cement.

9.3.2 For wagons of 1520 mm track gauge the brake distributor shall be switched on to a mountain mode before long downhills with a steepness of 0.018 and more, and to a flat mode after the trains (wagons) have passed these downhills.

9.4 End cranes and brake line connecting hoses shall be installed at each end of the wagon. On wagons of 1435 mm track gauge, the handles of the brake line end cranes should be painted red. On KZD wagons the handles of the brake line end cranes should be painted white.

9.5 End cranes for all wagons, except for KZD and ZC wagons, shall have an outlet to release air from the brake hoses when the crane is shut off.

9.5.1 On wagons of 1435 mm gauge:

- end cranes shall have a mechanism that fixes the handle in basic positions (closed, open);
- handles of the end cranes with the brake line switched on shall be pointed vertically downward.

9.5.2. When the brake line is on, the handles of the end cranes of 1520 mm gauge wagons and KZD wagons shall have a position parallel to the axis of the brake line.

9.6 The handles of the release cranes of the switched off brake devices shall have:

- position perpendicular to the axis of the disconnected air distributor on wagons of 1520 mm gauge railways, KZD, ZC and MTZ;
- horizontal position on wagons of other railways;
- position at an angle of 45 ° of the handle of high-speed cranes and air distributors (except for 1520 mm gauge railways).

On 1520 mm gauge wagons, the crane handle in the open position shall be located along the supply pipe towards the air distributor.

9.7 Wagons with brake cabins equipped with hand brakes must have emergency braking cranes (emergency brakes).

The hand (parking) brake shall be designed so that braking occurs when the handle or steering wheel is turned clockwise.

9.8 Wagons with brakes operated with wheelsets changeover, shall have movable brake shoes with brake blocks.

9.9 On wagons of the 1520 mm track gauge, the brake rigging shall be adjusted so that the piston rod output of the brake cylinder with full service braking is:

- on a wagon with one brake cylinder of 356 mm in diameter with a maximum piston stroke of at least 240 mm:

- with composite brake shoes - from 50 to 100 mm;
- with cast iron brake shoes - from 75 to 125 mm;

- on a wagon with two brake cylinders with a diameter of 254 mm in diameter with a maximum piston stroke of at least 125 mm:

- with composite brake shoes - from 25 to 65 mm;
- with cast iron brake shoes - from 30 to 70 mm;

- on a wagon equipped with bogies with adapters in axle boxes, with two brake cylinders with a diameter of 254 mm in diameter with a maximum piston stroke of at least 240 mm with composite brake shoes - from 50 to 100 mm.

9.10 At the gauge changeover points, after rolling in of bogies or wheelsets, the brake rigging of the wagon shall be regulated in accordance with the OSJD Leaflet R 549/1.

9.11 Brake rods and triangles must have clamps protecting them from falling onto the track in the event of a break.

9.12 Inoperable (free) wagons' connecting hoses in the train must be secured.

9.13 The following malfunctions of the braking equipment of wagons are not allowed:

9.13.1 malfunctions or absence of the air brake distributor, automatic mode, brake cylinder, reserve reservoir, which impede the action of the brake functioning.

With the indicated malfunctions the automatic brake must be turned off and when running on tracks of the 1435 mm track gauge, it must be marked by the handover railway undertaking with the label "defective brake" in accordance with **Appendix 37 to the PGV**, which is to be applied on the channel beams. In the event of a malfunction of the automatic brake, the left part of the label shall be torn off, the malfunction of the brake shall be indicated on the sticker.

Wagons with the indicated malfunctions shall not be accepted from the railway of registration;

9.13.2 malfunctions of the coupling cock (spalling off, crack of the coupling cock body) or shut-off cock, connecting hoses (lack of a clamp, cracks, breakout, swelling, scuffing or delamination of the tubes).

When handing over the wagons, damaged or missing connecting hoses shall be replaced or installed by the handover railway undertaking;

9.13.3 damage (malfunction) of air lines: cracks, breaks, fractures, dents, looseness of their connections, weakening of air lines at the attachment points. Compressed air leaks audible (hissing);

9.13.4 incorrect placement of brake levers, causing friction against the axle of the wheelset;

9.13.5 atypical fastening of leverage parts - triangles, levers, rods, suspensions, automatic brake rigging adjuster, shoes. Cracks and fractures in parts, defective or missing safety devices, absence of rollers, washers or cotter pins in the brake rigging and their incorrect setting;

9.13.6 different types of brake shoes on one wagon (cast iron and composite);

9.13.7 on wagons of the 1520 mm track gauge, the output of the shoes from the rolling surface beyond the outer edge of the wheel by more than 10 mm. On wagons of the 1435 mm track gauge and refrigerated wagons of the 1520 mm track gauge, the output of shoes from the rolling surface beyond the outer edge of the wheel is not allowed;

9.13.8 untuned brake rigging;

9.13.9 lack or malfunction of fasteners and safety (supporting) devices of braking equipment;

9.13.10 absence of (breakage) cables for exhaust valves;

9.13.11 malfunction of the hand brake. Wagons with defective hand brakes when operating on railways of the 1435 mm track gauge railways shall be marked with the label "defective brake" in accordance with **Appendix 37 to the PGV**, which should be applied near the hand brake, if possible, on the wagon body. If the handbrake is defective, the right side of the label shall be torn off, the handbrake malfunctions shall be indicated on the label;

9.14 The thickness of the brake shoes on the wagons of the 1520 mm track gauge, measured at the thinnest place visible from the outside, should be:

- cast iron - not less than 12 mm,
- composite with a metal back - not less than 14 mm,

- composite with mesh-wire frame - not less than 10 mm.

The thickness of the brake shoe with wedge-shaped wear should be measured at a distance of 50 mm from the thin end.

For wagons of the 1435 mm track gauge, the permissible thickness of brake shoes (cast iron and composite), measured in the area of the brake shoe, shall be less than 10 mm.

## 10. Wagon underframe

10.1. The wagon underframe must be completely metal.

10.2. The following underframe malfunctions are not allowed:

10.2.1. a fracture or crack (passing from a horizontal to a vertical flange) of the centre, side, pivot or end beam, cracks in the joints of the centre and pivot beams ;

10.2.2. longitudinal cracks in underframe beams longer than 300 mm;

10.2.3. cracks in the centre bearing plate longer than 30 mm;

10.2.4 vertical, longitudinal and oblique cracks of any length if they pass through more than one hole for bolts or rivets;

10.2.5 breakage of the weld or loosening of the rivet or bolt fastening of the centre plate to the wagon underframe;

10.2.6 the length of vertical or oblique cracks located on one wall of the beam is more than 100 mm when measured vertically between the ends of the cracks;

10.2.7 breakage by welding or rupture of plates connecting the upper sheets of the cross-beams of the open wagon underframe with the lower banding triangle;

10.2.8 cracks or ruptures of the upper or vertical sheet of the transverse pivot or end beams of the underframe;

10.2.9 vertical deflections of longitudinal beams in four- and six-axle wagons of more than 100 mm (if detected, measured at the distance between the pivot beams);

10.2.10 cracks of any length in the underframes of long-wheelbase flat wagons.

10.3 All wagons, except for KZD and ZC wagons, must have two handles at each end of the wagon for the coupler.

## 11 Wagon body and tank wagon

11.1 Covered wagons shall have:

11.1.1 doors designed so that they cannot be removed or opened without damaging railway and Customs seals or locking and sealing devices;

11.1.2 door locks;

11.1.3 lugs on all hatches of the cargo space allowing the hanging of locks and seals, with the exception of air hatches for air closed from the inside.

11.2 the following malfunctions of the wagon body are not allowed:

11.2.1 breakage of the weld seam of the stanchion's connection to the strapping or frame of the beam;

11.2.2 malfunction of a pillar or door beam, causing loss or damage to cargo or endangering traffic safety;

11.2.3 fracture of the ceiling arch or transom;

11.2.4 damage to the roof, covering, floor, roof or side hatches, if the cargo can be damaged due to the moisture, fall on the railway track or be stolen, roof malfunction, creating the danger of tearing off its plates;

11.2.5 missing or malfunction of hatch covers or locking mechanisms for self-discharging wagons;

11.2.6 widening, skew of the wagon body by more than 75 mm;

11.2.7 missing a door or door stop, damage to fastening or bending of door rails endangering the door to fall on the railway track;

11.2.8 malfunctions of locks of hatches and doors, causing their spontaneous opening;

11.2.9 damage to side walls, boards and metal flooring, hinges and locks of the flat wagons, which can cause the sides, cargo to fall or go out of size;

11.2.10 lack of a hatch shutter, a door lining for a covered wagon, as well as lugs for hanging seals. In exceptional cases, the transfer of wagons is allowed in the absence of an eye for hanging seals;

11.2.11 broken strut;

11.2.12 fracture of the upper strapping of the open wagon;

11.2.13 lack of a hatch cover or a door wing on an open wagon, malfunction of the lock of the hatch cover or front doors.

11.3 additional requirements for the technical maintenance of wagons of European railways of the 1435 mm track gauge - the following malfunctions are not allowed:

11.3.1 all wagons:

11.3.1.1 absence of spark-extinguishing sheets or equivalent protective equipment over the wheels of wagons with wooden floors;

11.3.1.2 cracks or breaks in steps, handles, ladders, walkways;

11.3.1.3 deformation, incline or bending of steps by more than 80 mm;

11.3.1.4 the distance between the handle and the closest element of the wagon is less than 60 mm;

11.3.1.5 lack of niches and hinged plates for wagon sheets;

11.3.2 covered wagons:

11.3.2.1 damaged or missing ventilation valves;

11.3.2.2 overhang, deformation and displacement of the operating lever and support;

11.3.2.3 deformation, shifting of the roof or metal overhang;

11.3.2.4 malfunction of elements of the opening roof locks and the location of roofs outside the guides for movement;

11.3.2.5 damage to tarpaulin covers that hinders their closing and locking;;

11.3.2.6 moving beyond the guide covers, the damage to which hinders their closing and locking;

11.3.3 open wagons:

11.3.3.1 malfunction of elements of locks for doors, covers, side walls, hatches (trunnion, closing shaft, locking shaft, cam bearing);

11.3.3.2 break or widening of the top cord, which can cause it to go out of size;

11.3.4 flat wagon:

11.3.4.1 lack, breakage or malfunction of fastening elements and locking parts, sides;

11.3.4.2 missing or defective turnable sliding stanchions, as well as stanchion holders and supports;

11.3.4.3 when accepting and operating empty flat wagons - not fixed:

- folding cross bars;

- hinged sides in top position;

11.3.5 flat wagons for transportation of road and rail transport units:

11.3.5.1 damage to movable buffer bars as well as malfunction hindering their locking on both sides;

11.3.5.2 damage, lack or breakage of the support, elements of support fasteners, retaining chain or its eyelet;

11.3.5.3 damage that hinders the possibility of fixing the end hatches and gangways, as well as their installation in the top position;

11.3.5.4 malfunction of cam supports;

11.3.5.5 brake shoe, brake shoe rails, "26" knob handles, elements of devices used for lifting and lowering, as well as end hatches and gangways are not secured;

11.3.6 ACTS flat wagons:

11.3.6.1 damages to turnable frames that hinder them from being secured or locked;

11.3.6.2 damages to snap locks, central (middle) lock;

11.3.6.3 damages to pillars hindering their installation;

11.3.7 self discharging wagons:

11.3.7.1 damages to flaps that hinder their closing and locking;

11.3.7.2 damages to the elements of unloading devices hindering their normal functioning.

11.4 Tank wagon.

11.4.1 The following tank wagon malfunctions are not allowed:

11.4.1.1 shift of the tank shell;

11.4.1.2 crack in the tanker boiler causing cargo to leak;

11.4.1.3 cracks in seams and fastening ties exceeding  $\frac{1}{4}$  of their cross-section;

11.4.1.4 cracks in welds connecting the shell to the frame;

11.4.1.5 malfunctions of drain devices in tanks causing the loss of cargo, lack of closing covers for drain devices;

11.4.1.6 cracks exceeding  $\frac{1}{4}$  of the cross-section of the lower beam;

11.4.1.7 open covers of drain devices and hinged caps of special tanks;

11.4.1.8 damaged or unsecured stairs, platforms, railings;

11.4.1.9 damage to the tank body lining, sun protection sheeting, insulation;

11.4.1.10 missing or displaced blank flange;

11.4.1.11 absence of the SMGS plate on the tank wagon for the carriage of dangerous goods;

11.4.1.12 the gap between the main cross bearer and the side frame of the bogie for laden tanks shall be less than 30 mm;

11.4.1.13 longitudinal or transverse cracks in the support plates and their welding points to the boiler of a frameless tank with a length of more than 300 mm;

11.4.1.14 loosening or breaking of the tank shell belt.

11.4.2 Empty tank wagons to be returned to their railway of registration shall not be refused due to the damages specified in paragraphs 11.4.1.2, 11.4.1.3 and 11.4.1.4, if they can run without endangering traffic safety.

11.4.3 Tank wagons loaded with dangerous goods or uncleansed after the transportation of such goods, which do not have a protective cap on the threaded or unthreaded drain, or a fixing cap screw, may not be accepted.

11.4.4 Tank wagons that do not have or have damaged grounding devices provided by the design of the wagon may be rejected.

## 12. Signs and inscriptions\*

12 Wagon shall have the following clearly visible signs and inscriptions on its both sides\*\*:

12.1 Wagon number. However,

12.1.1 if the wagon has a 12-digit wagon number, the inscriptions provided for by OSJD/UIC Leaflet 582-2 / 438-2 shall be additionally affixed to the side walls of the wagon body or to special plates on the left side of the wagon;

12.1.2 if the wagon has a 6-digit wagon number, a wagon registration code shall be additionally applied in accordance with **Appendices 10 and 4-I to the PGV**:

- an alphabetic code shall be applied on the side walls of the wagon body or on the upper left of tank boilers, and for flat wagons – on the left of the side beams;

- a numeric code shall be applied both on the side walls of the wagon body or tank boilers under the wagon number and on the wagon frame on the right of the number in square brackets, and for flat wagons – on the side beams on the right of the number in square brackets.

12.2 Tare weight of the wagon – on the side walls of the wagon body or on the left side of the tank boiler or on special plates, and for flat wagons – on the side beam of the frame on the left side according to **Appendix 21 to the PGV**.

12.3 Carrying capacity of the wagon – on the side walls of the wagon body or on the left side of the tank boiler or on special plates, and for flat wagons - on the side beam of the frame on the left side according to **Appendix 22 to the PGV**.

\* the provisions of this section regarding the place and type of signs and inscriptions on wagons do not apply to KZD, ZC.

In addition, those signs and inscriptions shall be affixed to the wagon, which are valid on the railway of wagon registration.

\*\* the size of signs and inscriptions (in mm) shall be indicated in corresponding appendices to the PGV; unless otherwise indicated, the colour of a sign or inscription shall be contrasted with the background.

12.4 On flat wagons - useful length of the floor on the side boards on the left side or on the end boards according to *Appendix 24 to the PGV*.

On tank wagons - boiler volume of the tank on the left side of the boiler according to *Appendix 24 to the PGV* and the type of cargo allowed for loading, on the right side of the boiler or on special plates.

12.5 Inscriptions, logo/assigned number of the enterprise that performed the last periodic maintenance of the wagon, and the date of the periodic maintenance on the right side of the longitudinal member of the frame as shown in Figure 1, *Appendix 25 to the PGV*, or at the bottom of the side wall of the body as shown in Figure 2, *Appendix 25 to the PGV*.

Inscriptions, logo/assigned number of the enterprise that performed the last periodic maintenance of the wagon bogie shall be stenciled on the side frames of the bogie.

12.6 Automatic brake type in the middle of the longitudinal beams of the underframe or side walls of the wagon body below, above the air distributor, in accordance with *Appendices 26 and 27 to the PGV*.

12.7 To indicate wagon's loading gauge, the following signs shall be applied:

12.7.1 MC-0 - according to *Appendix 29 to the PGV*, Figure 1 – on wagons, the gauge of which corresponds to the 0-VM loading gauge;

12.7.2 MC-1 - according to *Appendix 29 to the PGV*, Figure 2 – on wagons, the gauge of which corresponds to the 1-VM loading gauge;

12.7.3 MC-02 - according to *Appendix 29 to the PGV*, Figure 3 – on wagons, the loading gauge of which corresponds to the 02-VM loading gauge;

12.7.4 the sign "MC" according to *Appendix 29 to the PGV*, Figure 4 – on wagons, the loading gauge of which corresponds to the 03-VM loading gauge or to the loading gauge in accordance with the UIC Leaflet 505-1.

If the wagon has a 12-digit numbering, these signs shall be applied on both side walls of the wagon, and for flat wagons without boards - on the side channels after or under the code number of the exchange mode.

If the wagon has an 8-digit numbering, these signs shall be applied on the right side of each side wall of the wagon, and for flat wagons without boards - in the middle of the side channels.

12.8 On the wagon with automatic adjustable wheelsets - on the right side of each side wall a sign shall be placed in accordance with Figure 1 of *Appendix 30 to the PGV*, on each side of the bogie of such a wagon there should be an additional sign in accordance with *Appendix 30 to the PGV*:

Figure 2 – for wagons registered on railways of the 1435 mm track gauge;

Figure 3 – for wagons registered on railways of the 1520 mm track gauge.

12.9 Wagons with ladders on the outer walls, the upper steps of which are located at a height of more than 2000 mm from the rail head, are to be marked near the ladder with a high-voltage sign:

- for wagons of the 1435 mm track gauge in accordance with Figures 1.a and 1.b (STOP) of Appendix 31 to the PGV.

- for wagons of the 1520 mm track-gauge in accordance with Figure 2 of Appendix 31 to the PGV.

To wagons of 1435 mm gauge, the design of which allows rising to a height of more than 2000 mm from the rail head, warning signs (pictograms) about the risk of electric shock shall be affixed in accordance with Figure 1.b (STOP) of Appendix 31 to the PGV.

The sign shall be affixed at such a height that it is visible before entering a danger zone.

12.10 The signs **S** or **SS** in accordance with paragraph 1.6 of this annex shall be applied to the side walls on the left side of wagons of 1435 mm gauge.

12.11 Description of goods that may be transported in wagons (for specialized or specific wagons).

12.12 Brief description (or figures) of the equipment maintenance of wagons with special equipment (self-unloading wagons, etc.).

12.13 On a wagon not transferred for shared use, the following signs shall be additionally applied:

12.13.1 the sign **P** in accordance with *Appendix 32 to the PGV* near the wagon number;

12.13.2 name of the company and the address of the owner (lessee) with telephone and fax numbers and/or email address on the side walls of the wagon body or on the tank boiler (or on a special panel), and on flat wagons - on the side beams of the frame, if the owner (lessee) of the wagon has such;

12.13.3 station of wagon registration.

12.14 On the leased wagons the underlined inscription “LEASED \_\_\_\_\_” shall be applied next to the information about the owner.

12.15 A plate made of corrosion-resistant metal shall be attached to the tank boiler of the wagon for transportation of dangerous goods on the left side. On this plate appropriate data must be applied in accordance with the current Rules for the carriage of dangerous goods, and signs shall be affixed in accordance with *Appendix 33 to the PGV*:

- the date of the next periodic maintenance (examination) of the tank boiler (Figure 1) or the date of the next intermediate maintenance (examination) of the tank boiler (Figure 2). On wagons of 1435 mm gauge, signs shall be affixed on the boiler on the right side, and on wagons of 1520 mm gauge - on the middle lower part of the boiler;
- tank code and alphanumeric code of the TC and TE special provisions (Figure 3). On wagons of 1435 mm gauge, signs shall be applied on the boiler on the right side next to the date of the next periodic or intermediate maintenance (examination) of the tank boiler and with the description of the cargo, and on wagons of 1520 mm gauge - on the left side of the boiler.

12.16 To wagons with removable accessories, an inscription shall be affixed in accordance with *Appendix 8a to the PGV*.

### **13. Preventive wagon maintenance**

13.1. A wagon's overhaul period shall be determined by two criteria - "time" and "mileage" (in accordance with the current regulatory documents for wagons of the 1435 mm and 1520 mm track gauges).

13.2. For wagons of the 1435 mm track gauge (except KZD and ZC) an overhaul period may be extended by three months ("+ 3M") provided that the wagons meet the requirements of this Appendix. In this case, the wagons must be returned to their railway of registration empty or loaded before the expiry of the extended overhaul period of three months.

13.3. Periodic maintenance of bogies rolled up at the gauge changeover points shall be carried out at the same time as the preventive wagon maintenance.

Inscriptions about the place and date of the periodic maintenance shall be applied to the side frames of the bogies.

Operation of bogies with an expired overhaul period is prohibited.

**Appendix 2 to the PGV**  
(to items 4.3 and 19.1)

Additional information unit to be filled by railway undertakings if necessary				
Point	Operation	Month	Conditional date	Number

**W A G O N   L I S T N o. \_\_\_\_\_**

for wagons handed over from \_\_\_\_\_ to \_\_\_\_\_  
(name of railway undertaking) (name of railway undertaking)

at station \_\_\_\_\_ train no. \_\_\_\_\_  
«\_\_\_\_\_» 20 \_\_\_\_\_

Seq uenc e no.	Wagon no.	Wagon registration code	Wagon keeper	Shared-use wagon	Number of axles	Loaded or empty	Destination station	Note
1	2	3	4	5	6	7	8	9
01								
02								
03								
04								
05								
...								

Total: loaded \_\_\_\_, empty \_\_\_\_, total \_\_\_\_ wagons.

The wagon list was submitted to the agent of the accepting railway undertaking at \_\_ h. \_\_ min.

Handed over at \_\_ h. \_\_ min.

Accepted at \_\_ h. \_\_ min.

Agent of the handover railway undertaking

Agent of the accepting railway undertaking

(first name, last name, signature)

(first name, last name, signature)

(date stamp of the  
handover railway  
undertaking)

(date stamp of the  
accepting railway  
undertaking)

**Appendix 2.1 to the PGV**  
(to item 4.3)

## **WAGON LIST FILLING PROCEDURE**

### **1. General information about handed over and accepted wagons**

**Header row “Additional information unit to be filled by railway undertakings if necessary”**

To be filled in, if necessary, in accordance with the Leaflets\*.

**Information field “Wagon note no. \_\_\_\_»**

The number of the wagon list assigned in accordance with the established registration procedure shall be indicated.

The heading after the wagon list number shall include:

- names of the handover and accepting railway undertakings;
- name of the station determined in accordance with *Appendix 2-I to the PGV* “List of handover / accepting railway undertakings”;
- train number;
- date of handover.

### **2. Information on wagons**

**Box “Sequence number”**

Sequential line numbering shall be indicated. When numbering the first nine lines (wagons), “0” (zero) to be written in the first position to obtain a two-digit notation (2 numeric characters, for example, 01, 02, 03, etc.).

**Box “Wagon no.”**

The number of the wagon shall be indicated.

The number of the refused wagon shall be crossed out.

**Box “Wagon registration code”**

A numeric railway code of the country (state) applied on the wagon shall be indicated in accordance with the OSJD/UIC Leaflet O 920-14\*

**Box “Wagon keeper”**

The name of the owner of a wagon, including shared-use wagons, shall be indicated. A form for filling in the box (characters and / or digital code) shall be determined by agreement between the accepting and handover railway undertakings.

**Box “Shared-use wagon”**

The mark “X” shall be put down for a shared-use wagon.

**Box “Number of axles”**

The number of axles of the wagon shall be indicated.

**Box “Loaded or empty”**

Commercial status of the wagon shall be indicated as follows: for a loaded wagon, the mark “1” shall be put down, for an empty wagon – the mark “0” (the box to be filled in accordance with the OSJD / UIC Leaflet O 920-13 \*).

### **Box “Destination station”**

The destination station shall be indicated. The need to indicate the name of the station and the box filling form (characters and / or a numeric code) shall be determined by agreement between the accepting and handover railway undertakings. In the case of numeric coding, the box shall be filled in accordance with the OSJD / UIC Leaflet O 920-2 \*.

### **Box “Note”**

Next to the number of the wagon operated with the change of the bogies, the mark “Wagon for changeover. Bogies \_\_\_\_\_ (name of bogie owner)” shall be put down, indicating the number of the bogie (if any).

Next to the number of refused wagon the mark “Wagon refused. Report no. \_\_\_\_\_” or “Refused. Report no. \_\_\_\_\_” shall be put down.

Next to the number of the defective / damaged wagon the mark “Defective. Report no. \_\_\_\_\_” or “Damaged. Report no. \_\_\_\_\_” shall be put down.

Next to the number of the shared-use wagon, payment for the use of which is not to be charged, the following marks may be put down: “Refused. Report no. \_\_\_\_\_” or “Refused. Protocol no. \_\_\_\_\_” or “Buffer wagon” or “Brake wagon”.

## **3. Summary data**

### **Information field “Total”**

This box shall be filled in on the basis of summing up the relevant data on the wagons specified in section 2 “Information on wagons”.

The wagon list shall be signed by:

- 1) the agent of the handover railway undertaking, indicating the time of submitting the wagon note to the agent of the accepting railway undertaking and the time of the handover of the wagons;
- 2) the agent of the accepting railway undertaking, indicating the time of accepting the wagons.

The wagon list shall be certified by the date stamps:

- 1) of the handover railway undertaking before submitting it to the agent of the accepting railway undertaking;
- 2) of the accepting railway undertaking after accepting the handed over wagons, but not later than the time set for their inspection.

When filling in the appropriate boxes within the framework of electronic data interchange, time coding shall be carried out in accordance with the OSJD / UIC Leaflet O + R 920-4\*.

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\* OSJD/UIC Leaflet O+R 913: “Self-checking of registration numbers”, edition no. 1, January 1996.

OSJD/UIC Leaflet O 920-1 “Standard numerical coding for railway undertakings, infrastructure managers and others companies involved in rail-transport chains”, edition no. 4, 27 April 2007.

OSJD/UIC Leaflet O 920-2 “Standard numerical coding of facilities”, edition no. 2, 23 April 2010.

OSJD/UIC Leaflet O+R 920-4 “Standard coding of dates and periods, edition no. 3, 26 April 2002.

OSJD/UIC Leaflet O 920-13 “Standard coding and data structures of general information required for international freight traffic”, edition no. 3, 26 April 2013.

OSJD/UIC Leaflet O 920-14 “Standard numerical country coding for use in railway traffic”, edition no. 2, 27 April 2007.

**Appendix 2a to the PGV**  
(to item 4.3)

(Recommended for use when handing over wagons in railway-ferry traffic)

Additional information unit to be filled by railway undertakings if necessary				
Point	Operation	Month	Conditional date	Number

**W A G O N   L I S T N o. \_\_\_\_\_**for wagons handed over from \_\_\_\_\_ to \_\_\_\_\_  
(name of railway undertaking) (name of railway undertaking)at station \_\_\_\_\_ train no. \_\_\_\_\_  
« \_\_\_\_\_ » 20 \_\_\_\_\_

Seq uenc e no.	Wagon no.		Wagon registration code	Wagon keeper	Shared-use wagon	Number of axles	Loaded or empty	Destination station
1	2		3	4	5	6	7	8
01								
02								
03								
...								

Total: loaded \_\_\_\_, empty \_\_\_\_, total \_\_\_\_ wagons.

The wagon list was submitted to the agent of the accepting railway undertaking at \_\_\_\_ h. \_\_\_\_ min.

Handed over at \_\_\_\_ h. \_\_\_\_ min.

Accepted at \_\_\_\_ h. \_\_\_\_ min.

Agent of the handover  
railway undertaking

Agent of the sea carrier

(first name, last name, signature)

(date stamp of the  
handover railway  
undertaking)

(first name, last name, signature)

(date stamp of the  
accepting sea carrier)

Handed over at \_\_\_\_ h. \_\_\_\_ min.

Agent of the sea carrier

Accepted at \_\_\_\_ h. \_\_\_\_ min.

Agent of the accepting railway undertaking

(first name, last name, signature)

(date stamp of the  
handover sea carrier)

(first name, last name, signature)

(date stamp of the  
accepting railway  
undertaking)

**Appendix 2.1a to the PGV**  
(to item 4.3)

**WAGON LIST FILLING PROCEDURE**  
(for railway-ferry traffic)

**1. General information about handed over and accepted wagons**

**Header row “Additional information unit to be filled by railway undertakings if necessary”**

To be filled in, if necessary, in accordance with the Leaflets\*.

**Information field “Wagon note no. \_\_\_\_”**

The number of the wagon list assigned in accordance with the established registration procedure shall be indicated.

The heading after the wagon list number shall include:

- names of the handover and accepting railway undertakings;
- name of the station determined in accordance with *Appendix 2-I to the PGV* “List of handover / accepting railway undertakings”;
- train number;
- date of handover.

**2. Information on wagons**

**Box “Sequence number”**

Sequential line numbering shall be indicated. When numbering the first nine lines (wagons), “0” (zero) to be written in the first position to obtain a two-digit notation (2 numeric characters, for example, 01, 02, 03, etc.).

**Box “Wagon no.”**

The number of the wagon shall be indicated.

The number of the refused wagon shall be crossed out.

**Box “Wagon registration code”**

A numeric railway code of the country (state) applied on the wagon shall be indicated in accordance with the OSJD/UIC Leaflet O 920-14\*

**Box “Wagon keeper”**

The name of the wagon keeper shall be indicated. The need to indicate the wagon keeper's name and the box filling form (characters and / or a numeric code) shall be determined by agreement between the accepting and handover railway undertakings.

**Box “Shared-use wagon”**

The mark “X” shall be put down for a shared-use wagon.

**Box “Number of axles”**

The number of axles of the wagon shall be indicated.

### **Box “Loaded or empty”**

Commercial status of the wagon shall be indicated as follows: for a loaded wagon, the mark “1” shall be put down, for an empty wagon – the mark “0” (the box to be filled in accordance with the OSJD / UIC Leaflet O 920-13 \*).

### **Box “Destination station”**

The destination station shall be indicated. The need to indicate the name of the station and the box filling form (characters and / or a numeric code) shall be determined by agreement between the accepting and handover railway undertakings. In the case of numeric coding, the box shall be filled in accordance with the OSJD / UIC Leaflet O 920-2 \*.

### **Box “Note”**

Next to the number of the wagon operated with the change of the bogies, the mark “Wagon for changeover. Bogies \_\_\_\_\_ (name of bogie owner)” shall be put down, indicating the number of the bogie (if any).

Next to the number of the refused wagon the mark “Wagon refused. Report no. \_\_\_\_\_” or “Refused. Report no. \_\_\_\_\_” shall be put down.

Next to the number of the defective / damaged wagon the mark “Defective. Report no. \_\_\_\_\_” or “Damaged. Report no. \_\_\_\_\_” shall be put down.

Next to the number of the shared-use wagon, payment for the use of which is not to be charged, the following marks may be put down: “Refused. Report no. \_\_\_\_\_” or “Refused. Protocol no. \_\_\_\_\_” or “Buffer wagon” or “Brake wagon”.

## **3. Summary data**

### **Information field “Total”**

This box shall be filled in on the basis of summing up the relevant data on the wagons specified in section 2 “Information on wagons”.

The wagon list shall be signed by:

- 1) the agent of the handover (accepting) railway undertaking, indicating the time of accepting (handover) of the wagons;
- 2) the agent of the accepting (handover) sea carrier, indicating the time of accepting (handover) of the wagons and the time of submitting the wagon note to the agent of the accepting railway undertaking.

The wagon list shall be certified by the date stamps:

- 1) of the handover railway undertaking and the handover sea carrier before submitting the wagon note respectively to the agent of the accepting sea carrier and the railway undertaking;
- 2) of the accepting railway undertaking and accepting sea carrier after accepting handed over wagons but not later than the time set for their inspection.

When filling in the appropriate boxes within the framework of electronic data interchange, time coding shall be carried out in accordance with the OSJD / UIC Leaflet O + R 920-4\*.

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\* OSJD/UIC Leaflet O+R 913: “Self-checking of registration numbers”, edition no. 1, January 1996.

OSJD/UIC Leaflet O 920-1 “Standard numerical coding for railway undertakings, infrastructure managers and others companies involved in rail-transport chains”, edition no. 4, 27 April 2007.

OSJD/UIC Leaflet O 920-2 “Standard numerical coding of facilities”, edition no. 2, 23 April 2010.

OSJD/UIC Leaflet O+R 920-4 “Standard coding of dates and periods, edition no. 3, 26 April 2002.

OSJD/UIC Leaflet O 920-13 “Standard coding and data structures of general information required for international freight traffic”, edition no. 3, 26 April 2013.

OSJD/UIC Leaflet O 920-14 “Standard numerical country coding for use in railway traffic”, edition no. 2, 27 April 2007.

**Appendix 3 to the PGV**  
(to items 4.5, 8.4 and 12.3)

**REPORT no. \_\_\_\_\_**  
**on handover of defective / damaged wagon**  
(strike out what does not apply)

“ \_\_\_\_ ” 20 \_\_\_\_

At the station \_\_\_\_\_ a defective / damaged wagon no. \_\_\_\_\_,  
\_\_\_\_\_ has been handed over.

(wagon owner's name)

Technical condition of the wagon:

---

---

(detailed description of the damage or malfunction of the wagon)

Handed over by:  
Agent of the handover  
railway undertaking

Accepted by:  
Agent of the accepting  
railway undertaking

(first name, last name, signature)

(first name, last name, signature)

(date stamp of the  
handover railway  
undertaking)

(date stamp of the  
accepting railway  
undertaking)

**Appendix 4 to thePGV**  
(to items 4.7, 17.8.2, 17.8.3 and 19.6)

**REPORT  
on refused wagons \***

**Station** \_\_\_\_\_

Sequence no.	Abbreviated name of the railway undertaking **	Wagon number	Wagon type	Wagon arrival time		Time of the agreed period for wagon return ***		Reason for refusal of wagon	Note
				date	hour	date	hour		
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
...									

Agent of the handover railway undertaking:

(first name, last name, signature)

(date stamp of the handover railway undertaking)

Agent of the accepting railway undertaking:

(first name, last name, signature)

(date stamp of the accepting railway undertaking)

\* to be filled in two copies

\*\* in accordance with Appendix 3-I to the PGV

\*\*\* to be filled if necessary

## Appendix 5 to the PGV

(name of the user railway company)

(station name, numerical railway code)

**PROTOCOL**  
**on damage / malfunction of the wagon no. \_\_\_\_\_**

Drawn up 

(date)	(month)	(year)
--------	---------	--------

B	<input type="text"/>	<input type="text"/>
	(hour)	(minutes)

tare:  kg,

registered \_\_\_\_\_, built in 

--	--	--	--

 (YYYY),  
(station and/or railway)

wagon keeper: \_\_\_\_\_

(name)

(address) \_\_\_\_\_

Last routine maintenance  carried out by

(type of  
maintenance)

---

(name of enterprise)

--	--	--

(date) (month) (year) ,

Arrived at the station \_\_\_\_\_  
(name and code of the station)

train no.  at   via border

point (station)

(name and code of the station)

Damage/malfunction detected

at

*when*

loading*	transhipping*	unloading*	being in transit*	arriving*	other (to specify)

During the inspection, the following damages / malfunctions were detected:

Name of the damaged / faulty unit, its number, conditional code of the manufacturer, year of manufacture (if any)	Damage/ malfunction*	Description of damage / malfunction	To be repaired*	To be replaced*	Spare parts costs (CHF)	Labor costs (CHF)
1.						
1.1.						
etc.						
Total (total expenses):						

Causes of damage / malfunction: \_\_\_\_\_

Additional information (if necessary)\*\* \_\_\_\_\_  
\_\_\_\_\_.

User railway undertaking (name) \_\_\_\_\_ 

liable*	
not liable*	

 for damage

The wagon needs to be repaired \_\_\_\_\_  
(indicate the type of repair required or an exception)

Empty/loaded wagon (strike out what does not apply) is sent for repair to the enterprise \_\_\_\_\_, tel. \_\_\_\_\_, fax \_\_\_\_\_.  
(stamp or name and location)

The wagon put into operation 

(date)	(month)	(year)

 .

Representative of the wagon owner:\*\*\*

« \_\_\_\_\_ » 20 \_\_\_\_\_ (date) \_\_\_\_\_ (signature) \_\_\_\_\_ (initials, last name)

Representative of the user railway undertaking:  
« \_\_\_\_\_ » 20 \_\_\_\_\_ (date) \_\_\_\_\_ (signature) \_\_\_\_\_ (initials, last name)

Representative of the station:  
« \_\_\_\_\_ » 20 \_\_\_\_\_ (date) \_\_\_\_\_ (signature) \_\_\_\_\_ (initials, last name)

Representative of the accepting railway undertaking (in the case of wagon's return for repair to the owner)  
« \_\_\_\_\_ » 20 \_\_\_\_\_ (date) \_\_\_\_\_ (signature) \_\_\_\_\_ (initials, last name)

Note:

- \* - tick X as appropriate
- \*\* - if the wagon and the bogies belong to different owners, the identification number and the owner of the bogies shall be indicated
- \*\*\* - Should the repair costs amount to less than 1,000 Swiss francs., the protocol may be drawn up without the signature of representative of the wagon owner

**Appendix 6 to the PGV**  
(to item 5.1)

**REQUEST  
to wagon keeper on further actions  
with wagon requiring repair**

---

(name of user railway undertaking)

1. Wagon number \_\_\_\_\_
2. Name and address (if any) of the wagon owner \_\_\_\_\_
  
3. The route of the wagon according to the consignment note no.  
\_\_\_\_\_  
from station \_\_\_\_\_  
(station name, railway code)
- to station \_\_\_\_\_  
(station name, railway code)
4. Wagon loaded/empty (strike out what does not apply)
5. Uncoupled \_\_\_\_\_ (date and time of wagon uncoupling)
6. Reason for wagon uncoupling  
\_\_\_\_\_
  
7. Place of uncoupling \_\_\_\_\_ (station name and railway code)
8. The approximate cost of wagon repairs \_\_\_\_\_ CHF
9. Capability of the user railway undertaking to repair the wagon  
\_\_\_\_\_ (yes/no)

10. Estimated duration of the repair \_\_\_\_\_ days.

Please inform me about the order regarding the wagon repair and the use of the wagon after repair.

---

(date, signature and post)

---

(phone, fax, e-mail)

**Appendix 7 to the PGV**  
(to item 7.3)

**REQUEST FOR SPARE PARTS**

Recipient

---

(user railway undertaking)

For repair of the wagon no. \_\_\_\_\_

the wagon owner is requested \_\_\_\_\_

to send us to the address: \_\_\_\_\_

---

the following spare parts:

---

**PGV**

---

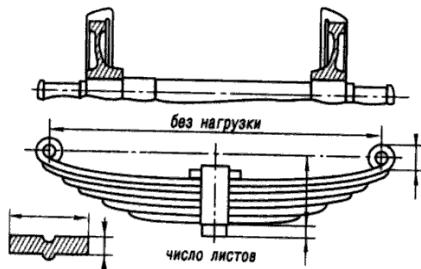
(position, last name, first name, signature)

stamp

---

Note: the letters "PGV" should be red

Place for other figures



**Appendix 8 to the PGV**  
(to item 8.1)**LIST OF REMOVABLE WAGON ACCESSORIES**

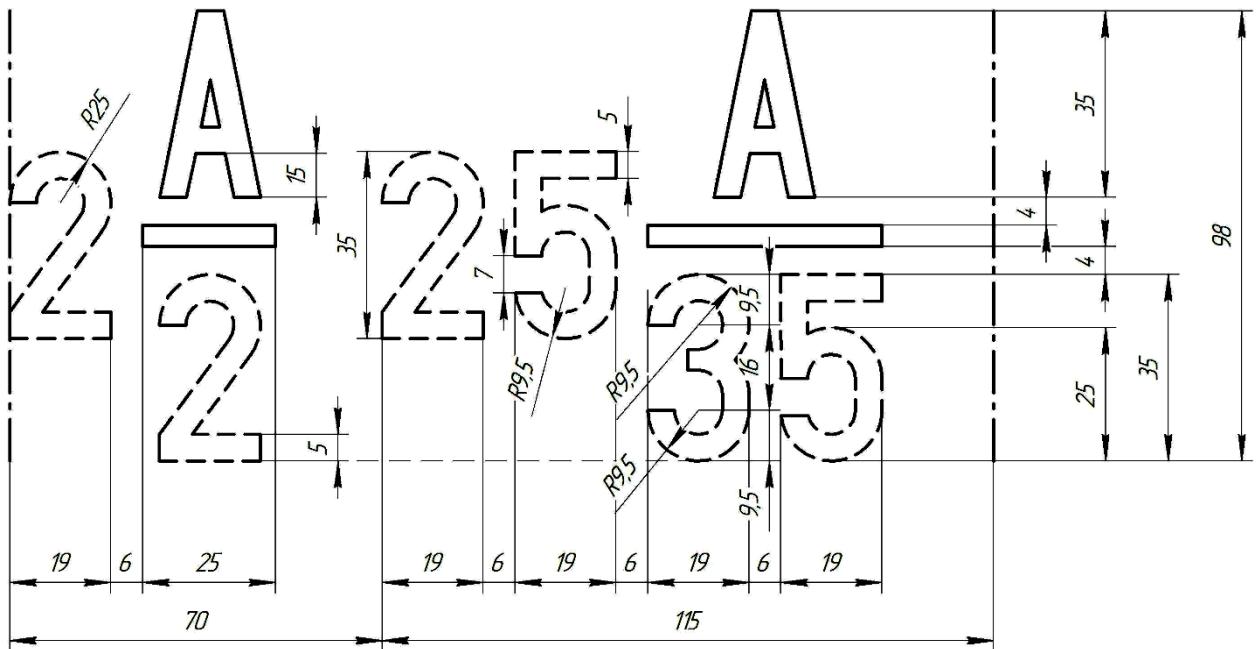
Numerical symbol of removable device type	Removable device name	
<u>For wagons with a gauge of 1435 mm</u>		
1	Removable metal stanchion of a flat wagon	
2	Side metal board of a flat wagon	
3	End metal board of a flat wagon	
4	Side door of an open wagon	
5	go securing device in a covered wagon	
6	Stanchion chain of a flat wagon	
7	Handle of the lifting device of the transport wagon	
9	Turning frame with folding stanchions	
14	Barrier for grain go	
23	Folding seat in wagons for the carriage of horses	
24	Clamp for extending two wagons used to transport long go	
26	Ice box	
27	Ice box partition	
28	Ice box rack	
29	Console with hooks for hanging meat	
30	Removable conveyor pad	
31	Removable beam	
32	Safety beam	Wagons for the carriage of special cargo
33	Floor plate	
35	Backing wedge	
36	Coupled backing edge	
37	Securing strap	Flat wagons for the carriage of cars
38	Loading bridge girder	
40	Heating connection between wagons	
41	Fire extinguisher	
42	Wheel lock	Flat wagons for the carriage of cars
43	Connecting gangway	
47	Metal support for the carriage of metal in a roll	
48	Board for inscriptions	
49	Other fastening devices for the carriage of special cargo	

<u>For wagons with a gauge of 1520 mm</u>	
1	Removable metal stanchion of the flat wagon
6	Stanchion chain of a flat wagon
42	Removable wheel blocks for securing car wheels on wagons to transport cars
50	Special pivoting blocks for securing large containers on the flat wagon
51	Floor grids for refrigerated wagons

Note: positions, the numbers of which are not indicated in the table, are reserved

**Appendix 8a to the PGV**  
(to item 8.2 and to Appendix 1, item 12.16)

**SAMPLE INSCRIPTION ON WAGONS  
WITH REMOVABLE ACCESSORIES**



An inscription on wagons with removable accessories consists of:

- a number that indicates the number of removable wagon accessories of the same type;
- fraction where the letter "A" in the numerator means removable wagon accessories and the number in the denominator indicates the type of removable accessory.

For example,  $12 \frac{A}{1}$  where 12 – number of stanchions;  
 A – removable accessory;  
 1 – numerical designation for stanchions.

On the wagon next to the inscription for removable accessories, it is also possible to apply their written designation.

\* for 1520 mm gauge, the inscription on wagons with removable devices shall be applied during the first periodic maintenance.

**Appendix 9 to the PGV**  
 (to item 12.1 and Appendix 17)

**COST OF 1 KG WAGON TARE**

No.	Wagon type	In CHF per 1 kg wagon tare
1	2	3
I. COVERED WAGONS		
1.1.	Covered, 2-axle	2.70
1.2.	Covered, 4-axle	3.00
1.3.	Covered, 2-axle and 4-axle with opening roof	3.00
2. OPEN WAGONS		
2.1.	2-axle	2.70
2.2.	4-axle	2.80
2.3.	2-axle and 4-axle, self-unloading	3.00
3. FLAT WAGONS		
3.1.	2-axle	1.30
3.2.	4-axle	2.34
3.3.	6-axle	1.60
4. TANK WAGONS		
4.1.	2-axle, 4-axle for gas and acid	2.80
4.2.	2-axle without isolation	2.80
4.3.	2-axle with isolation	2.80
4.4.	4-axle and 8-axle without isolation	3.30
4.5.	4-axle with isolation	3.80
5. REFRIGERATED WAGONS		
5.1.	2-axle icebox	3.20
5.2.	4-axle icebox	3.20
6. SPECIAL WAGONS		
6.1.	Covered all-metal wagon for transport (CMGV)	1.90
6.2.	Two storey flat wagon for transport	3.30
6.3.	Flat wagon for large containers transport	2.70
6.4.	4-axle covered hopper wagon	2.80
6.5.	Autonomous refrigerated wagon	5.00
6.6.	Diesel service wagon of the refrigerator section	6.00
6.7.	Wagon of refrigerated section	4.00
6.8.	Flat wagon for transportation of large containers with the wagon underframe length of more than 24 m	3.22

**Appendix 10 to the PGV**  
(to items 12.2 and 12.3)

**PRICE LIST**  
**for repair of wagons**

<b>No.</b>	<b>Intervention(s)</b>	<b>Price in CHF</b>
1	2	3
<b>1. Running gear</b>		
1.1.	Repair wheelset with running surface grinding	44,00
1.1.a	Medium repairs of a wheelset without running surface grinding	210,00
1.1.b	Medium repairs of a wheelset with running surface grinding	230,00
1.2.	Replace wheelset with roller bearings with a new one	4404,00
1.3.	Replace leaf spring	111,00
<b>2. Wagon coupling</b>		
2.1.	Replace coupling hook of non-continuous drawbar (without spring and tie)	149,00
2.2.	Replace drawbar of continuous coupling with two clutches	70,00
2.3.	Replace coupling hook of continuous drawbar	58,00
2.4.	Replace drawbar spring: weighing up to 25 kg	56,00
	weighing over 25 kg	75,00
2.5.	Replace drawbar soring	24,00
<b>3. Screw coupling</b>		
3.1.	Replace screw coupling	169,00
3.2.	Replace screw coupling handle	34,00
3.3.	Replace screw coupling link	24,00
3.4.	Replace coupling screw	71,00
<b>4. Buffer gears</b>		
4.1.	Replace cylindrical buffer gear	585,00
4.2.	Replace a 35 ton buffer with rubber shock absorber	133,00
4.3.	Weld buffer guide	16,00
<b>5. Automatic coupling equipment</b>		
5.1.	Replace complete automatic coupling	333,00

5.2.	Replace friction draft gear	167,00
5.3.	Replace coupler head	117,00
5.4.	Replace automatic coupling striker	40,00
5.5.	Replace unlocking handle	16,00
<b>6. Underframe</b>		
6.1.	Repair buffer beam	44,00
6.2.	Repair channel bar of the draft sill or side channel bar	33,00
6.3.	Replace buffer beam	255,00
6.4.	Replace cross beam	139,00
6.5.	Repair cross beam or buffer brace	31,00
6.6.	Replace underframe cantilever	28,00
6.7.	Replace side channel bar	724,00
6.8.	Repair channel bar of the side beam	60,00
6.9.	Repair channel bar of the draft sill	169,00
6.10.	Repair cross beam	50,00
6.11.	Replace buffer beam brace	91,00
6.12.	Repair buffer beam brace	34,00
6.13	Replace body center plate	139,00
<b>7. Bogies</b>		
7.1.	Repair bogie frame	48,00
7.2.	Replace big bolster spring	72,00
7.3.	Replace small bolster spring	67,00
7.4.	Replace elliptical spring suspension	47,00
7.5.	Replace bogie side, bogie type "ЦНИИ-Х3"	555,00
7.6.	Replace suspended beam, bogie type "ЦНИИ-Х3"	555,00
7.7.	Replace centre bearer	270,00
7.8.	Replace outer and inner bogie springs (a set)	69,00
7.9.	Replace bogie side bearer, bogie type Y 25	91,00
7.10.	Replace bogie side bearer spring, bogie type Y 25	19,00
7.11.	Replace inner conical bogie spring, bogie type Y 25	31,00
7.12.	Replace outer conical bogie spring, bogie type Y 25	46,00
7.13.	Replace complete 2-axle bogie with a new one	10500,00
7.14.	Replace 2-axle Y25C complete bogie with a new one	14700,00

7.15.	Replace 4-axle complete bogie (model 18-101) with a new one	24000,00
<b>8. Braking equipment</b>		
8.1.	Replace front and rear brake cylinder covers	74,00
8.2.	Replace brake cylinder piston	82,00
8.3.	Replace brake cylinder set up to 12 inches	157,00
8.4.	Replace brake cylinder set over 12 inches	333,00
8.5.	Replace complete air distributor (the Matrosov brake)	389,00
8.6.	Replace complete air distributor that meets the requirements of the OSJD and UIC (designed by Oerlikon, Knorr, Dako)	555,00
8.7.	Replace shut-off cock	31,00
8.8.	Replace release valve	22,00
8.9.	Replace brake weight indicator or brake mode switch.	62,00
8.10.	Replace coupling cock	44,00
8.11.	Replace air brake hose	28,00
8.12.	Replace anti-slide device	190,00
8.13.	Replace main brake pipe	9,00
8.14.	Replace auxiliary reservoir	95,00
8.15.	Replace brake gear adjuster	211,00
8.16.	Replace double-action brake gear double-action adjuster	164,00
8.17.	Replace complete handbrake	52,00
8.18.	Replace handbrake handle	13,00
8.19.	Replace handbrake wheel	23,00
8.20.	Replace handbrake box	30,00
8.21.	Replace brake shoe with brake shoe holder brake shoe key	28,00
8.22.	Replace brake shoe holder suspension	20,00
8.23.	Replace brake triangle	87,00
8.24.	Replace brake cabin door	63,00
8.25.	Replace brake rod guide	33,00
8.26.	Replace long brake rod	30,00
8.27.	Replace short brake rod	19,00
8.28.	Replace brake cabin (complete)	220,00

8.29.	Replace automatic regulator of braking modes	444,00
8.30.	Replace the main part of wagon's air distributor	167,00
<b>9. Wagon body</b>		
9.1. Covered wagons, open wagons and flat wagons		
9.1.1.	Replace floor board	14,00
9.1.2.	Replace front or side (roof) board of wooden body sheathing	14,00
9.1.3.	Replace corner metal step	26,00
9.1.4.	Replace board of side step	12,00
9.1.5.	Replace upper or lower timber of covered wagon	118,00
9.1.6.	Replace upper metal frontal beam of covered wagon	50,00
9.1.7.	Replace roof arch	28,00
9.1.8.	Replace upper side metal beam of open wagon (from door pillar to outer pillar)	40,00
9.1.9.	Replace upper frontal metal beam of covered wagon	29,00
9.1.10.	Weld upper chord of open wagon	10,00
9.1.11.	Replace roof covering with sheets of tin or bitumen (m <sup>2</sup> )	17,00
9.1.12.	Replace body pillar of covered wagon	53,00
9.1.13.	Replace open wagon pillar	39,00
9.1.14.	Replace flat wagon stanchion	20,00
9.1.15.	Replace door hinge	17,00
9.1.16.	Replace camshaft or crankshaft	82,00
9.1.17.	Straighten camshaft or crankshaft	16,00
9.1.18.	Replace wagon body strut bar	28,00
9.1.19.	Replace hatch cover of open wagon	255,00
9.1.20.	Replace roof grill (per running meter)	18,00
9.1.21.	Replace end metal board of flat wagon	278,00
9.1.22.	Replace side metal board of flat wagon	333,00
9.1.23.	Replace ladder to the roof	23,00
9.1.24.	Repair ladder to the roof	16,00

9.1.25.	Repair binding corner	18,00
9.1.26.	Replace outer side wall of tiagoteks (m <sup>2</sup> )	22,00
9.1.27.	Repair body pillar of covered wagon	26,00
9.1.28.	Repair open wagon pillar	18,00
9.1.29.	Replace interior lining of tiagoteks (m <sup>2</sup> )	13,00
9.1.30.	Replace metal sheets on the open wagon floor (m <sup>2</sup> )	37,00
9.1.31.	Repair hatch cover of open wagon	21,00
9.1.32.	Repair metal roof arch	12,00
9.1.33.	Install wagon fitting stop	60,00
<b>9.2. Tank wagons</b>		
9.2.1.	Replace outlet device	200,00
9.2.2.	Replace plug valve handle of outlet device.	17,00
9.2.3.	Replace safety cap of outlet valve	26,00
9.2.4.	Replace tank ladder	50,00
9.2.5.	Replace cap lock (set)	26,00
<b>10. Doors, windows, hatches</b>		
10.1.	Replace sliding doors in metal frame of covered wagon	255,00
10.2.	Repair side wall of sheet iron	28,00
10.3.	Replace hatch lock sector of open wagon	13,00
10.3.a	Replace hatch lock catch of open wagon	14,00
10.4.	Replace lower door lock catch of open wagon	17,00
10.5.	Replace upper catch of open wagon	13,00
10.6.	Replace upper guiding door rod (set)	16,00
10.7.	Replace sliding door rail	28,00
10.8.	Replace door buffer (set)	22,00
10.9.	Replace one part of metal swing doors of open wagon	155,00
10.10.	Straighten swing doors of open wagon	30,00
10.11.	Replace door latch of open wagon	29,00
10.12.	Replace door latch of covered wagon	16,00

10.13.	Replace hatch cover, sliding shutter (set)	38,00
10.14.	Replace metallic side door leaf of open wagon	200,00
10.15.	Replace metal folding end wall of open wagon	466,00
10.16.	Replace sliding two-leaf side door of covered wagon: a) made of waterproof glue plywood with pressed foils, b) metallic	444,00 722,00
10.17.	Repair sliding shutter	12,00
10.18.	Replace waterproof groove above sliding door	17,00
10.19.	Replace hatch cover latch of open wagon	13,00
10.20.	Repair and install end door of open wagon	46,00
10.21.	Replace doorway bottom sill of open wagon	53,00
10.22.	Replace technological hatch of closed-bottom open wagon	70,00
10.23.	Replace overlapping sheet of crossbeam of open wagon	37,00

### **11. Refrigerated wagons**

11.1.	Replace temperature sensor of refrigerated wagon	122,00
11.2.	Replace electrical links of refrigerated wagon	444,00
11.3.	Replace wagon door	1110,00
11.4.	Replace floor grill	161,00
11.5.	Replace wall ice bunker	369,00
	<b>12. Car transport wagons</b>	
12.1.	Replace support frames	199,00
12.2.	Replace roller block	145,00
12.3.	Replace shock-absorber	1012,00
12.4.	Replace lock	42,00
12.5.	Replace side door	154,00
12.6.	Replace end door	445,00
12.7.	Replace coupling stop	1561,00
12.8.	Replace coupler	57,00
12.9.	Replace flange	47,00
12.10.	Replace roller block of frame	350,00
12.11.	Replace jack	330,00
12.12.	Replace brake	190,00

12.13.   Replace wheel stop	64,00
-----------------------------	-------

Note: prices for repair and replacement of units and parts of wagons, which are not indicated in this list, shall be determined at cost.

**Appendix 11 to the PGV**  
(to items 17.6.1 and 18.5)

**ACCOMPANYING LIST OF FREIGHT WAGONS**

Destination \_\_\_\_\_  
(station of destination) \_\_\_\_\_ (railway)

Via \_\_\_\_\_  
(handover stations)

Consignee \_\_\_\_\_  
(abbreviated name of railway undertaking)

Purpose of transportation  
\_\_\_\_\_  
(wagon assistance, urgent return)

No.	Wagon number	Wagon type
1		
2		
3		
...		

**PGV**

Railway undertaking date stamp at departure station

Railway undertaking date stamp at destination station

Date stamps of handover and accepting railway undertakings

Note: the letters "PGV" should be red.

**Appendix 12 to the PGV**  
(to items 17.1, 17.4, 17.6.2, 17.6.3 and 19.3)

**LIST OF CHARGE RATES**

No.	Rate name	Rate amount (CHF)	Item of the Rules
1	2	3	4
1.	Wagon operation without changeover of wheelsets:		
1.1.	Rate for use of 2-axle wagon per hour	0,78	17.1 17.6.3 19.3
1.2.	Rate for use of 4-axle wagon per hour	1,23	17.1 17.6.3 19.3
2.	Wagon operation with changeover of wheelsets:		
2.1.	Rate for use of two wheelsets of 4-axle wagon per hour	0,37	17.1 17.6.3 19.3
2.2.	Rate for use of 4-axle wagon without wheelsets per hour	0,86	17.1 17.6.3 19.3
3.	Rate for uncompensated empty run of wagon, including the wagon sent to provide wagon assistance, per wagon-kilometre	0,07	17.4 17.6.2

**Appendix 13 to the PGV**  
(to items 17.4 and 17.6)

**COMPENSATION STATEMENT  
FOR EMPTY RUN OF WAGONS**

**charges due to railway undertaking(s)** \_\_\_\_\_  
(address of settlement organisation)\*

**at the expense of railway undertaking(s)** \_\_\_\_\_  
(address of settlement organisation)\*

No.	Wagon number	RU - wagon owner	Number of axles	Wagon acceptance from railway undertaking			Wagon handover to railway undertaking			Distance for wagon transportation (km)			Uncompensated empty run charge (CHF)
				RU code	Code of entry border station	Date of wagon acceptance (DD.MM.YYYY)	RU code	Code of entry border station	Date of wagon handover (DD.MM.YYYY)	empty	loaded	empty (uncompensated)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1													
2													
3													
Total:													

Position, last name, signature

\*in accordance with Appendix 1-I to the PGV

Stamp

**Appendix 14 to the PGV**  
(to point 17.8.2)

---

(name of railway undertaking)

**PROTOCOL No. \_\_\_\_\_**  
**on wagon's unsuitability**  
(for wagon unloading, loading or as a wagon assistance) \*

Drawn up at the station \_\_\_\_\_  
of the railway \_\_\_\_\_  
the wagon no. \_\_\_\_\_  
of wagon keeper railway undertaking \_\_\_\_\_,  
that arrived at the station \_\_\_\_\_  
of the railway \_\_\_\_\_  
20\_\_\_\_\_,  
due to \_\_\_\_\_  
\_\_\_\_\_

shall return (loaded, empty)\* to the railway undertaking – wagon owner

Position, first name, last  
name and signature of  
representative of user  
railway undertaking

Position, first name, last  
name and  
signature of  
representative of  
accepting railway  
undertaking  
\*\*

Position, first name, last  
name and signature of  
representative  
(consigner, consignee)\*

---

\_\_\_\_\_

(stamp)

\_\_\_\_\_

(stamp)

\_\_\_\_\_

(stamp)

---

\*strike out what does not apply

\*\* to be filled in by railway undertaking on transit railway

**Appendix 15 to the PGV**  
(to item 17.8.3)

**STATEMENT**

on wagons detained at the station \_\_\_\_\_ of the railway \_\_\_\_\_

due to: - announcement of a ban on acceptance no. \_\_\_\_\_

slowdown in the acceptance by the railway undertaking \_\_\_\_\_

Wagon number	Station of departure	Station of destination	Abbreviated name of railway undertaking of departure *	Abbreviated name of railway undertaking of destination *	Date of departure	Border station	Date of wagon refusal (date, month, hour), wagon list no.	Date of wagon acceptance (date, month, hour), wagon list no.	Cargo description	Detention time - hour (day)	Amount of wagon charge
1	2	3	4	5	6	7	8	9	10	11	12

« \_\_\_\_ » \_\_\_\_\_ 20 \_\_\_\_\_  
(date)

Stamp

\_\_\_\_\_  
(position, first name, last name,  
authorized representative's signature)

\*in accordance with Appendix 3-I to the PGV

## **Appendix 16 to the PGV**

(name of user railway undertaking)

## **NOTIFICATION on wagon's exclusion from operation**

## Wagon number

is excluded from operation at the station \_\_\_\_\_

of the railway \_\_\_\_\_

Train no. \_\_\_\_\_

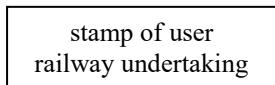
Date \_\_\_\_\_ Time \_\_\_\_\_

Spare parts: requested

arrived: date \_\_\_\_\_  
time \_\_\_\_\_

Return to operation: \_\_\_\_\_  
date \_\_\_\_\_  
time \_\_\_\_\_

Malfunction: see overleaf



(position, first name, last name, signature)

**Malfunction: (underline whatever applicable)**

1. Wheelsets
2. Axle boxes
3. Brakes
4. Wagon underframe/bogie frame
5. Suspension springs
6. Coupler device
7. Buffers/automatic coupling
8. Wagon body
9. Roof
10. Doors
11. Wagon derailed
12. Fitting locks of tank wagon or containers

**METHODOLOGY**  
**on calculation of charge rates for use of wagons, bogies and bogieless wagons**

**CONTENT**

1. General principles
2. Procedure for determination costs and expenses to calculate charge rates for the use of wagon.
3. Procedure for calculation of charge rates for the use of wagons, bogies and wagons without bogies.
4. Procedure for calculation of indexation coefficient for the charge rates for use of wagons, bogies and wagons without bogies.

**Annex**

## 1. GENERAL PRINCIPLES

### 1.1. *Objective*

Determination of the procedure for calculating the charge rates for the use of a wagon, bogies and a wagon without bogies.

### 1.2. *Participating railway undertakings*

1.2.1. The charge rates shall be calculated by the leading railway undertaking, and they shall be submitted to the Working Group for deliberation as instructed by the Parties to the PGV Agreement.

1.2.2. The composition of the Working Group shall be determined by the Parties to the PGV Agreement. A leading railway undertaking shall be selected from among the members of the Working Group.

The Working Group shall be chaired by representative of the leading railway undertaking.

The working body of the OSJD Commission on Freight Transport shall take part in the Working Group's activities.

Representatives of other railway undertakings that use the wagons on a shared basis may attend the meetings of the Working Group as observers (without the right to vote).

1.2.3. Railway undertakings - owners of shared-use wagons shall submit to the leading railway undertaking before 20 April their input data on the costs for maintenance of shared-use wagons and costs for the previous calendar year in accordance with Annex to this Methodology.

When the amount of expenses for wagon fleet maintenance indicated in column 6 of Annex to this Methodology increases (by 50% or more, including such an increase for any subgroup of wagons) relative to the amount of such expenses in the previous calendar year, the railway undertakings that are owners of the wagons shall, simultaneously with the provision of their input data, send explanations on the causes of such changes to the OSJD Committee and the leading railway undertaking.

Based on the results of the consideration of submitted explanations the Working Group shall make a decision on including the provided data to the calculation in order to submit it for further consideration at a meeting of representatives of the railway undertakings - Parties to the PGV Agreement.

If there is no justification for an increase in the cost of maintaining the wagon fleet of a railway undertaking – owner of the wagons, data on maintenance costs from the previous period shall be used in calculating the average rates of payment for the use of freight wagons.

### 1.2.4. The leading railway undertaking shall:

- collect and process raw calculated data provided by railway undertakings;
- calculate draft average charge rates for the use of wagons (by subgroups of wagons) after the submission of raw and adjusted data by railway undertakings;
- submit final data for review by the Working Group;

- calculate the depreciation rate by subgroups of wagons based on the data provided by railway undertakings (once every three years);

- request, if necessary, the railway undertakings to provide clarifications or additional information on submitted data;

- calculation of the indexation factor for charges for the use of wagons, bogies and wagons without bogies.

#### 1.2.5. The primary tasks of the Working Group are:

- analysis of the input data of railway undertakings provided and accepted for the calculation;

- determination of the book price of wagons adopted as the basis for the calculation of draft charge rates;

- making adjustments to the calculation of draft charge rates based on updated data provided by railway undertakings;

- review of the calculations of wagon depreciation rates;

- submission of draft charge rates and the indexation coefficient for review at meetings of representatives of railway undertakings that are Parties to the PGV Agreement;

- preparation of proposals on improving the Methodology for the calculation of charge rates for the use of wagons, bogies and bogieless wagons (hereinafter referred to as the Methodology) for review at meetings of representatives of the railway undertakings that are Parties to the PGV Agreement.

#### 1.2.6. Decisions of the Working Group shall be taken by a majority vote of the members of the Working Group present at the meeting.

### 1.3. *Input data used in calculation*

1.3.1. The rates of charges for the use of wagons shall be calculated for each subgroup of wagons depending on the type of rolling stock and the number of axles specified in the information systems.

1.3.2. The input data shall be submitted to the leading railway undertaking according to the form of Annex to this Methodology.

1.3.3. The input data shall include:

- average per wagon maintenance cost of the railway undertaking's wagon fleet;
- railway undertaking's wagon fleet;
- weighted average of the wagon tare;
- weighted average book price per 1 kg of a wagon tare\*.

1.3.4. Railway company's wagon stock is the number of shared-use wagons owned by the railway undertaking (by subgroups) shall be identified as the

---

\* railway undertakings shall submit their input data according to the form provided in Annex to this Methodology; the book price of wagons shall be calculated based on the weighted average wagon tare and the weighted average cost per 1 kg of tare by subgroups and types of wagons in accordance with Appendix 9 to the PGV.

arithmetic average of the values of stocks as of the 1st day of each month for the reporting year.

1.3.5 The cost of a wagon shall be calculated based on the weighted average wagon tare and the weighted average cost of 1 kg of tare by subgroups and types of wagons in accordance with Appendix 9 to the PGV.

#### 1.4. *Settlement currency*

1.4.1. Railway undertakings shall provide the leading railway undertaking with their input data for calculation of rates in Swiss francs.

1.4.2. Conversion of national currencies into Swiss francs shall be carried out at the average annual exchange rates of the national banks of the States of the railway undertakings that operate shared-use wagons with four decimal places.

### 2. PROCEDURE FOR DETERMINATION OF COSTS AND EXPENCES TO CALCULATE CHARGE RATES FOR THE USE OF WAGONS

#### 2.1. *Costs to be taken into account*

2.1.1. Costs for wagon fleet maintenance shall include:

- costs for periodic repairs, including costs for materials, spare parts, fuel, electricity, wages, payment of the tariff for transportation of wagons to and from repairs (subject to appropriate supporting documents - waybill, consignment note);

- costs for routine repair and maintenance, including the costs for materials, spare parts, fuel, electricity and wages;

- other costs not included in costs for periodic repairs and periodic maintenance: general costs (managing personnel costs, maintenance and repair of buildings, structures and equipment, social spending, taxes and fees attributable to the cost of repairs), costs of wagon washing or steaming upon arrival for repair and preparation for loading.

2.1.2. Total annual costs shall be determined per one wagon of the railway undertaking's wagon fleet for each subgroup of wagons based on the data in Annex to this Methodology.

#### 2.2. *Expenses to be taken into account*

2.2.1. The expenses for depreciation of the wagon (including the new cost after modernization).

2.2.2. Annual expenses for each subgroup of wagons are determined in accordance with the input data specified in Annex to this Methodology.

### 3. PROCEDURE FOR CALCULATION OF CHARGE RATES FOR USE OF WAGONS, BOGIES AND WAGONS WITHOUT BOGIES

3.1. The leading railway undertaking shall calculate the average charge rates for the use of wagons for each subgroup of wagons. The calculation of charge rates shall be made to four decimal places with further rounding of the rates to two decimal places.

3.2. The charge rate (C) for the use of wagons per one wagon-hour shall be calculated according to formula (1):

$$C = (A + K) : 8760 \quad (1),$$

where:

A is the annual per wagon depreciation rate;

K is the aggregate annual per wagon maintenance cost;

8760 is the annual time budget, in hours.

$$A = \Pi * \alpha * 10^{-2},$$

where:

$\Pi$  is the price of a wagon;

$\alpha$  is the wagon depreciation rate expressed in percentage points (column 10, Annex to this Methodology).

3.3. The average rate for the use of wagons by subgroups © shall be calculated according to the following formula:

$$C = \frac{C_1 P_1 + C_2 P_2 + \dots + C_n P_n}{P_1 + P_2 + \dots + P_n} \quad (2),$$

where:

$C_1, C_2, \dots, C_n$  - charge rates for one wagon-hour by each railway undertaking of a respective subgroup of wagons;

$P_1, P_2, \dots, P_n$  - wagon fleet by each railway undertaking of a respective subgroup of wagons.

3.4. Total charge rate for the use of a wagon shall be calculated according to the following formula (2):

2-axle wagon ( $C_{2\text{-och}}$ );

4-axle wagon ( $C_{4\text{-och}}$ ).

3.5. The charge rate for the use of two bogies of a 4-axle wagon ( $C_T$ ) for every hour shall be calculated at the rate of 30 percent of the charge rate for the use of a 4-axle wagon, and the rate shall be rounded to two decimal places.

3.6. The charge rate for the use of a wagon without bogies ( $C_{BT}$ ) shall be calculated according to the following formula (3):

$$C_{BT} = C_{4\text{-och}} - C_T \quad (3),$$

where:

$C_{4\text{-och}}$  - charge rate for the use of a 4-axle wagon;

$C_T$  - charge rate for the use of two bogies of a 4-axle wagon.

#### 4. PROCEDURE FOR CALCULATION OF INDEXATION FACTOR FOR THE CHARGE RATES FOR USE OF WAGONS, BOGIES AND WAGONS WITHOUT BOGIES

The value of the indexation factor of the charge rates shall be determined annually by the Working Group on the basis of the official data from the website of the National Bank of Switzerland ([www.snb.ch](http://www.snb.ch)) on the inflation rates (consumer prices) in Switzerland in the year prior to the year of provision of the input data.

The inflation indicator for specified periods is reflected in the bank's report "Consumer prices – core inflation rates of SNB and the SFSO", column 5.

The indexation factor for charges is uniform for all types of wagons and shall be calculated according to the following formula:

$$k_{\text{инд}} = 1 + i_{\text{инф}} * 10^{-2},$$

where:

$i_{\text{инф}}$  – estimated inflation rate in Switzerland for the reporting year and shall be calculated as the arithmetic mean of inflation for the year, %.

$$i_{\text{инф}} = \sum_{j=1}^{12} i_{j\text{инф}} : 12$$

where:

$i_{j\text{инф}}$  – inflation rate in Switzerland for the X month of the period under evaluation, %;

12 – number of months.

If the specified factor is reduced to less than 1.00, the indexation is not performed. In this case, the deflation value shall be applied with a negative sign.

## Annex to the Methodology

## Input data for calculation of charge rates for use of wagons

(name of railway undertaking)

## Wagon fleet maintenance costs, wagon price data

No.	Subgroup of wagons	Per wagon maintenance cost (in CHF)				Data on costs of wagons			Depreciation rate	RU's wagon fleet
		periodic maintenance	routine maintenance	other costs	Total cost	average wagon tare (in kg)	weighted average per kg price of wagon tare (in CHF)	wagon price (in CHF)		
1	2	3	4	5	6 (3+4+5)	7	8	9 (7*8)	10	11
1	Covered wagons:									
	2- axle								4,0	
	4- axle								3,57	
2	Flat wagons:									
	2- axle								3,67	
	4- axle								3,60	
3	Open wagons:									
	2- axle								3,39	
	4- axle								4,36	
4	Tank wagons:									
	2- axle								-	
	4- axle								3,58	
5	Isothermal wagons:									
	2-осные								-	
	4-осные								5,39	
6	Other except transporters:									
	2- axle								3,79	
	4- axle								3,79	
	<b>Total:</b>									

## Note:

Railway undertakings that own wagons and apply international rules within the framework of the Rail Transport Council of the CIS member states, do not provide data on 2-axle wagons.

Wagon fleet maintenance costs are submitted rounded to integers, with values below 0.5 rounded down and values of 0.5 and greater are rounded up. Data for calculating annual depreciation costs shall be provided rounded to two decimal places.

Data for column 7 shall be calculated according to the following formula:

$$T_c = \frac{(T_{M1} \cdot K_{M1}) + (T_{M2} \cdot K_{M2}) + \dots + (T_{Mn} \cdot K_{Mn})}{K_{M1} + K_{M2} + \dots + K_{Mn}}$$

where:

$T_c$  is the weighted average wagon tare (in kg)

$T_{Mn}$  is wagon tare of model M (in kg)

$K_{Mn}$  is the number of wagons of model M.

**Appendix 18 to the PGV**  
(to Appendix 1 to the PGV, item 1.3)

**SIGNS  
for wagon humping**

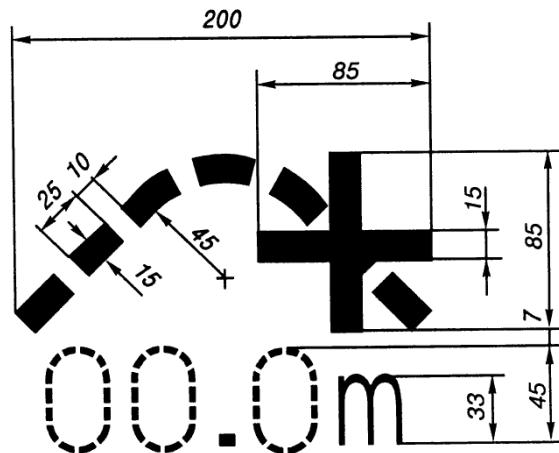


Figure 1 For wagons with a distance between inner axles of more than 14000 mm to be humped

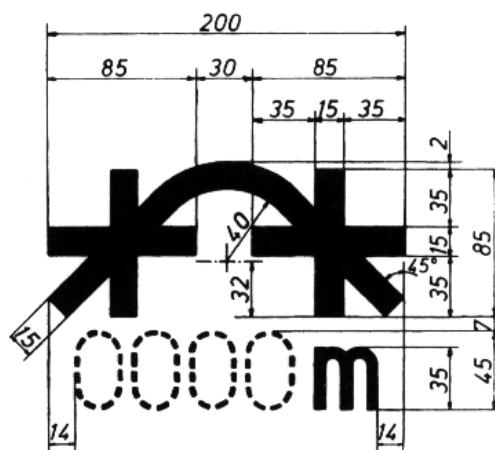


Figure 2 Humping allowed only from humps, the curve radius (curvature) of which is greater than the specified on the sign

**Appendix 19 to the PGV**  
(to Appendix 1 to the PGV, items 2.1.6 and 2.3.6)

**WHEEL FLANGE PROFILE CONTROL (1435 MM GAUGE)**

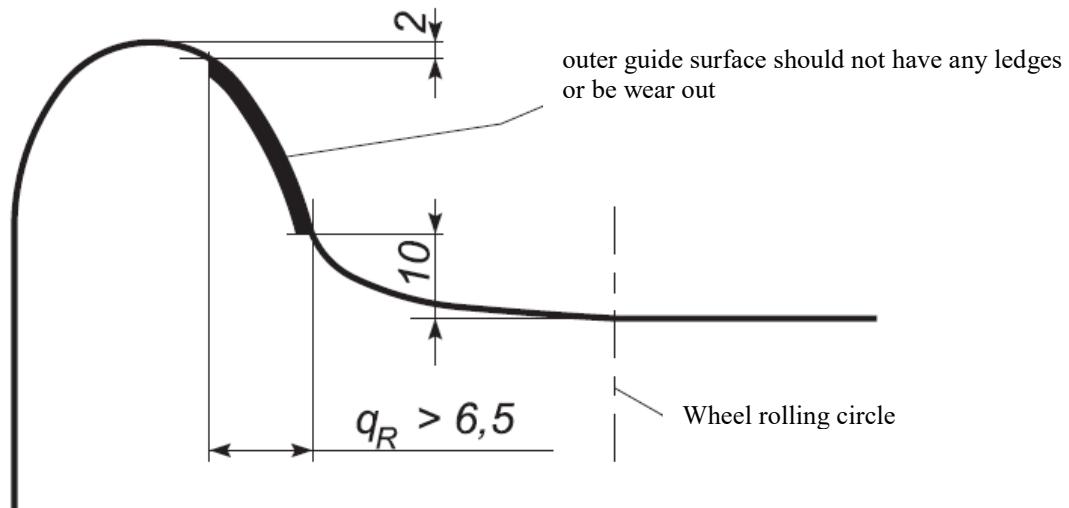


Figure 1  
Permissible wheel flange profile  
(guide surface should not have any ledges or be wear out)

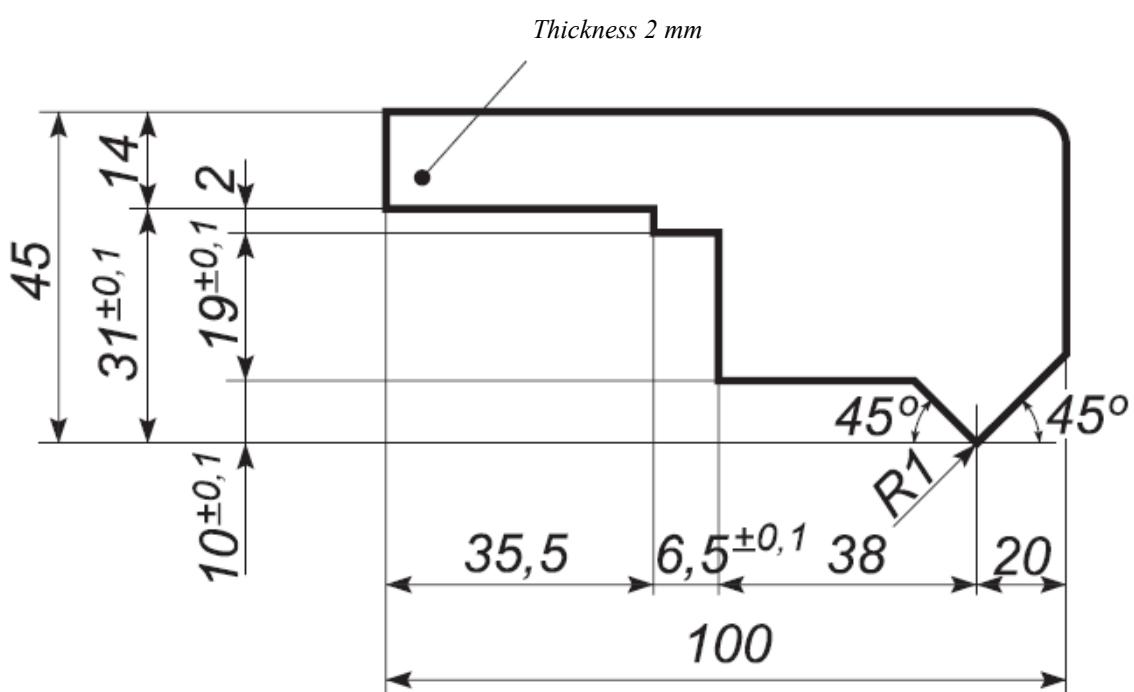


Figure 2  
Template for wheel flange size check

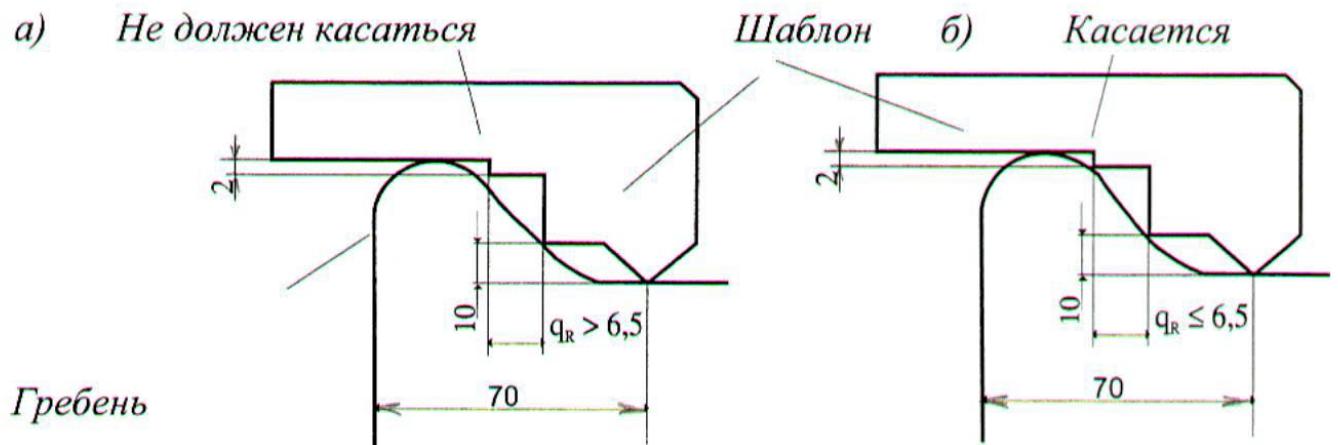


Figure 3  
Wheel flanges – permissible (a) and not permissible (b)

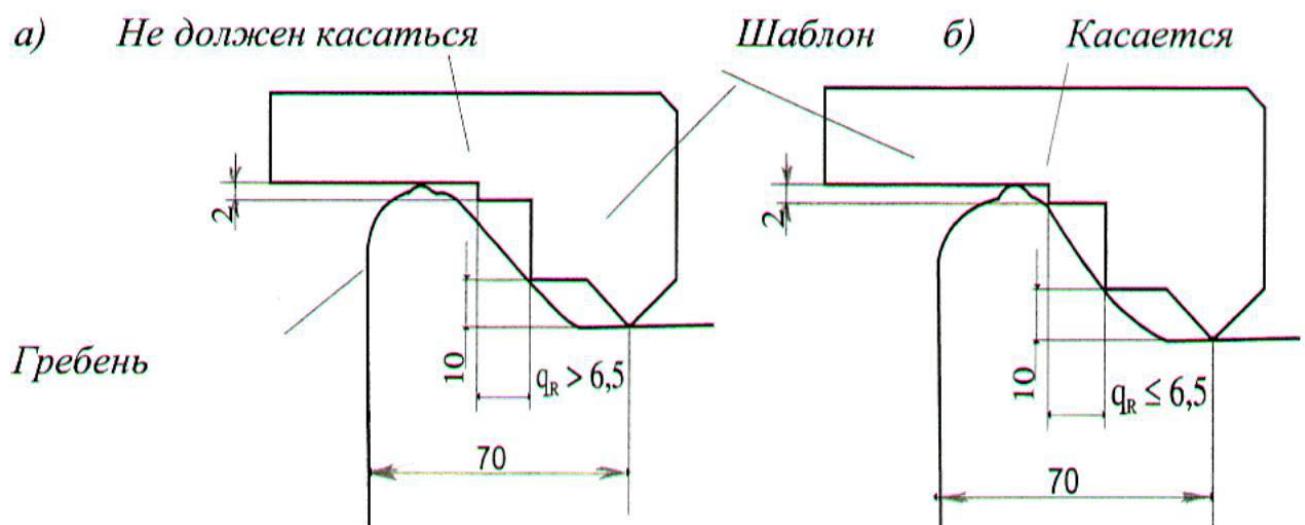
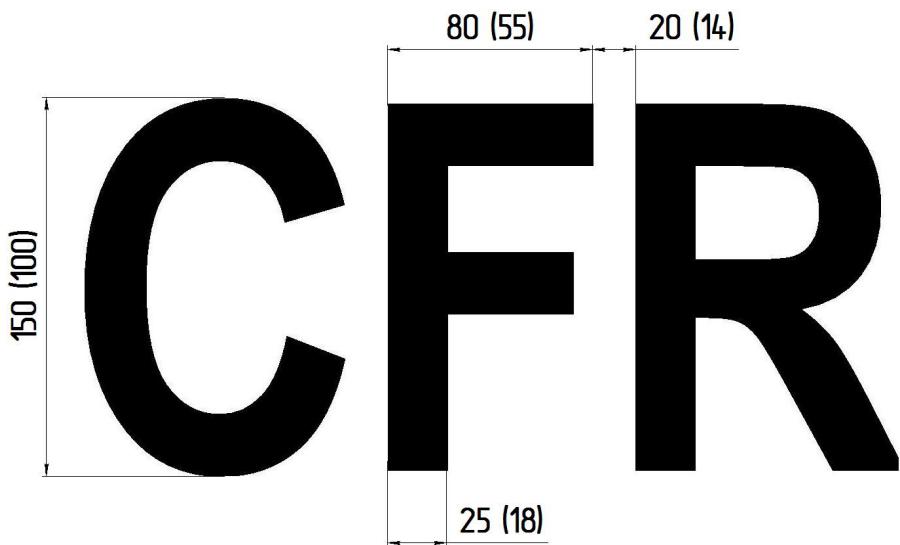


Figure 4  
Wheel flanges – permissible (a) and not permissible (b)

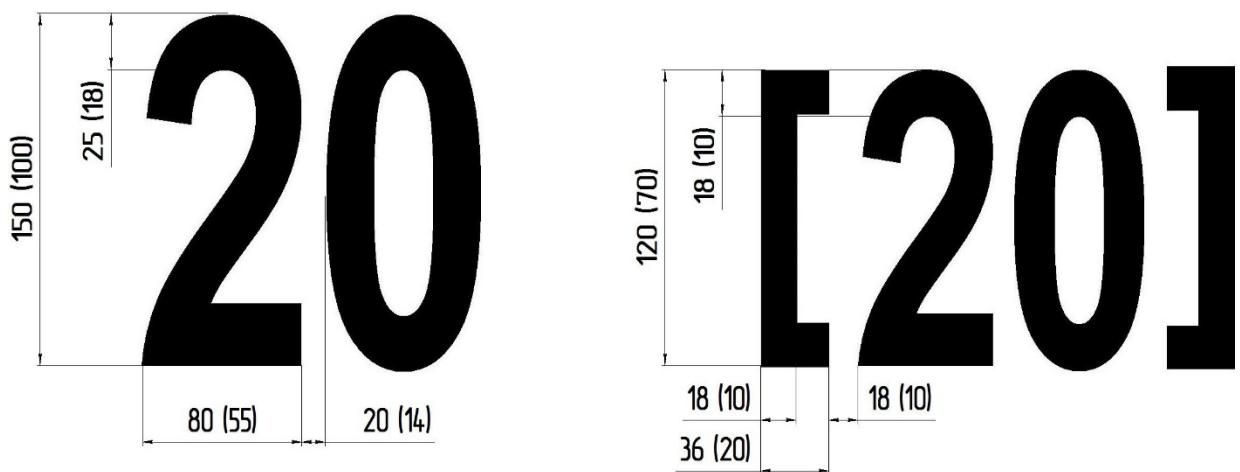
**Appendix 20 to the PGV**  
(to Appendix 1 to the PGV, item 12.1.2)

**SAMPLE SIGN INDICATING WAGON REGISTRATION CODE**

1) alphabetic designation



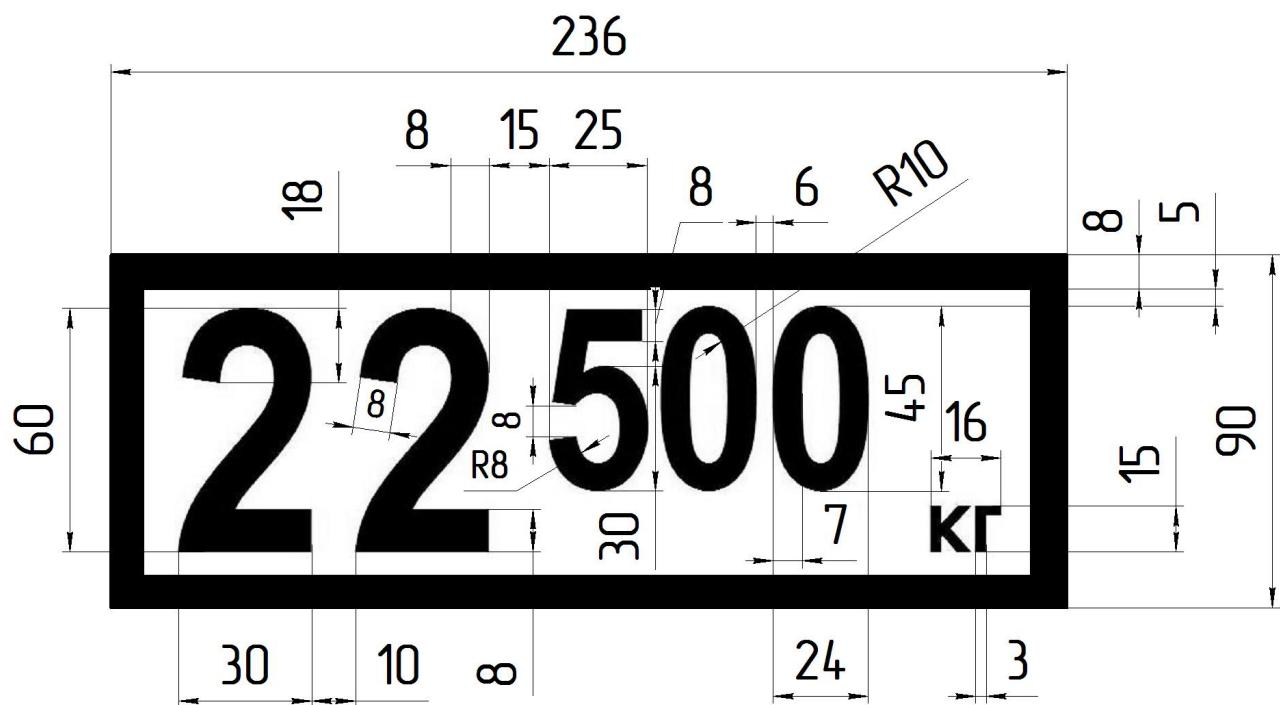
2) numeral designation:



Note: in case of insufficient space on platforms and transporters, the minimum height of the inscription should be within the dimensions indicated in brackets.

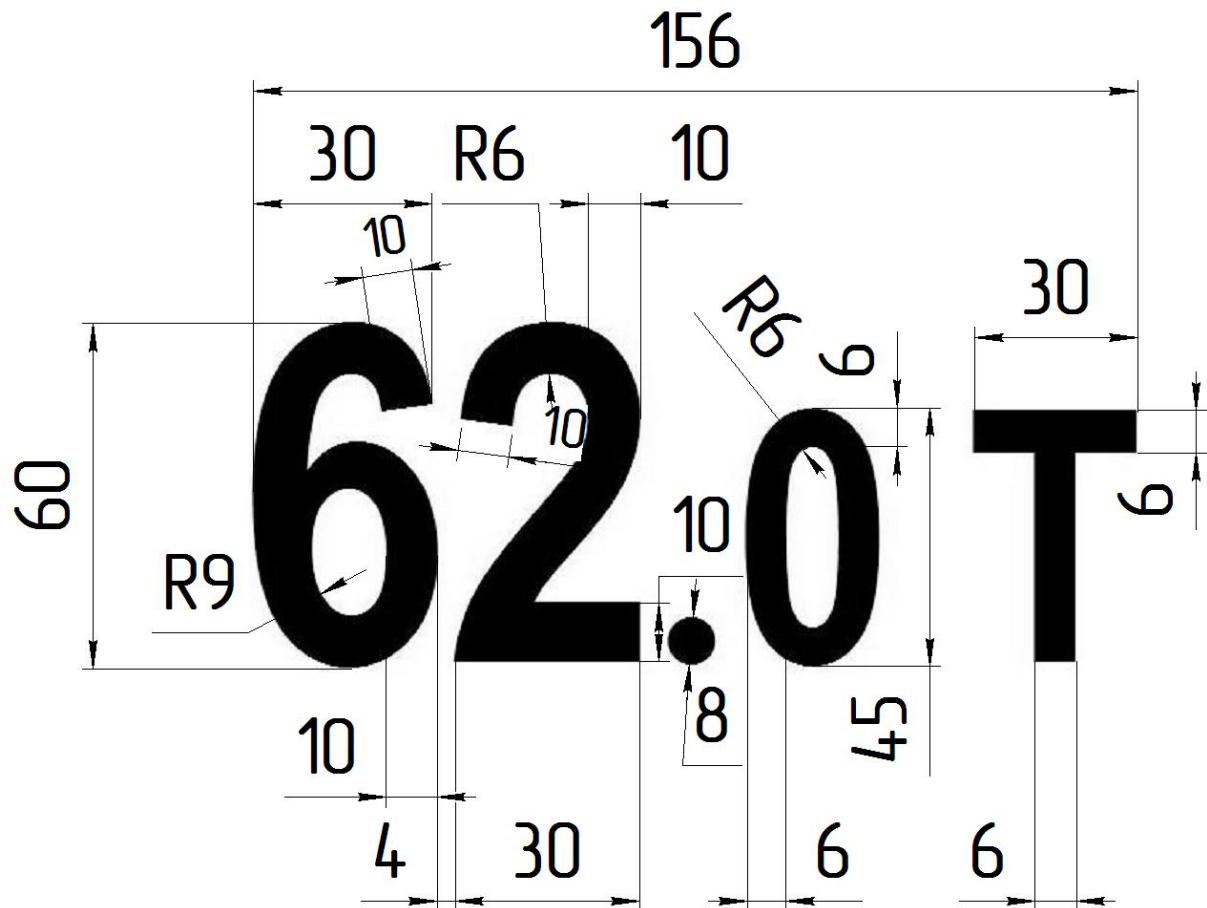
## *Appendix 21 to the PGV*

## SAPMPLLE SIGN INDICATING WAGON TARE



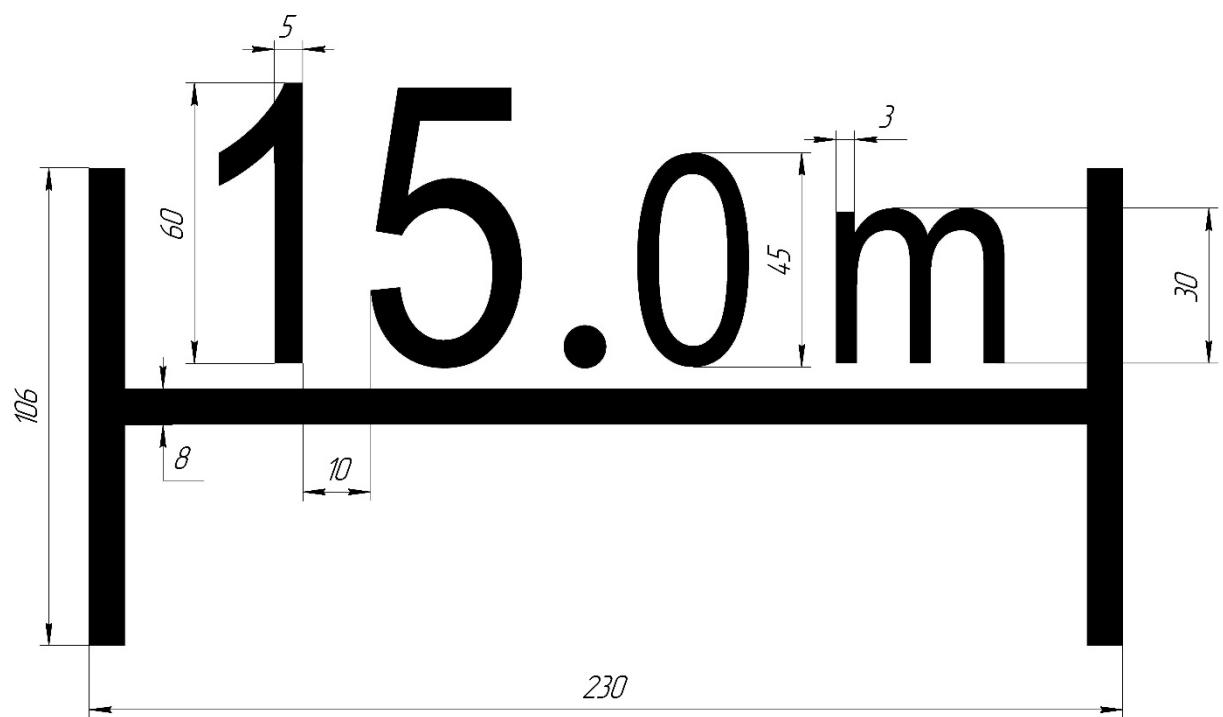
## *Appendix 22 to the PGV*

## SAMPLE SIGN INDICATING WAGON'S CARRYING CAPACITY



**Appendix 23 to the PGV**  
(to Appendix 1 to the PGV, item 12.4)

**SAMPLE SIGN INDICATING USEFUL PLATFORM FLOOR LENGTH**



**Appendix 24 to the PGV**  
( to Appendix 1 to the PGV, item 12.4)

**SAMPLE SIGN INDICATING TANK BOILER VOLUME**

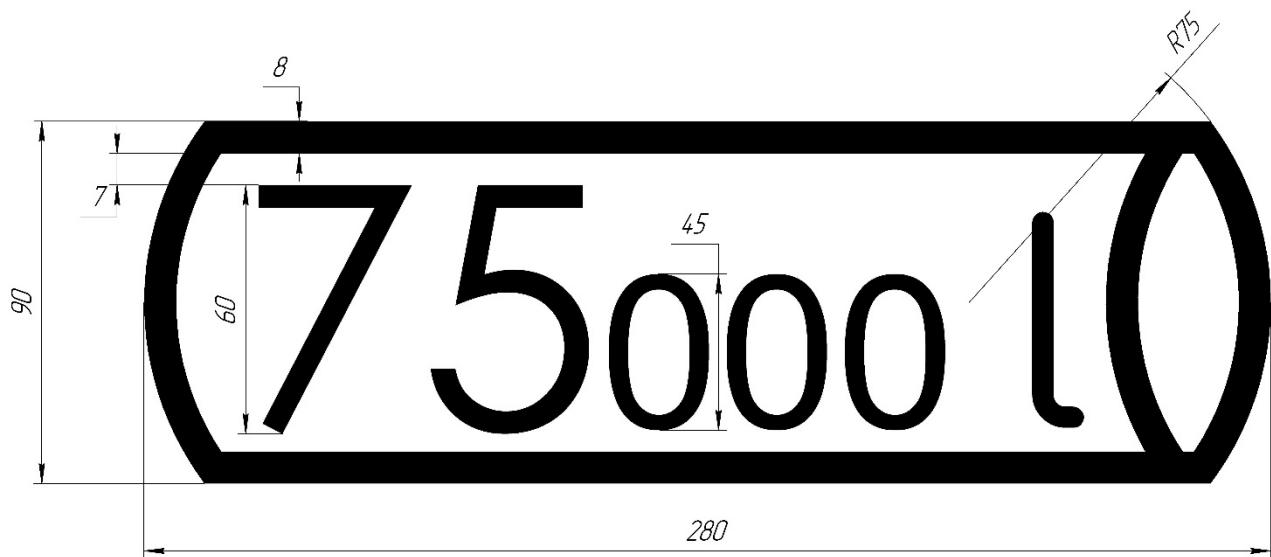


Figure 1  
Indicated in litres

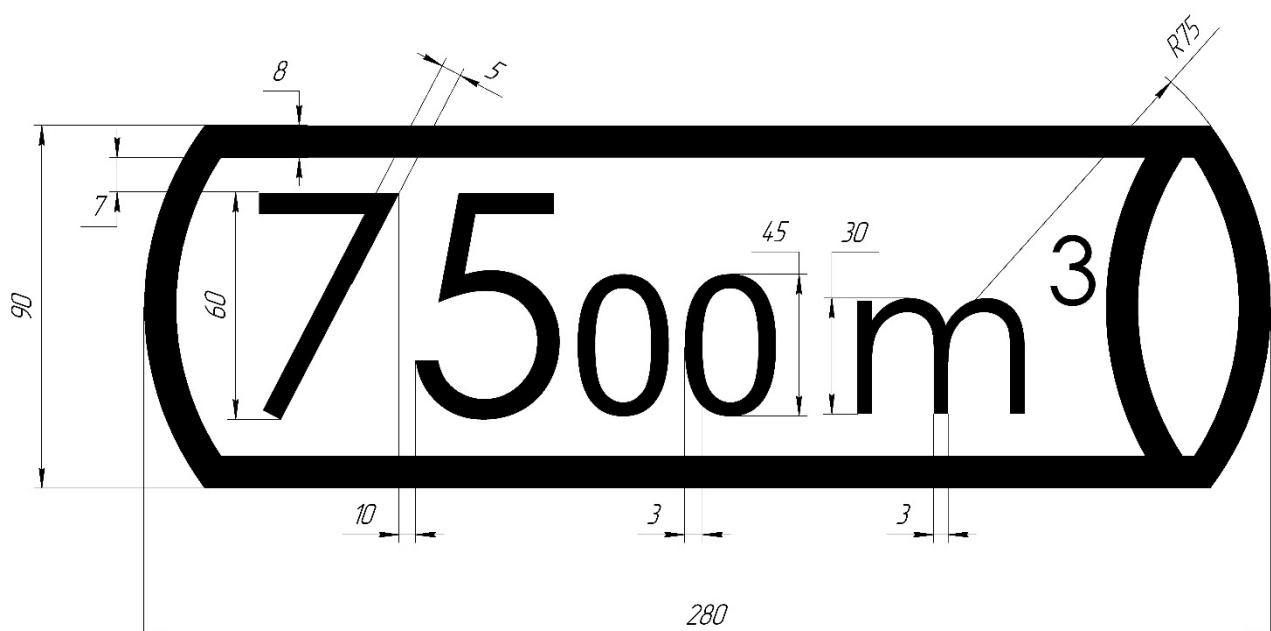


Figure 2  
Indicated in cubic meters

## *Appendix 25 to the PGV*

## SAMPLE SIGN INDICATING PERIODIC MAINTENANCE PERIOD

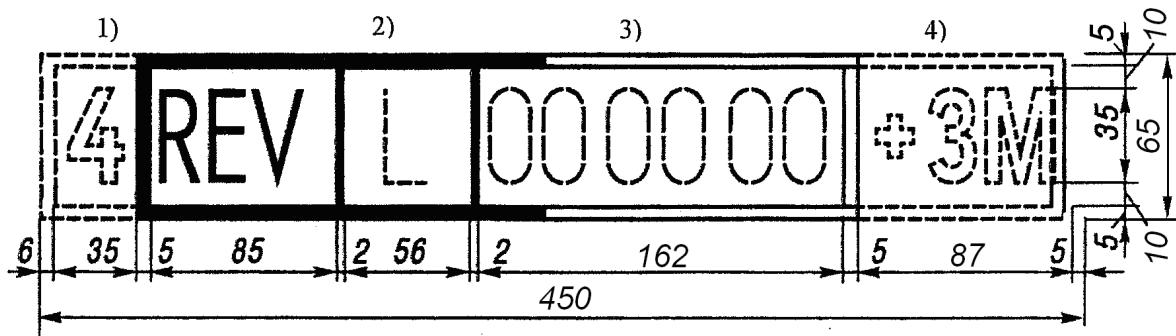


Figure 1

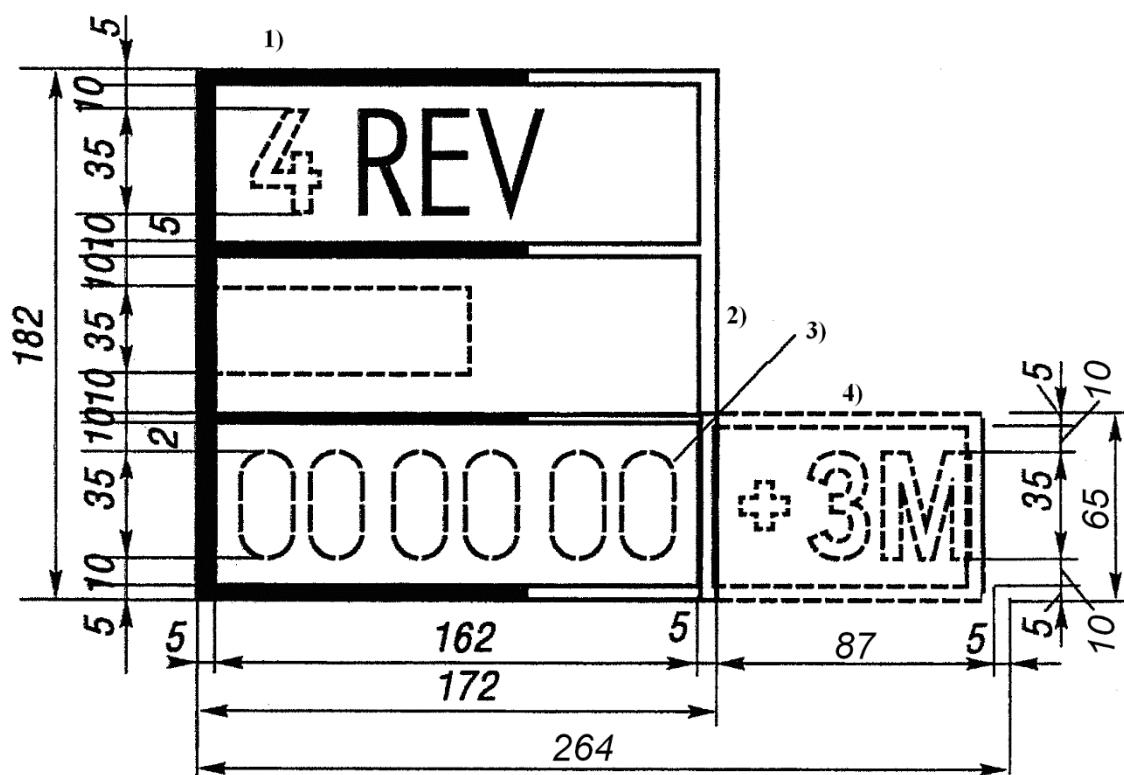
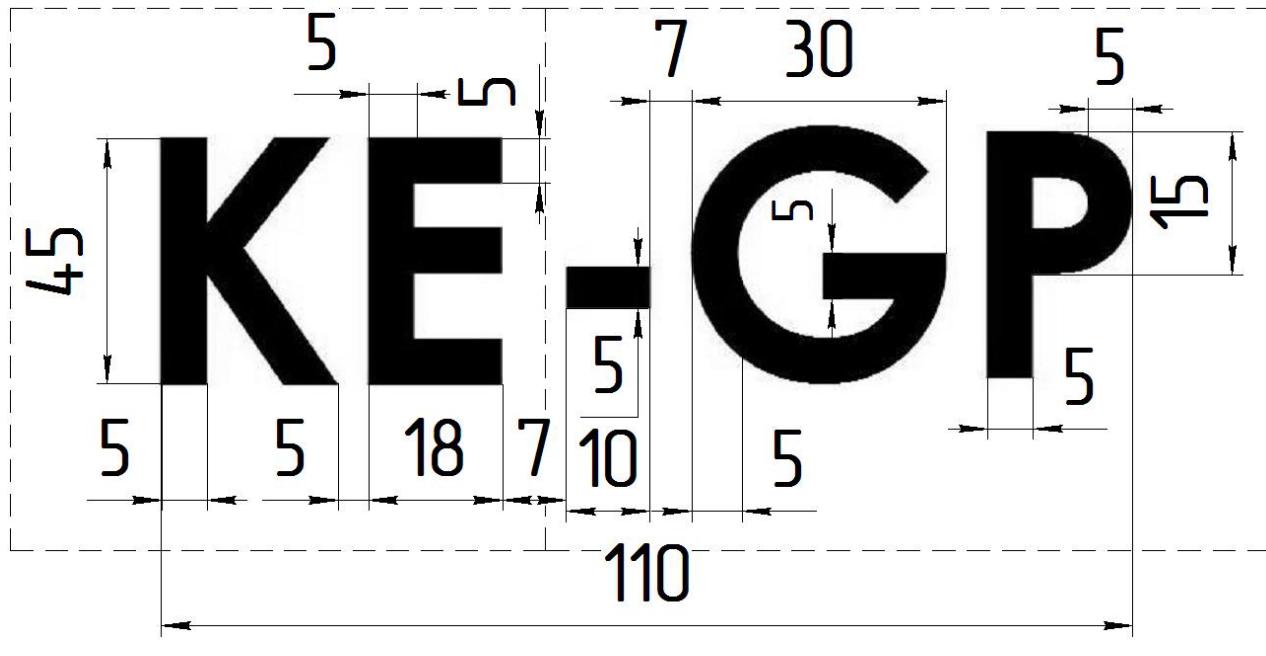


Figure 2

- 1) frequency of repair or examination. To be determined by item 13 of Appendix 1 to the PGV;
- 2) sign undertaking (for wagons of 1520 mm gauge –conditional number of undertaking), which is responsible for periodic wagon repair;
- 3) date of periodic repair or examination;
- 4) additional inscriptions in accordance with items 13.2 of Appendix 1 to PGV can be applied only with the permission of the railway undertaking that owns the wagon

**Appendix 26 to the PGV**  
(to Appendix 1 to the PGV, item 12.6)

**SAMPLE SIGN INDICATING AUTOMATIC BRAKE TYPE**



1)

2)

- 1) – abbreviated name
- 2) – additional designation

**Appendix 27 to the PGV**  
(to Appendix 1 to the PGV, item 12.6)

**LIST  
of automatic air brakes for wagons used in international traffic**

No.	Full name	Abbreviated name
1	2	3
<b>Automatic brakes with graduated release</b>		
1	the Westinghouse brake of the E type	WE
2	the Westinghouse brake of the U type	WU
3	the Westinghouse brake of the A type	WA
4	the Kunze-Knorr brake	Kk
5	the Drolshammer brake	Dr
6	the Hildebrand-Knorr brake	Hik
7	the Knorr brake of the type KE	KE
8	Brake for wagons of the 1520 mm gauge	M-483
9	the Boziz brake	Bo
10	the Dako brake	DK
11	the Oerlikon brake	O
12	the Breda brake	Bd
13	the Charmilles brake	Ch
14	the Davies es Metcalfe brake	DM
15	the MTZ HEPOS brake	MH
16	the SAB-Wabco brake of the type SB4/SB4C/SB4/3	SW
17	the Knorr brake of the type KE-483 (Knorr)	KE-483
18	the Bumar-Fablok brake	FL

Note: the abbreviated name of a brake system may contain the following additional designations:

- brake for cargo trains of the type G;
- brake with changeover device, cargo / passenger – G/P;
- brake with automatic mode – A

**Appendix 28 to the PGV**

(to Appendix 1 to the PGV, item 2.2.2.14)

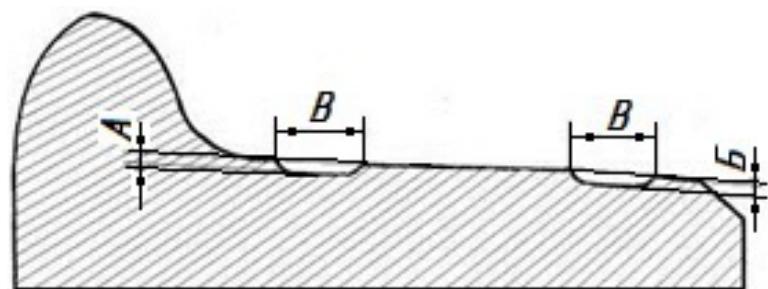


Figure 1  
Local depressions on wheel tread

**Appendix 29 to the PGV**  
(to Appendix 1 to the PGV, item 12.7)

**SIGNS INDICATING WAGON'S PROFILE**

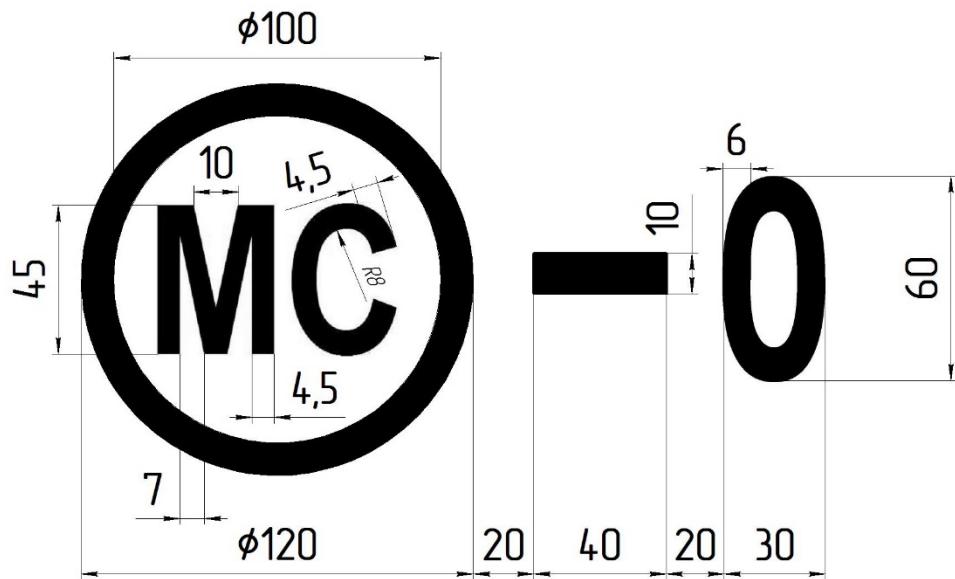


Figure 1  
Loading gauge 0-VM

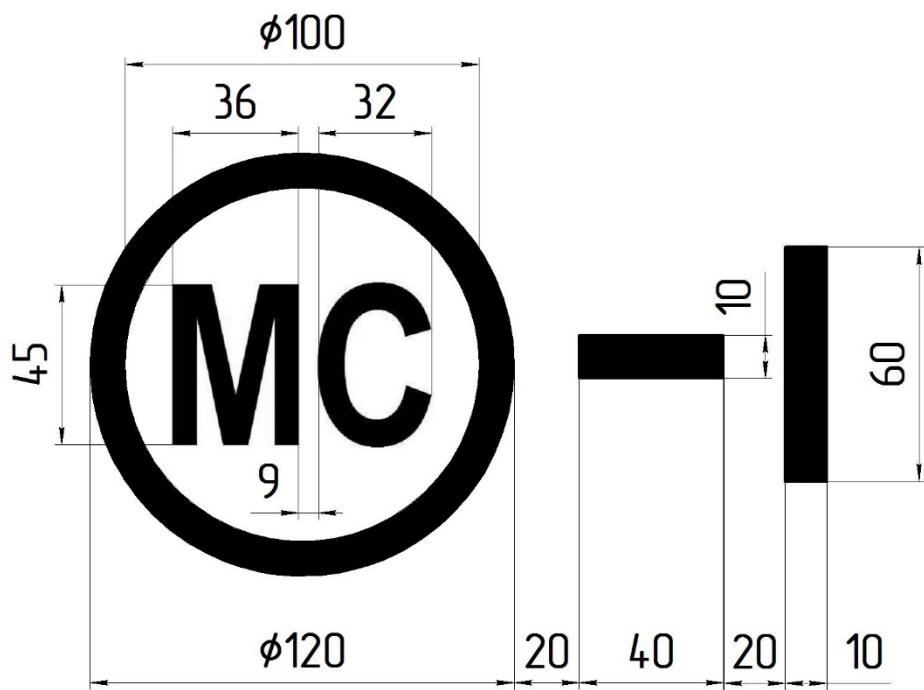


Figure 2  
Loading gauge 1-VM

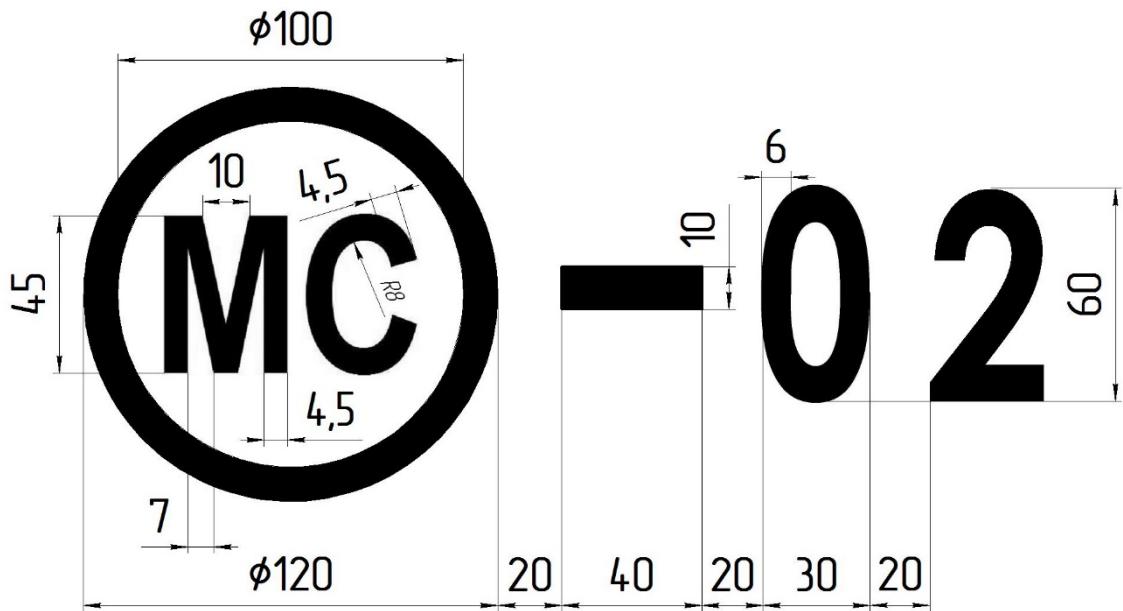


Figure 3  
Loading gauge 02-VM

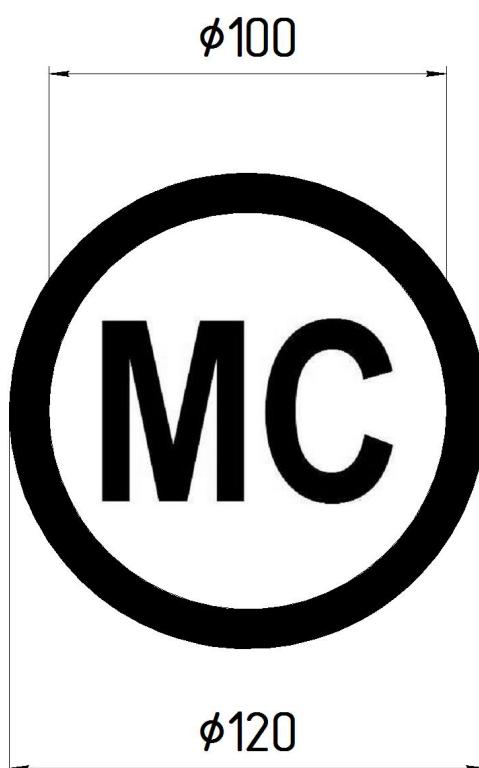


Figure 4  
Loading gauge 03-VM

**Appendix 30 to the PGV**  
(to Appendix 1 to the PGV, item 12.8)

**SIGNS FOR WAGONS  
WITH GAUGE-ADJUSTABLE WHEELSETS**

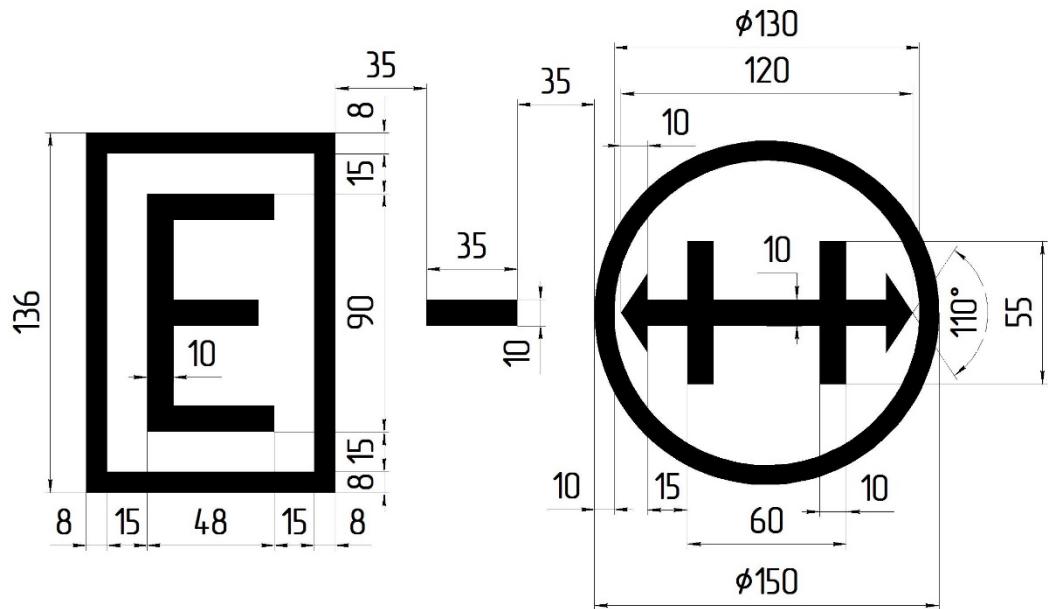


Figure 1 For wagons with automatic gauge-adjustable wheelsets  
of 1435 mm and 1520 mm gauges

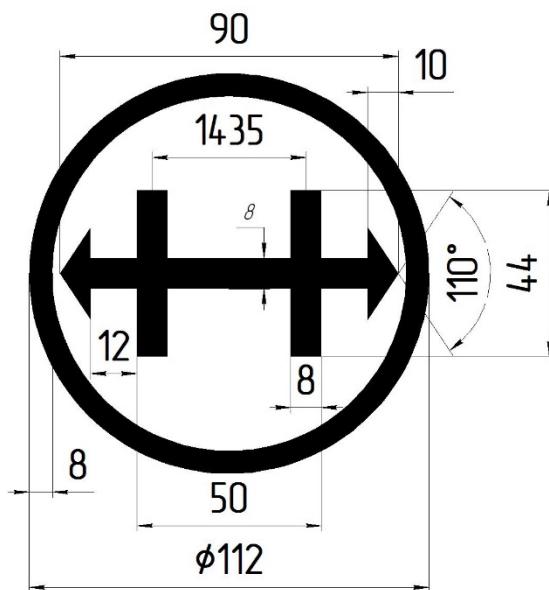


Figure 2 For bogies of wagons registered on railways of 1435 mm gauge

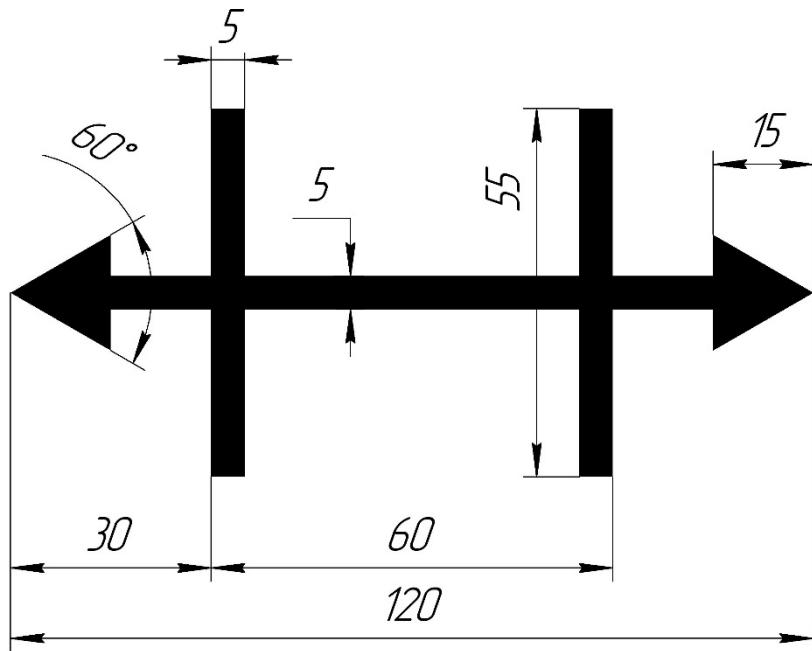


Figure 3 For bogies of wagons registered on railways of 1520 mm gauge

**Appendix 31 to the PGV**  
(to Appendix 1 to the PGV, item 12.9)

**HIGH VOLTAGE WARNING SIGNS**

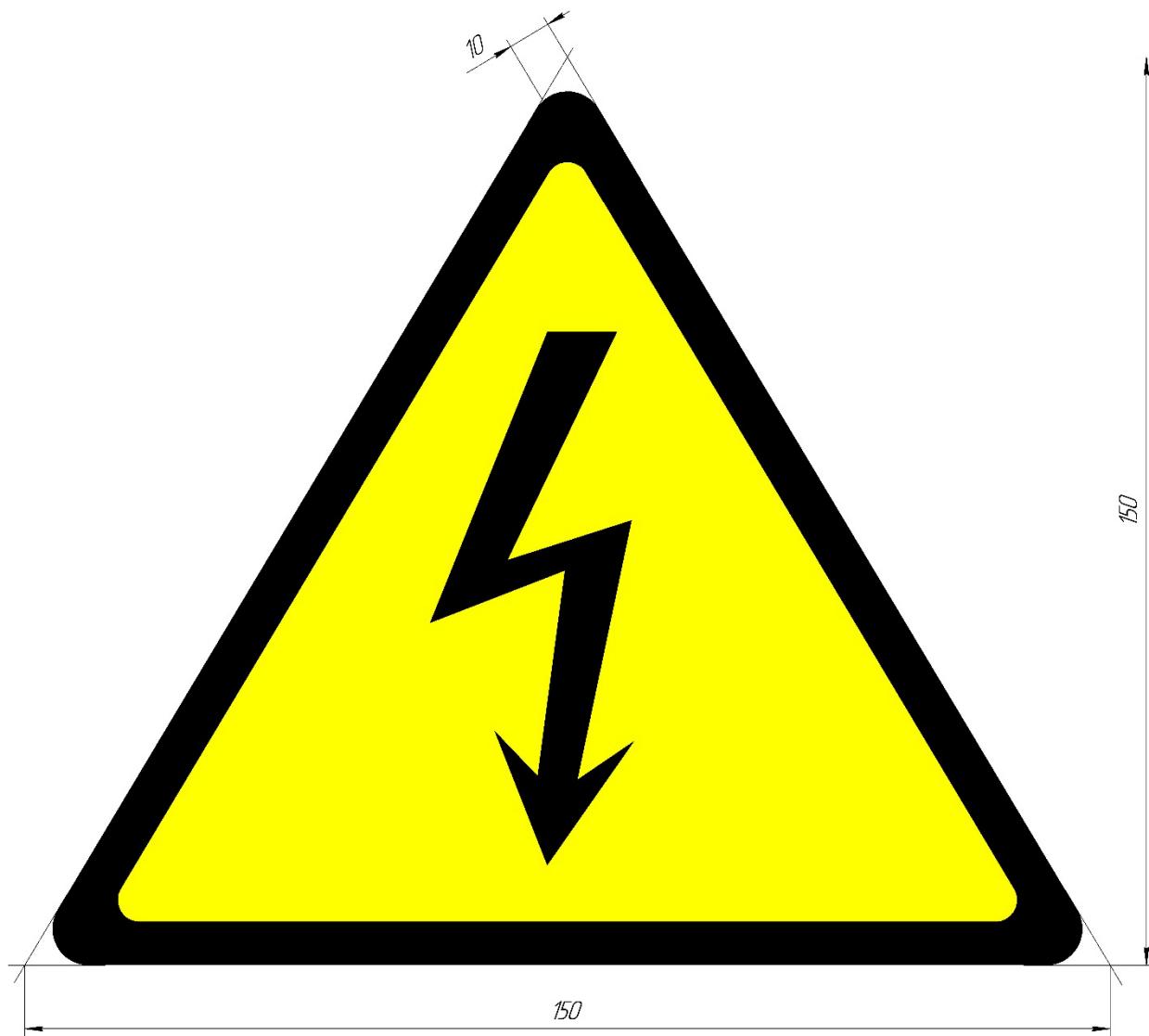


Figure 1.a. The sign to be affixed to wagons of 1435 mm track gauge.

The colour of the lightning flash and triangle is black; the colour of the sign field is reflective yellow. The size of the sign depends on where it is to be placed.



1 - yellow

2 - black

3 - red

Figure 1.b. The sign to be affixed to wagons of 1435 mm track gauge

Wagons of 1435 mm track gauge, the design of which allows to rise to a height of more than 2000 mm from the rail head, meeting two criteria:

1. Outside the end walls there are horizontal elements with a maximum vertical distance of 450 mm.
2. These elements should have a depth of at least 50 mm or enable to climb onto the wagon.

Location: on wagons with steps or ladders, in the immediate vicinity of these elements and at such a height that the sign is visible before reaching the danger zone. It is intended for use on wagons in which the top step or top of the ladder is more than 2000 mm above the level of the rail head or the design of which provides access for climbing on them. This sign can be displayed on a 400 x 220 mm rectangular blue background.

Meaning: Warning - high voltage. Stop! You are entering a dangerous area. Only authorized personnel should work in this area after taking the necessary precautions.



Fig.1.b. The sign to be affixed to wagons of 1435 mm track gauge.

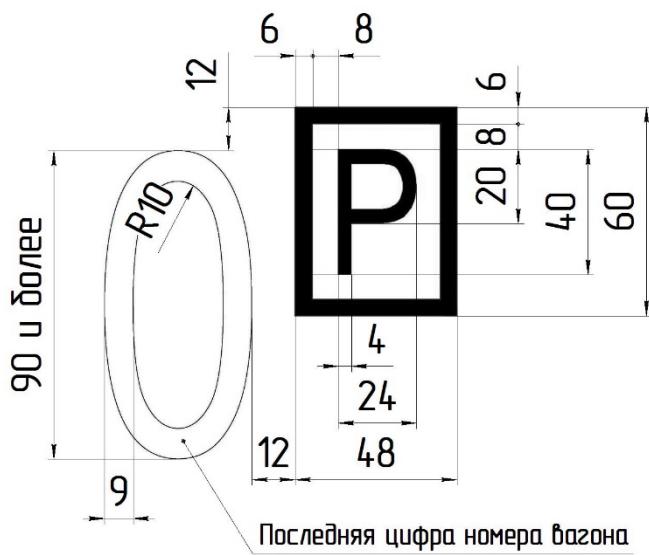
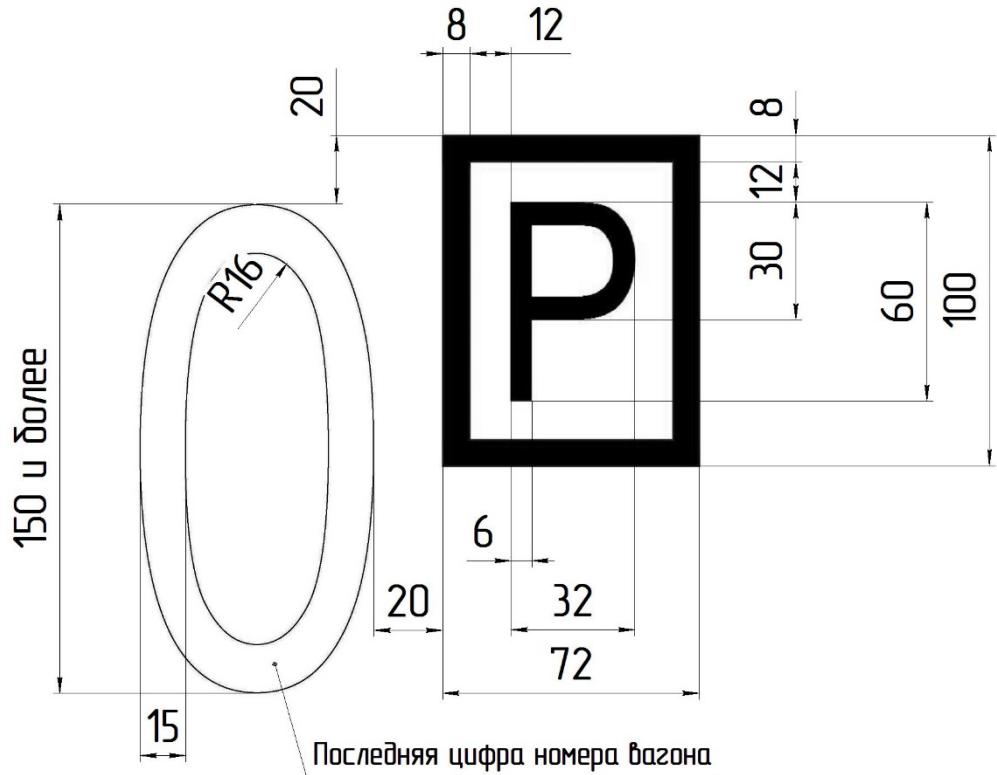


Figure 2. The sign to be affixed to wagons of 1520 mm gauge.

The colour of the lightning flash and triangle is black; the colour of the sign field is yellow.

**Appendix 32 to the PGV**  
(to Appendix 1 to the PGV, item 12.13.1)

**SIGN ON WAGON NOT HANDED OVER FOR SHARED USE**



The size of the sign to be indicated depending on the size of the wagon number digits.

**Appendix 33 to the PGV**  
(to Appendix 1 to the PGV, item 12.15)

**SAMPLE SIGNS TO BE AFFIXED TO TANK BOILER**

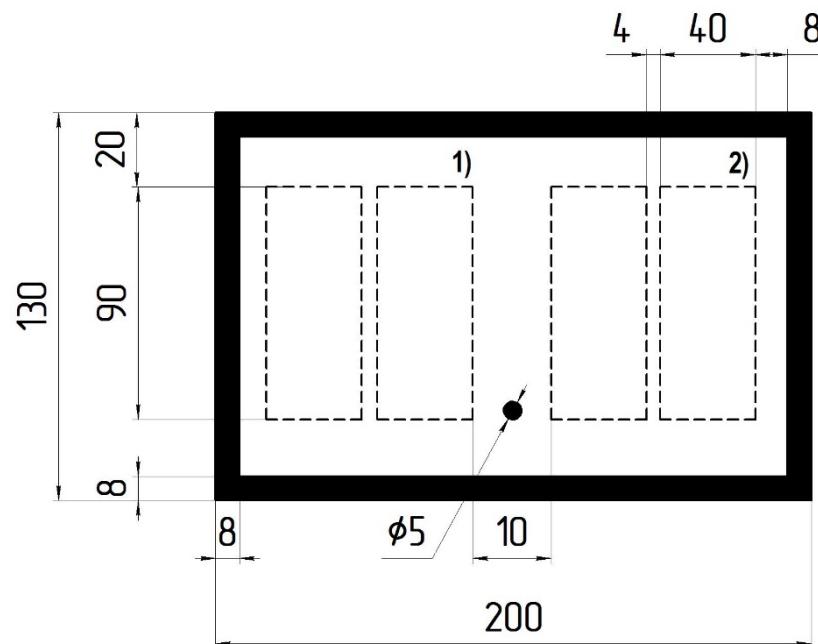


Figure 1

Date of the next periodic inspection (examination) of the tank boiler

- 1) month
- 2) year

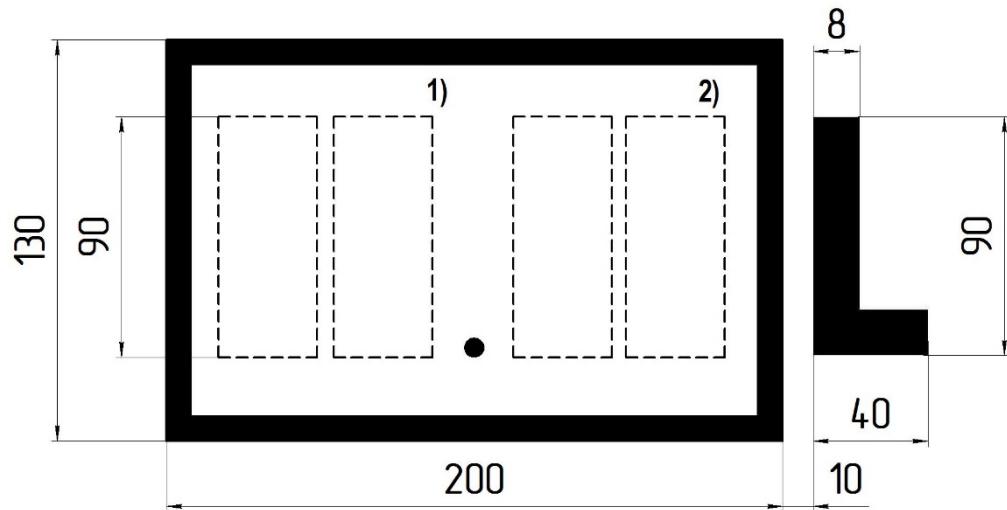


Figure 2

Date of the next intermediate inspection (examination) of the tank boiler (letter L added)

- 1) month
- 2) year



Figure 3

1 – tank code

2 - alphanumeric code of special provisions (TE, TC), if necessary

**Appendix 34 to the PGV**  
(to items 4.5.2 and 7.8)

**WAGON LABEL**

(Abbreviated name of railway undertaking)		<b>Appendix 34 to the PGV</b>
Wagon number		<b>Form M</b>
<b>AFTER UNLOADING TO BE RETURNED TO THE HOME RAILWAY UNLOADED OR LOADED FOR INSPECTION</b>		
Defective parts: (underline as applicable)		
1. wheelsets 2. axle bearing 3. brake 4. wagon underframe/bogie frame 5. bearing spring /spring suspension 6. draw gear 7. buffer gear 8. wagon body	9. roof 10. doors, manholes 11. wagon tare indicated incorrectly 12. wagon derailed 13. inspection period expired 14. used another's spare parts 15. tank/container 16. locks and fittings of a tank and container	17. roof, non-hermetic; wagon body, non-hermetic; tank, non-hermetic; container, non-hermetic. 18. inscriptions/signs 19. loading and unloading devices of a special wagon
Other details .....		
(Stamp of issuing office)	(Date of stamping)	(Signature)

(size roughly 148 x 210 mm)

**Appendix 35 to the PGV**  
 (to Appendix 1 to the PGV, items 2.1.7.2, 2.3.7.2, 4.2)

**WAGON LABEL**  
 (Form K in the GCU)

(RU's symbol)	<b>Label K</b>																							
Wagon number	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 8.33%;"></td><td style="width: 8.33%;"></td></tr> </table>																							
<b>Do not reload /</b> <b>To be repaired following</b>																								
<u>Defective parts:</u> (underline as applicable)																								
1. Wheelsets	12. Wagon derailed	21. Windows																						
2. Wheelset bearing	13. Expired according to the table "Maintenance"	22. Heating -																						
3. Brakes	14. used another's spare parts	23. conditioning																						
4. Bogie/bogie frame	15. Boilers/tanks	24. Lighting																						
5. Bearing spring/ spring suspension	16. Locks and fittings of boilers and tanks	25. Wagon's inner components																						
6. Draw gear	17. Roof, non-hermetic	Inner equipment																						
7. Buffer gear	18. Wagon body, non-hermetic	Accessories																						
8. Wagon body	19. Boiler non-hermetic	26. Toilets/washing devices																						
9. Roof	20. Container, non-hermetic	27. Gangway																						
10. Doors		Inscriptions																						
11. Wagon tare indicated incorrectly																								
<u>Freight traffic code</u> according to Annex 1																								
<table border="1" style="display: inline-table; vertical-align: middle;"> <tr><td></td><td></td><td></td><td></td><td></td></tr> </table>																								
<u>Actions:</u> _____																								
(Stamp of issuing office)				(Date of stamping)				(Signature)																

blue, size roughly 148 x 210 mm

K labels are to be affixed to both sides of the wagon in a clearly visible position, close to the label holder or on the inscription plates.

**Appendix 36 to the PGV (blue)**  
 (to the Appendix 1 to the PGV, items 3.5.2, 3.5.3, 3.5.4)

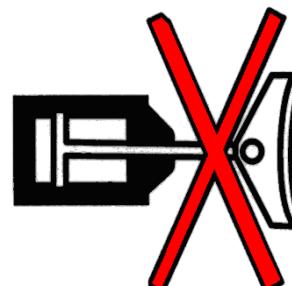
**WAGON LABEL**

(Abbreviated name of railway undertaking)		<b>Appendix 36 to the PGV</b>
Wagon number		<b>Form K</b>
<b>DO NOT RELOAD, AFTER UNLOADING TO BE RETURNED TO HOME RAILWAY</b>		
Defective parts: (underline as applicable)		
1. wheelsets	9. roof	17. roof, non-hermetic; wagon body, non-hermetic; tank, non-hermetic; container, non-hermetic.
2. axle bearings	10. doors, manholes	18. inscriptions/signs
3. brake	11. -----	19. loading and unloading devices of a special wagon
4. wagon underframe/bogie frame	12. wagon derailed	
5. bearing spring /spring suspension	13. inspection period expired	
6. draw gear	14. -----	
7. buffer gear	15. tank/container	
8. wagon body	16. locks and fittings of a tank and container	
Other details..... ..... .....		
(Stamp of issuing office)	(Date of stamping)	(Signature)

(size roughly 148 x 210 mm)

**Appendix 37 to the PGV**  
(to Appendix 1 to the PGV, items 9.13.1 and 9.13.11)

**LABEL ON WAGON WITH DEFECTIVE BRAKE**

Name of railway undertaking _____		
	<b>Defective brake</b>  “ ____ ” 20 ____ (date)  Malfunction ..... .....  (position, first name, last name and signature)  <div style="border: 1px solid black; padding: 2px; display: inline-block;">(Stamp)</div>	

Note:

- label size 145x100 mm;
- signs to be made in proportion to the label size in black on a white background;
- shading film— red

**Appendix 38 to the PGV**  
(to item 16.2)

**PROCEDURE  
for the submission of information  
on wagons in shared use by Parties to the PGV Agreement**

1. This Procedure shall set the method and the timeframe for mutual submission of information by Parties to the PGV Agreement (hereinafter, Parties to the Agreement) that are interested in receiving information on wagons in shared use which are owned or temporarily kept under a contract (hereinafter, wagons in shared use). Such information is mutually submitted in order to support mutual settlement of accounts for the use of wagons.
2. The submission of information on wagons in shared use is intended to provide advance notification to the Parties to the Agreement on the current status of a wagon, including for the purpose of using the information in information processing systems.
3. Information on wagons in shared use is compiled by the relevant Party to the Agreement in conformance with the form provided in Appendix 1 to this Procedure (hereinafter, the List of Wagons).
4. The List of Wagons is built electronically in the MS Excel format and is emailed to the responsible unit of the interested Party to the Agreement as specified in Appendix 2-I to this Procedure. A cover letter accompanying the List of Wagons may be sent as agreed by the Parties to the Agreement.
5. A List of Wagons is provided only once and then must be maintained current by submitting update files. When necessary, the data in a List of Wagons is updated prior to entering a contract of carriage of goods or prior to the arrival of wagons at the transfer station of the railway undertaking handing over the wagons.
6. A List of Wagons shall be updated when a wagon or wagons are: retired, sold, lost, or acquired, or when the term of the lease/use agreement is changed, a new lease/use agreement is concluded, or a technical error is corrected.
7. A List of Wagons is deemed delivered to the relevant Party to the Agreement on the date indicated in the cover letter, or on the date on which the List of Wagons was

emailed. The receipt of a List of Wagons shall be acknowledged with an email message\*.

8. A List of Wagons is auxiliary information for determining the status of wagons in the process of completing Wagon Lists (as set forth in *Appendix 2 to the PGV*) at transfer stations.

9. The Parties to the Agreement may agree to use another mutually agreed procedure or method of interchanging information on wagons in shared use.

---

\* Communicating the information on a List of Wagons to structural divisions of the Party to the Agreement is the responsibility of the Party to the Agreement receiving the List of Wagons.

List of Wagons in Shared Use \_\_\_\_\_  
railway undertaking

(date)

Wagon number	Wagon registration code	Period (day, month, year)*		Note**	Attribute (1-delete, 2- correct, 3-complement)
		from	to		
1	2	3	4	5	6
315153766250	51	-	-	PKP C	
338045050329	80	03.08.2021	31.07.2021	VTG	
378049754286	80	01.01.2021	31.12.2099	WASCO	
215124579040	51		06.02.2021		1

\* to be completed for outsourced/rented wagons;

\*\* to be completed by a Party to the Agreement as needed; for outsourced wagons, the abbreviated name of the company owning the wagon is indicated.

**Explanatory notes for completing a List of Wagons:**

Indicated in the title is the abbreviated name of the Party to the PGV Agreement that compiles and sends to Parties to the PGV Agreement the Lists of Wagons owned by the Party (wagon owner) or temporarily possessed by it under a contract.

**1. The column “Wagon number”:** the number of a wagon (8-digit or 12-digit) is indicated here without spaces or hyphens.

**2. The column “Wagon registration code”:** the 2-digit railway code of the country (state) of registration is indicated here.

**3, 4. The columns “Period from/to”** are completed as follows:

a) for wagons in shared use that are permanently owned by a railway undertaking, these columns are left blank;

b) for wagons that are outsourced by a railway undertaking as wagons in shared use from other companies (from railway undertakings or wagon owner companies), the period during which such a wagon is in temporary possession of the railway undertaking, or, if a wagon was taken into temporary possession for an indefinite period of time, the column “Period from” is completed and the column “Period to” is filled with the constant 31.12.2099;

c) for wagons in shared use that have been leased out by a railway undertaking to a lessee or sold, the column "Period from" is left blank, since in the initial list such wagons were described as wagons in shared use possessed by the lessee company for an indefinite period (i.e. the column "Period to" was left blank). In the column "Period to," the effective date of the lease contract (sale contract) is indicated, i.e. on that date the wagon ceased to be a wagon in shared use owned by the railway undertaking.

In the columns "Period from" and "Period to," the dates are indicated in the DD.MM.YYYY format, where DD is the day, MM the month, and YYYY the year.

**5. The column "Note" is completed:**

- for wagons outsourced by a railway undertaking from other companies as wagons in shared use. The abbreviated name of the company that owns the wagon is indicated in this column;

- for wagons in shared use that were leased out/taken back from lease by a railway undertaking to/from a lessee or sold, the entries "leased out," "sold," or "taken back from lease" are made in the "Notes" column;

- for wagons permanently owned by a railway undertaking, the abbreviated name of the railway undertaking is indicated.

**6. The column "Attribute" is left blank for all wagons on the primary list of wagons (the one that is submitted by the owner railway undertaking only once). For wagons on the update lists, the "Attribute" may have values from 1 to 3.**

**LIST  
of mailing addresses of responsible units within railway companies**

Seq. No.	Name of railway company	Name of responsible unit and its mailing address	Phone number and email address
<b>Republic of Belarus</b>			
Unit responsible for receiving information from carriers that are Parties to the PGV Agreement on 1435-mm gauge wagons in joint use			
1.	Belarusian Railway State Association (BC)	Brest Information Processing Center RUE "Main Computational and Information Processing Center" of BC, 1 Komsomolskaya Street, 224005 Brest, Republic of Belarus	(+375 162) 26 27 07 (+375 162) 26 25 86 ivc3_spiski_eu@brestrw.by
<b>Republic of Belarus</b>			
Unit responsible for providing information on 1520-mm gauge wagons in joint use owned by BC to carriers that are Parties to the PGV Agreement			
2.	Belarusian Railway State Association (BC)	RUE "Main Computational and Information Processing Center" of BC, 9 Brest-Litovskaya Street, 220039 Minsk, Republic of Belarus	(+375 17) 225 11 19 (+375 17) 225 36 42 ircr_spiski_bc@mnsk.rw.by
<b>Republic of Bulgaria</b>			
3.	BDZ Cargo EOOD (LLC)	Operation of freight wagons 3 Ivan Vazov Street, 1080 Sofia, Republic of Bulgaria	+359 885 397 481 pbaeva@bdzcargo.bg; +359 886 307 988 tp_evagoni@bdzcargo.bg
<b>Republic of Poland</b>			
4.	PKP CARGO S.A. in restructuring (JSC)	PKP CARGO S.A. in restructuring Accounting Bureau 3 Sobieszewska Street, 85-713 Bydgoszcz, Republic of Poland	+48 (52) 5292650 rozliczenia.pgw@pkpcargo.com; +48 (52) 5292650 Jaroslaw.Kaszynski@pkpcargo.com
5.	PKP CARGO S.A. in restructuring (JSC)	PKP CARGO S.A. in restructuring Operational Supervision Office 17 Grójecka Street. 02-021 Warsaw, Republic of Poland	+48 (22) 3914936 Bernard.Grzyb@pkpcargo.com; +48 (22) 3914935 Krzesimir.Szulc@pkpcargo.com
6.	PKP CARGO S.A. in restructuring (JSC)	PKP CARGO S.A. in restructuring Operational Supervision Office 11 Świętego Huberta Street, 40-542 Katowice, Republic of Poland	+48 (32) 7221780 Tomasz.Rutkowski@pkpcargo.com

7.	PKP Broad-Gauge Metallurgical Railway Line LLC (PKP Linia Hutnicza Szerokotorowa sp. z o.o.)	Accounting and Wagon Division 11 Szczebrzeska Street, 22-400 Zamość, Republic of Poland	+48 84 5322601 wagonowy@pkp-lhs.pl
<b>Russian Federation</b>			
8.	RZD OJSC	RZD OJSC Transport Service Center 6/2 Kalanchyovskaya Street, 107174 Moscow, Russian Federation	(499) 262-64-78 nikitinamn@cfto.rzd.ru; (499) 262-16-12 nechaeva@cfto.rzd.ru
<b>Slovak Republic</b>			
9.	ZSSK CARGO a.s. (JSC)	ZSSK CARGO a.s., Operations Sector	(+421) 220297205 cargo.U20@zscargo.sk
<b>Republic of Tajikistan</b>			
10.	Rohi Ohani Tojikiston SUE	Assistant Head of ROT SUE for liaison with the OSJD Sorbon Gulahmadov	ni@railway.tj
11.	Rohi Ohani Tojikiston SUE	Head of International Relations Department Ismoil Ismoilov	17081994@inbox.ru
12.	Rohi Ohani Tojikiston SUE	Data Processing Center	ivc@railway.tj
<b>Ukraine</b>			
13.	Joint Stock Company “Ukrainian Railways” ("Ukrainian Railways" JSC)	“Main information processing center” – a subsidiary 21 I.Franko Street, 01054, Kiev, Ukraine	+38 044 465 09 47 givcsmena@lotus.uz.gov.ua

**Appendix 1-I to the PGV**

(to items 4.5.1, 6.1, 7.3 and 20.1 and to Appendix 13 to the PGV)

**ADDRESSES  
of the Parties to the Agreement**

No.	Full and abbreviated name of the Party to the Agreement and its legal address	Postal address, phone, telex, telefax, E-mail: address of business units		
		On technical issues	On financial issues	To send requests for spare parts
1	2	3	4	5
1.	Republic of Belarus (BC)	<p>Wagon maintenance service 220030, Minsk, Lenin St., 17 Phone/Fax: +(375-17)225-46-63 E-mail: <a href="mailto:v@mnsk.rw.by">v@mnsk.rw.by</a></p>	<p>Directorate of the Belarusian Railway 220030, Minsk, Lenin St., 17 Phone: +(375-17)225-48-60 Fax: +(375-17)227-56-48 E-mail: <a href="mailto:ns@rw.by">ns@rw.by</a></p>	<p>Wagon maintenance service 220030, Minsk, Lenin St., 17 Phone/Fax: +(375-17)225-46-63 E-mail: <a href="mailto:v@mnsk.rw.by">v@mnsk.rw.by</a></p>
2.	Holding Bulgarian State Railways (Holding BDZ)	<p>BDZ Cargo EOOD 1080 Sofia, Ivan Vazov St., 3 Republic of Bulgaria</p> <p><u>Freight wagons operation</u> Fax: +(359-2) 987-96-85 E-mail: <a href="mailto:pbaeva@bdz.bg">pbaeva@bdz.bg</a> <a href="mailto:astoianov@bdz.bg">astoianov@bdz.bg</a></p>	<p>BDZ Cargo EOOD 1080 Sofia, Ivan Vazov St., 3 Republic of Bulgaria</p> <p><u>Freight wagons operation</u> Settlement documents Outstanding financial issues E-mail: <a href="mailto:pbaeva@bdz.bg">pbaeva@bdz.bg</a> <a href="mailto:astoianov@bdz.bg">astoianov@bdz.bg</a></p> <p><u>Accounting Office</u> Transaction accounts Mutual settlements E-mail: <a href="mailto:bdzgo@bdz.bg">bdzgo@bdz.bg</a> <a href="mailto:esavova@bdz.bg">esavova@bdz.bg</a></p> <p><u>Revenue auditing, international settlements and claims</u> Fax: +(359-2) 831-21-98 E-mail: <a href="mailto:kprrgo@bdz.bg">kprrgo@bdz.bg</a> <a href="mailto:m_angelov@bdz.bg">m_angelov@bdz.bg</a></p>	<p>BDZ Cargo EOOD 1080 Sofia, Ivan Vazov St., 3 Republic of Bulgaria</p> <p><u>Freight wagons operation</u> Fax: +(359-2) 987-96-85 E-mail: <a href="mailto:pbaeva@bdz.bg">pbaeva@bdz.bg</a> <a href="mailto:astoianov@bdz.bg">astoianov@bdz.bg</a></p> <p>Note. For return of damaged parts - address of the maintenance shop that delivered the spare parts</p>

3.	<p>MAV CJSC Hungarian State Railways MÁV Magyar Államvasutak Zrt.</p> <p>MAV CJSC MÁV Zrt.</p> <p>H-1097 Budapest, Könyves Kálmán krt. 36.</p>	<p>MAV JSC Directorate for Infrastructure Services MÁV Zrt. Pályavasúti Szolgáltatások Igazgatóság</p> <p>H-1384 Budapest, Pf. 780.</p> <p>Phone: +36 1 511 3205 Fax: +36 1 511 4709 E-mail: <a href="mailto:pgv@mav.hu">pgv@mav.hu</a></p>	<p>For general financial matters: MAV CJSC Finance Directorate MÁV Zrt. Pénzügyi Igazgatóság H-1384 Budapest, Pf. 780. Phone: +36 1 511 3321 Fax: +36 1 511 4209 E-mail: <a href="mailto:barkoczi.peter@mav.hu">barkoczi.peter@mav.hu</a></p> <p>For settlement issues: MAV JSC Directorate for Infrastructure Services MÁV Zrt. Pályavasúti Szolgáltatások Igazgatóság H-1384 Budapest, Pf. 780. Phone.: +36 1 511 3205 Fax: +36 1 511 4709 E-mail: <a href="mailto:pgv@mav.hu">pgv@mav.hu</a></p>	<p>Záhony-Port CJSC Záhony-Port Zrt.</p> <p>H – 4625 Záhony, Baross Gábor út 1. Phone: +361 513 3304 Fax: +361 513 3272 +3645425212</p> <p>E-mail: <a href="mailto:gubiklaszlo@zahony-port.hu">gubiklaszlo@zahony-port.hu</a></p>
4.	<p>Rail Cargo Hungaria Zrt. RCH CJSC 1133 Budapest, Váci Avenue 92. Hungary Phone: (+36 1) 512 73 00,  E-mail: <a href="mailto:go.rch@railgo.com">go.rch@railgo.com</a></p>	<p>Rail go Hungaria Zrt. 1133 Budapest, Váci Avenue 92. Hungary <u>Wagon operation</u> E-mail: <a href="mailto:waggon@railgo.com">waggon@railgo.com</a> E-mail: <a href="mailto:istvan.gaal@railgo.com">istvan.gaal@railgo.com</a> Phone: (+36 30) 922 67 18</p>	<p>Rail go Hungaria Zrt. 1133 Budapest, Váci Avenue 92. Hungary <u>Wagon operation</u> Settlement documents Outstanding financial issues E-mail: <a href="mailto:nko@railgo.com">nko@railgo.com</a> Phone: (+36 1) 512 74 62</p> <p><u>General Accounting Office</u> Transaction accounts Mutual settlements Issues related to the Agreement on settlements E-mail: <a href="mailto:ildiko.pancsitsne.nagy@railgo.com">ildiko.pancsitsne.nagy@railgo.com</a> Fax: (+36 1) 512 75 38</p>	<p>Rail go Hungaria Zrt. 1133 Budapest, Váci Avenue 92. Hungary <u>Wagon operation</u> E-mail: <a href="mailto:bela.mester@railgo.com">bela.mester@railgo.com</a>  E-mail: <a href="mailto:ersatzteil@railgo.com">ersatzteil@railgo.com</a></p>

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6.	“Kazakhstan Temir Zholy National Company” JSC (KTZ) 010000, Republic of Kazakhstan, Astana, D. Kunayev St., 6; Phone:+7(7172)60-42-29, 60-42-43 E-mail: <a href="mailto:temirzhol@railways.kz">temirzhol@railways.kz</a>	Wagon Maintenance Department KTZ-Freight Transportation LLP 010000, Republic of Kazakhstan, Astana, D. Kunayev St., 6; Phone: +7(7172) 60-45-15, 60-45-16 E-mail: <a href="mailto:info@ktzh-gp.kz">info@ktzh-gp.kz</a>	Settlement Center for international mutual settlements for passenger and cargo transportation -"Multifunctional Service Center", a subsidiary of KTZ 010000, Republic of Kazakhstan, Astana, D. Kunayev St., 6; Phone: +7(7172) 60-36-38, 60-36-45, 60-36-47, 60-36-50 Fax: +7(7172)60-36-47 E-mail: <a href="mailto:Sultanbek_M@Railways.kz">Sultanbek_M@Railways.kz</a> <a href="mailto:Urisheva_m@railways.kz">Urisheva_m@railways.kz</a>	Wagon Maintenance Department KTZ-Freight Transportation LLP 010000, Republic of Kazakhstan, Astana, D. Kunayev St., 6; Phone: +7(7172) 60-45-15, 60-45-16 E-mail: <a href="mailto:info@ktzh-gp.kz">info@ktzh-gp.kz</a>
7.	China State Railway Group Co., Ltd. KZD 100844, Beijing, Fusinglu St., 10 Phone:+(86-10) 518-418-65 Fax: +(86-10) 639-810-65 +(86 10) 518-476-65	International Cooperation Department, CR 100844, Beijing, Fusinglu St., 10 Phone: +(86-10) 518-418-65 Fax: +(86-10) 639-810-65 +(86 10) 518-476-65	Settlement Center for International Transportation at KZD 100844, Beijing, Fusinglu St., 10 Fax: +(86-10) 518-474-41	Wagon maintenance services of the following border railway administrations:  Harbin Railway Administration (border stations: Manchuria, Suifenhe) 150006, PRC, Harbin, Sidacicze St., 51 Fax: +86-451-864 23155  Shenyang Railway Administration (border stations: Dandong, Jian, Tumen Border Stations) 110001, PRC, Shenyang, Taiyuanbeijie St., 4 Fax: +86-24-620 22972

				<p>Hohhot Railway Administration (Erlan border station) 010051, PRC, Hohhot, Xilingolabeilu St., 30 Fax: +86-471-22 42062</p> <p>Nanning Railway Administration (Pingxiang border station) 530029, PRC, Nanning, Fejilinlu St., 21 Fax: + 86-771-27 21872</p> <p>Kunming Railway Administration (Shanyao border station) 650011, PRC, Kunming, Tangshuangbeilu St., 548 Fax: + 86-871-39 22700</p> <p>Ürümqi Railway Administration (border stations: Alshankou, Khorgos) 830011, PRC, Ürümqi, Henansilu St., 1 Fax: + 86-0991-383 9956</p>
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10.	«LDZ CARGO» Limited Liability Company, «LDZ CARGO» LLC, legal address: Dzirnavu St., 147 k-1, Riga, Latvia, postcode LV-1050 E-mail: <a href="mailto:cargo@ldz.lv">cargo@ldz.lv</a>	Wagon Operation Division, Technical Department Actual address: Turgenev St.,14, room 444, Riga, Latvia, postcode LV-1050, Phone:+371 67234628; +371 67234185; E-mail: <a href="mailto:raimonds.mazalevskis@ldz.lv">raimonds.mazalevskis@ldz.lv</a> ; <a href="mailto:aleksandrs.krupskis@ldz.lv">aleksandrs.krupskis@ldz.lv</a>	Bureau for Transport Settlements, Department of Finance, actual address: Turgenev St.,14, Riga, Latvia, postcode LV-1050, Phone: +371 67234711; E-mail: <a href="mailto:konstantins.nikiforovs@ldz.lv">konstantins.nikiforovs@ldz.lv</a>  Financial Division, Department of Finance, actual address: Turgenev St.,14, Riga, Latvia, postcode LV-1050, Phone: +371 67233087; +371 6723394 E-mail: <a href="mailto:inna.spulunga@ldz.lv">inna.spulunga@ldz.lv</a> ; <a href="mailto:jelena.misceenko@ldz.lv">jelena.misceenko@ldz.lv</a>	Wagon Operation Division, Technical Department Actual address: Turgenev St.,14, room 443, Riga, Latvia, postcode LV-1050, Phone:+37167234185; +37167233676, E-mail: <a href="mailto:aleksandrs.krupskis@ldz.lv">aleksandrs.krupskis@ldz.lv</a> ; <a href="mailto:jevgenijs.rilevs@ldz.lv">jevgenijs.rilevs@ldz.lv</a>
11.	JSC «Lietuvos geležinkelai»(LTG 0024)  Lietuvos Respublika Geležinkelio gatvė 16, LT-02100, Vilnius, Phone: +(370-5) 269-20-38 e-mail: <a href="mailto:info@ltg.lt">info@ltg.lt</a>	JSC “LTG Cargo” - part of the Lithuanian Railways group Lietuvos Respublika Geležinkelio, 12 LT-02100, Vilnius,  Technologies of freight wagons Phone:+370 61806520 E-mail: <a href="mailto:g.bukauskiene@ltgcargo.lt">g.bukauskiene@ltgcargo.lt</a>	JSC “LTG Cargo” - part of the Lithuanian Railways group Lietuvos Respublika Geležinkelio, 12 LT-02100, Vilnius  Control for Settlements Pelesos g. 10, LT-02111 Vilnius, Lietuvos Respublika Phone: +370 616 31272, +370 620 16433 E-mail: <a href="mailto:fac2@ltgcargo.lt">fac2@ltgcargo.lt</a> ; <a href="mailto:grazina.burmistroviene@ltgcargo.lt">grazina.burmistroviene@ltgcargo.lt</a>	JSC “LTG Cargo” - part of the Lithuanian Railways group Lietuvos Respublika Geležinkelio, 12 LT-02100, Vilnius  Technologies of freight wagons Phone:+370 61806520 E-mail: <a href="mailto:g.bukauskiene@litrail.lt">g.bukauskiene@litrail.lt</a>
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16.	Russian Railways OJSC (RZD OJSC) 107174 Moscow Nowaja Basmannaja St., 2/1 bldg.1 Phone: +7 (499) 262-16-28 Fax: +7 (499) 975-24-11	Wagon Maintenance Department, Central Directorate for Infrastructure—a subsidiary of RZD OJSC 107174, Moscow, Kalanchyovskaya St., 35 Phone: +7 (499) 262-18-38 Fax: +7 (499) 262-67-77 E-mail: <a href="mailto:cv-rzd@mail.ru">cv-rzd@mail.ru</a>	International Rail Transportation Settlement Center “Railway Settlements». P.O. Box 28 107174, Moscow, Nowaja Basmannaja St., 2/1, bldg.1 Phone: +7 (499) 262-49-67 Fax: +7 (499) 262-85-93 +7 (499) 262-58-38 E-mail: <a href="mailto:centerzdr@center.rzd.ru">centerzdr@center.rzd.ru</a>	Wagon Maintenance Department, Central Directorate for Infrastructure—a subsidiary of RZD OJSC 107174, Moscow, Kalanchyovskaya St., 35 Phone: +7 (499) 262-18-38 Fax: +7 (499) 262-67-77 E-mail: <a href="mailto:cv-rzd@mail.ru">cv-rzd@mail.ru</a>

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19.	Unicom Tranzit JSC (UT) 077190 Voluntari, Județ Ilfov Bulevard Pipera 1-IA, corp A, 3,4 and 5 floor, Romania  Phone: +4021 232 99 48 Fax: +4021 232 98 85  <a href="http://www.unicom-group.ro">http://www.unicom-group.ro</a>  E-mail: <a href="mailto:tranzit@unicom-group.ro">tranzit@unicom-group.ro</a>	Rolling Stock Department  Unicom Tranzit JSC (UT) 077190 Voluntari, Județ Ilfov Bulevard Pipera 1-IA, corp A, 3,4 and 5 floor, Romania  Phone: +4021 232 99 48 Fax: +4021 232 98 85  Alexandru TRANDAFIR Phone: +4021 232 99 48 Fax: +4021 232 98 85 Mob.: +40 756 018 670 E-mail: <a href="mailto:Alexandru.TRANDAFIR@unicom-group.ro">Alexandru.TRANDAFIR@unicom-group.ro</a>	Commercial Department  Unicom Tranzit JSC (UT) 077190 Voluntari, Județ Ilfov Bulevard Pipera 1-IA, corp A, 3,4 and 5 floor, Romania  Phone: +4021 232 99 48 Fax: +4021 232 98 85  Rocsana.SIMOIU Mob.: +40 721 289 102 E-mail: <a href="mailto:Rocsana.SIMOIU@unicom-group.ro">Rocsana.SIMOIU@unicom-group.ro</a>  Adrian KURUSU Mob: +40 741 201 154 E-mail: <a href="mailto:andrian.ausu@unicom-group.ro">andrian.ausu@unicom-group.ro</a>	Rolling Stock Department  Unicom Tranzit JSC (UT) 077190 Voluntari, Județ Ilfov Bulevard Pipera 1-IA, corp A, 3,4 and 5 floor, Romania  Phone: +4021 232 99 48 Fax: +4021 232 98 85  Alexandru TRANDAFIR Phone: +4021 232 99 48 Fax: +4021 232 98 85 Mob.: +40 756 018 670 E-mail: <a href="mailto:Alexandru.TRANDAFIR@unicom-group.ro">Alexandru.TRANDAFIR@unicom-group.ro</a>

20.	Cargo Trans Vagon S.A. (CTV) Vaselor St., nr. 34, sector 2, 021254, Bucuresti, Romania. Phone: +4021 212 33 57, Fax: +4021 212 33 57, E-mail: office@cargotransvagon.ro	Rolling Stock Department, Cargo Trans Vagon S.A., Vaselor St., nr. 34, sector 2, 021254, Bucuresti, Romania.  Matei Ion Phone: +40751 220 449, Fax: +4021 212 33 57, E-mail: matei@tts-group.ro	Comercial Department, Cargo Trans Vagon S.A., Vaselor St., nr. 34, sector 2, 021254, Bucuresti, Romania  Grigore Remus Phone: +40724220950, Fax: +4021 212 33 57, E-mail: remus.grigore@tts-group.ro	Rolling Stock Department, Cargo Trans Vagon S.A., Vaselor St., nr. 34, sector 2, 021254, Bucuresti, Romania.  Matei Ion Phone: +40751 220 449, Fax: +4021 212 33 57, E-mail: matei@tts-group.ro
21.	SLOVAK REPUBLIC Joint Stock Company “Railway Company Cargo Slovakia”  ZSSK CARGO  Železničná spoločnosť Cargo Slovakia, a.s. Tomášikova 28B 821 01 Bratislava Slovenská republika  Phone: (+421) 903 430 197 E-mail: cargo.gr@zscargo.sk	Railway Company Cargo Slovakia JSC Železničná spoločnosť Cargo Slovakia, a.s. Úsek prevádzky Puškinova 3 040 01 KOŠICE  Phone: +(421) 55 229 54 11 E-mail: Cargo.U20@zscargo.sk	Railway Company Cargo Slovakia JSC Železničná spoločnosť Cargo Slovakia, a.s. Úsek ekonomiky Sekcia odúčtovania tržieb železníc Puškinova 3 040 01 KOŠICE  Phone: (+421) 911 989 340 e-mail: Cargo.U54@zscargo.sk	Railway Company Cargo Slovakia JSC Železničná spoločnosť Cargo Slovakia, a.s. Úsek prevádzky Sekcia technicko-technologickej prípravy prevádzky Puškinova 3 04001 KOŠICE  Phone: (+421) 903 909 295 E-mail: Cargo.S21@zscargo.sk
22.	SUE “Rohi ohani Tojikiston” Dushanbe, Nazarshoeva St., 35 Phone: +992372218854 Fax: +992372218334 E-mail: <a href="mailto:railway@tajikiston.com">railway@tajikiston.com</a>	SUE (State Unitary Enterprise) “Rohi ohani Tojikiston” 734012, Dushanbe, Savdo St., 4a Wagon Maintenance Service  Phone: +(99 237) 223-02-29 Fax: +(99 237) 227-73-20 E-mail: <a href="mailto:vchd1@railway.tj">vchd1@railway.tj</a>	SUE “Rohi ohani Tojikiston” Dushanbe, Nazarshoeva St., 35 Financial and Economic Service Phone: +992372214233	SUE (State Unitary Enterprise) “Rohi ohani Tojikiston” 734012, Dushanbe, Savdo St., 4a Wagon Maintenance Service  For return of damaged parts: 734012, Dushanbe, Savdo St., 4a Freight wagon depot Dushanbe VChD-1 Fax: +(99 237) 227-73-20 Phone: +(99 237) 223-02-29 E-mail: <a href="mailto:vchd1@railway.tj">vchd1@railway.tj</a>
23.	JSC “O’zbekiston temir yo’llari” yo’llari” UTI 100060, Tashkent, T. Shewchenko St., 7 Phone: +(998-71) 238-80-28	Strategic Development Department 100060, Tashkent, T. Shewchenko St., 7 Phone: +(998-71) 238-83-33 Fax: +(998-71) 238-82-42 E-mail: <a href="mailto:okmts@uzrailway.uz">okmts@uzrailway.uz</a>	Center “Uzzheldorraschet” 100060, Tashkent, T. Shewchenko St., 7 Phone: +(998-71) 238-80-36 Fax: +(998-71) 237-87-46 E-mail: <a href="mailto:uzgdrm@yandex.ru">uzgdrm@yandex.ru</a>	Wagon Maintenance Department 100060, Tashkent, T. Shewchenko St., 7 Phone: +(998-71) 238-83-99 Fax: +(998-71) 237-91-76 E-mail: <a href="mailto:vt@uzrailway.uz">vt@uzrailway.uz</a>

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24.	<p>Joint Stock Company “Ukrainian Railways” ("Ukrainian Railways" JSC)</p> <p>Jerzy Giedroyc St., 5, Kiev, Ukraine, 03150 Phone: + (380 44) 465-00-30, 465-00-00 Fax: + (38044) 465-10-59, 465-32-44 E-mail: <a href="mailto:uz@uz.gov.ua">uz@uz.gov.ua</a></p>	<p>Wagon Maintenance Department, Joint Stock Company “Ukrainian Railways” ("Ukrainian Railways" JSC)</p> <p>Jerzy Giedroyc St., 5, Kiev, Ukraine, 03150 Phone: + (380 44) 465-03-24, 465-03-00 Fax: + (380 44) 465-03-37, 465-03-34, 465-03-31</p>	<p>Unified Settlement Center for Railway Transportation – a subsidiary of “Ukrainian Railways” JSC</p> <p>Umanskaya St., 5, Kiev, Ukraine, 03150 Phone: + (380 44) 465-11-00 + (380 44) 465-11-09 Fax: + (380 44) 244-09-33 E-mail: <a href="mailto:erc@lotus.uz.gov.ua">erc@lotus.uz.gov.ua</a></p>	<p>Wagon Maintenance Department, Joint Stock Company “Ukrainian Railway” ("Ukrainian Railways" JSC)</p> <p>Jerzy Giedroyc St., 5, Kiev, Ukraine, 03150 Phone: + (380 44) 465-03-24, 465-03-00 Fax: + (380 44) 465-03-37, 465-03-34 465-03-31 Subdivision “Wagon Maintenance Service” of the Regional Subsidiary “Lviv Railway” “Ukrainian Railways” JSC Gogol St., 1, Lviv, 79000 Fax: + (380 44) 465-03-24 Phone: + (380 44) 465-03-00 Fax: + (380 32) 226-37-81 Phone: + (380 32) 226-45-65 Phone: + (380 32) 226-45-22 E-mail: <a href="mailto:vg.lvivzal@gmail.com">vg.lvivzal@gmail.com</a></p>
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**Appendix 2-I to the PGV**  
 (to items 4.4, 4.8 and Appendices 2.1 and 2.1a to the PGV)

**LIST  
 of handover / accepting railway undertakings**

Transfer stations	Handover / accepting railway undertakings				Time to be applied for wagons transfer and noted in wagon list	
	Full name	Abbreviated name	Full name	Abbreviated name	During winter season	During summer season
Bruzgi – Kuźnica Białostocka-	Belarusian Railway	BC	Joint Stock Company “PKP CARGO in restructuring”	PKP CARGO	GMT+2	GMT+2
Svisloch - Siemianówka	Belarusian Railway	BC	Joint Stock Company “PKP CARGO in restructuring”	PKP CARGO	GMT+2	GMT+2
Brest - Terespol	Belarusian Railway	BC	Joint Stock Company “PKP CARGO in restructuring”	PKP CARGO	GMT+2	GMT+2
Brest - Kovel	Belarusian Railway	BC	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	GMT+2	GMT+2
Luninets - Sarny	Belarusian Railway	BC	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	GMT+2	GMT+2
Kalinkavichy – Korosten (Ovruch)	Belarusian Railway	BC	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	GMT+2	GMT+2
Gomel - Chernihiv	Belarusian Railway	BC	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	GMT+2	GMT+2
Ruse – Giurgiu	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	National Rail Freight Company of Romania	CFR Marfa	GMT+2	GMT+3
Ruse – Giurgiu	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	Joint Stock Company “Grup Feroviar Român”	GFR	GMT+2	GMT+3
Ruse – Giurgiu	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	Joint Stock Company “Unicom Tranzit”	UT	GMT+2	GMT+3
Kardam – Negru Vodă	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	National Rail Freight Company of Romania	CFR Marfa	GMT+2	GMT+3
Kardam – Negru Vodă	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	Joint Stock Company “Grup Feroviar Român”	GFR	GMT+2	GMT+3

Kardam – Negru Vodă	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	Joint Stock Company “Unicom Tranzit”	UT	GMT+2	GMT+3
Varna – Illichivsk (ferry)	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	GMT+2	GMT+3
Vidin Tovarna - Golents	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	Joint Stock Company “Unicom Tranzit”	UT	GMT+2	GMT+3
Ruse- Giurgiu	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	Joint Stock Company “Cargo Trans Vagon”	CVT	GMT+2	GMT+3
Vidin Tovarna-Golents	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	Joint Stock Company “Cargo Trans Vagon”	CVT	GMT+2	GMT+3
Dostyk-Alashankou	Joint Stock Company “Kazakhstan Temir Zholy National Company”	KTZ	China State Railway Group Co., Ltd.	CR	GMT+8 (Beijing time)	GMT+8 (Beijing time)
Altynkol - Khorgos	Joint Stock Company “Kazakhstan Temir Zholy National Company”	KTZ	China State Railway Group Co., Ltd.	CR	GMT+8 (Beijing time)	GMT+8 (Beijing time)
Daugavpils - Polotsk	Limited Liability Company “LDZ GO”	LDZ GO	Belarusian Railway	BC	GMT+2	GMT+2
Rēzekne 2 - Pytalovo	Limited Liability Company “LDZ GO”	LDZ GO	Open Joint Stock Company «Russian Railways»	RZD OJSC	GMT+2	GMT+2
Rēzekne 2 - Sebezh	Limited Liability Company “LDZ GO”	LDZ GO	Open Joint Stock Company «Russian Railways»	RZD OJSC	GMT+2	GMT+2
Mockava – Trakiszki	Joint Stock Company “Lietuvos geležinkeliai”	LTG	Joint Stock Company “PKP CARGO in restructuring”	PKP CARGO	GMT+2	GMT+1
Mockava / Trakiszki	Joint Stock Company “Lietuvos geležinkeliai”	LTG	DB CARGO POLSKA S.A.	DB CARGO POLSKA	GMT+2/ GMT+1	GMT+3/ GMT+2
Trakiszki	Joint Stock Company “Lietuvos geležinkeliai”	LTG	CAPTRAIN POLSKA Sp. z o.o.	CAPTRAIN POLSKA	GMT+2/ GMT+1	GMT+3/ GMT+2
Trakiszki	Joint Stock Company “Lietuvos geležinkeliai”	LTG	Joint Stock Company “RAIL POLSKA”	RAIL POLSKA	GMT+2/ GMT+1	GMT+3/ GMT+2
Ungheni – Cristești Jijia	State Enterprise “Railway of Moldova”	CFM	National Rail Freight Company of Romania	CFR Marfa	GMT+2	GMT+3
Ungheni – Cristești Jijia	State Enterprise «Railway of Moldova»	CFM	Joint Stock Company “Grup Feroviar Român”	GFR	GMT+2	GMT+3
Ungheni – Cristești Jijia	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Unicom Tranzit”	UT	GMT+2	GMT+3

Giurgiulesti – Galați	State Enterprise “Railway of Moldova”	CFM	National Rail Freight Company of Romania	CFR Marfa	GMT+2	GMT+3
Giurgiulesti – Galați	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Grup Feroviar Român”	GFR	GMT+2	GMT+3
Giurgiulesti – Galați	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Unicom Tranzit”	UT	GMT+2	GMT+3
Ungheni – Cristești Jijia	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Cargo Trans Vagon”	CVT	GMT+2	GMT+3
Giurgiulesti – Galați	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Cargo Trans Vagon”	CVT	GMT+2	GMT+3
Kolbasna – Slobodka	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC		
Novosavitskaya - Kuchurgan	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC		
Etulia - Reni	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC		
Giurgiulesti – Reni	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC		
Ocnița – Mohyliv-Podilskyi	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC		
Ocnița – Sokiryany	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC		
Medveja - Larga	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC		
B.P. 61 km - Mamalyga	State Enterprise “Railway of Moldova”	CFM	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC		
Zamiin-uud – Erlian	Mongolian-Russian Joint Stock Company “Ulan Bator Railway”	UBZD	China State Railway Group Co., Ltd.	KZD	GMT+8	GMT+8
Kavkaz – Varna (ferry)	Open Joint Stock Company «Russian Railways»	RZD OJSC	Sole Owner Joint Stock Company “Holding Bulgarian State Railways”	Holding BDZ	GMT+4 (at Holding BDZ) GMT+3 (at RZD)	GMT+4 (at Holding BDZ) GMT+3 (at RZD)
Grodekovo - Suifenhe	Open Joint Stock Company «Russian Railways»	RZD OJSC	China State Railway Group Co., Ltd.	KZD	GMT+4 (at KZD) GMT+8 (at RZD)	GMT+4 (at KZD) GMT+8 (at RZD)

Zabaikalsk - Manchuria	Open Joint Stock Company «Russian Railways»	RZD OJSC	China State Railway Group Co., Ltd.	KZD	GMT+4 (at KZD) GMT+8 (at RZD)	GMT+4 (at KZD) GMT+8 (at RZD)
Leninsk - Tongjiang	Open Joint Stock Company «Russian Railways»	RZD OJSC	China State Railway Group Co., Ltd.	KZD	GMT+4 (at KZD) GMT+8 (at RZD)	GMT+4 (at KZD) GMT+8 (at RZD)
Khasan - Tumangan	Open Joint Stock Company «Russian Railways»	RZD OJSC	Railways of the Democratic People's Republic of Korea	ZC	GMT+4	GMT+4
Naushki - Sükhbaatar	Open Joint Stock Company «Russian Railways»	RZD OJSC	Mongolian-Russian Joint Stock Company «Ulan Bator Railway»	UBTZ	GMT+8	GMT+8
Solovievsk - Ereentsav	Open Joint Stock Company «Russian Railways»	RZD OJSC	Mongolian-Russian Joint Stock Company «Ulan Bator Railway»	UBTZ	GMT+4	GMT+4
Braniewo - Mamonovo	Open Joint Stock Company «Russian Railways»	RZD OJSC	Joint Stock Company “PKP CARGO in restructuring”	PKP CARGO	GMT+2	GMT+2
Skandawa – Zheleznodorozhny	Open Joint Stock Company «Russian Railways»	RZD OJSC	Joint Stock Company “PKP CARGO in restructuring”	PKP CARGO	GMT+2	GMT+2
Karakalpakstan export - Oasis KTZ	JSC “O’zbekiston temir yo’llari”	UTI	Joint Stock Company “Kazakhstan Temir Zholy National Company”	KTZ	Moscow time	Moscow time
Uchkurgan export - Shamaldysay KRG	JSC “O’zbekiston temir yo’llari”	UTI	SE “Kyrgyz Temir Zholu National Company”	KRG	Moscow time	Moscow time
Bekabad export - Spitamen TDZ	JSC “O’zbekiston temir yo’llari”	UTI	SUE “Rohi ohani Tojikiston”	TDZ	Moscow time	Moscow time
Kudukli export - Pakhtaabad	JSC “O’zbekiston temir yo’llari”	UTI	SUE “Rohi ohani Tojikiston”	TDZ	Moscow time	Moscow time
Khojadavlet export - Farap	JSC “O’zbekiston temir yo’llari”	UTI	Turkmenistan Railways	TRK	Moscow time	Moscow time
Syrdaryinskaya export - Pakhtaaral	JSC “O’zbekiston temir yo’llari”	UTI	Joint Stock Company “Kazakhstan Temir Zholy National Company”	KTZ	Moscow time	Moscow time
Shavat export – Dashoguz	JSC “O’zbekiston temir yo’llari”	UTI	Turkmenistan Railways	TRK	Moscow time	Moscow time
Suvonobod export - Istiklol	JSC “O’zbekiston temir yo’llari”	UTI	SUE “Rohi ohani Tojikiston”	TDZ	Moscow time	Moscow time
Keles export – Sary-Agach	JSC “O’zbekiston temir yo’llari”	UTI	Joint Stock Company “Kazakhstan Temir Zholy National Company”	KTZ	Moscow time	Moscow time
Naimankul export - Takhiatash	JSC “O’zbekiston temir yo’llari”	UTI	Turkmenistan Railways	TRK	Moscow time	Moscow time

Pitnyak export - Gazodzhak	JSC “O’zbekiston temir yo’llari”	UTI	Turkmenistan Railways	TRK	Moscow time	Moscow time
Nishan export - Talimarjan	JSC “O’zbekiston temir yo’llari”	UTI	Turkmenistan Railways	TRK	Moscow time	Moscow time
Boldyr export – Passing point-161	JSC “O’zbekiston temir yo’llari”	UTI	Turkmenistan Railways	TRK	Moscow time	Moscow time
Sawai export - Karasu-Uzbeksky	JSC “O’zbekiston temir yo’llari”	UTI	SE “Kyrgyz Temir Zholu National Company”	KRG	Moscow time	Moscow time
Sultanabad export - Karasu-Uzbeksky	JSC “O’zbekiston temir yo’llari”	UTI	SE “Kyrgyz Temir Zholu National Company”	KRG	Moscow time	Moscow time
Kuvasay export - Point 38 km	JSC “O’zbekiston temir yo’llari”	UTI	SE “Kyrgyz Temir Zholu National Company”	KRG	Moscow time	Moscow time
Khanabad export - Jalal-Abad	JSC “O’zbekiston temir yo’llari”	UTI	SE “Kyrgyz Temir Zholu National Company”	KRG	Moscow time	Moscow time
Batevo - Epereske	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	1) Closed Joint Stock Company “Hungarian State Railways”; 2) Closed Joint Stock Company “Rail Cargo Hungaria”	MAV CJSC RCH CJSC	GMT+1	GMT+2
Chop - Záhony	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	1) Closed Joint Stock Company “Hungarian State Railways”; 2) Closed Joint Stock Company “Rail Cargo Hungaria”	MAV CJSC RCH CJSC	GMT+1	GMT+2
Izov - Hrubieszów	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Limited Liability Company “PKP Broad Gauge Metallurgical Railway Line”	PKP LHS	GMT+1	GMT+2
Mostiska II - Medyka	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “PKP CARGO in restructuring”	PKP CARGO	GMT+1	GMT+2
Rava-Russkaya - Werchrata	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “PKP CARGO in restructuring”	PKP CARGO	GMT+1	GMT+2
Jagodzin - Dorohusk	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “PKP CARGO in restructuring”	PKP CARGO	GMT+1	GMT+2
Vadul-Siret – Vicșani	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	National Rail Freight Company of Romania	CFR Marfa	GMT+2	GMT+3
Vadul-Siret – Vicșani	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “Grup Feroviar Român”	GFR	GMT+2	GMT+3

Vadul-Siret – Vicșani	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “Unicom Tranzit”	UT	GMT+2	GMT+3
Dyakovo - Halmeu	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	National Rail Freight Company of Romania	CFR Marfa	GMT+2	GMT+3
Dyakovo - Halmeu	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “Grup Feroviar Român”	GFR	GMT+2	GMT+3
Dyakovo - Halmeu	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “Unicom Tranzit”	UT	GMT+2	GMT+3
Reni – Galati	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	National Rail Freight Company of Romania	CFR Marfa	GMT+2	GMT+3
Vadul-Siret – Vicșani	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “Cargo Trans Vagon”	CVT	GMT+2	GMT+3
Dyakovo - Halmeu	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “Cargo Trans Vagon”	CVT	GMT+2	GMT+3
Reni – Galati	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “Cargo Trans Vagon”	CVT	GMT+2	GMT+3
Uzhgorod - Matevce	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “Railway Company Cargo Slovakia”	ZSSK CARGO	GMT+1	GMT+2
Chop – Čierna nad Tisou	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	Joint Stock Company “Railway Company Cargo Slovakia”	ZSSK CARGO	GMT+1	GMT+2

**Appendix 3-I to the PGV**  
(to Appendices 4 and 15 to the PGV)

**LIST  
of abbreviated names and codes of railway undertakings (RUs)**

No.	RU's name	Abbreviated name	Digital code
1.	Belarusian Railway	BC	0021
2.	Holding Bulgarian State Railways EAD	Holding BDZ	0052
3.	Hungarian State Railways CJSC	MAV CJSC	0055
4.	Rail Cargo Hungaria CJSC	RCH CJSC	2155
5.	Railways of the Islamic Republic of Iran	RAI	0096
6.	“Kazakhstan Temir Zholy National Company” JSC	KZH	0027
7.	China State Railway Group Co., Ltd.	KZD	0033
8.	Railways of the Democratic People's Republic of Korea	ZC	0030
9.	“Kyrgyz Temir Zholu National Company” SE	KRG	0059
10.	LDZ CARGO LLC	LDZ CARGO	2125
11.	“Lietuvos geležinkeliai” JSC	LTG	0024
12.	Railway of Moldova SE	CFM	0023
13.	Ulan-Bator Railway JSC	UBTZ JSC	0031
14.	“PKP CARGO in restructuring” JSC	PKP CARGO	2151
15.	PKP Broad Gauge Metallurgical Railway LLC	PKP LHS	2251
16.	Russian Railways OJSC	RZD	0020
17.	National Rail Freight Company of Romania	CFR Marfa	0053
18.	“Grup Feroviar Român” JSC	GFR	3019
19.	Unicom Tranzit JSC	UT	3154
20.	Cargo Trans Vagon JSC	CTV	3132
21.	Railway Company Cargo Slovakia JSC	ZSSK CARGO	2156
22.	“Rohi ohani Tojikiston” SUE	TDZ	0066
23.	“O'zbekiston temir yo'llari” JSC	UTI	0029
24.	Joint Stock Company “Ukrainian Railways”	“Ukrainian Railways” JSC	0022
25.	Estonian Railway JSC	EV	0026

**Appendix 4-I to the PGV**  
(to Appendix 1 to the PGV, item 12.1.2)

**WAGON REGISTRATION CODES**

State where railway undertaking is located	Numerical code	Alphabetic code (with Cyrillic / Latin letters)
Republic of Belarus	21	БЧ/ВС
Republic of Kazakhstan	27	КЗХ/КZH
Republic of Kyrgyzstan	59	КРГ/КRG
Republic of Latvia	25	ЛДЗ/LDZ
Republic of Lithuania	24	ЛТГ/LTG
Republic of Moldova	23	ЧФМ/CFM
Mongolia	31	УБЖД/UBTZ
Russian Federation	20	РЖД/RZD
Republic of Tajikistan	66	ТДЖ/TDZ
Republic of Uzbekistan	29	УТИ/UTI
Ukraine	22	УЗ/UZ
Republic of Estonia	26	ЭВР/EVR

**Appendix C**  
to the PGV Agreement

## **RULES FOR CONDUCT OF MEETINGS**

### **1. Types of meetings**

The following meetings shall be held within the framework of the PGV Agreement:

- meetings of authorized representatives of the Parties;
- meetings of expert groups of the Parties.

A plan for holding the meetings shall be agreed upon at a meeting of authorized representatives of the Parties. This plan shall come into force after the approval of dates for holding the meetings at a joint meeting of authorized representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (authorized representatives) of the OSJD railways and is an integral part of the Work Plan of the OSJD Commission on Freight Transport.

### **2. Convocation of a meeting**

A meeting shall be convoked by the OSJD Committee in accordance with the Work Plan of the OSJD Commission on Freight Transport.

The OSJD Committee may announce the convocation of an extraordinary meeting, if there is a relevant decision by the meeting of authorized representatives of the Parties.

A convocation letter shall be sent to the Parties no later than 45 calendar days before the date of the meeting. The convocation letter shall indicate the venue of the meeting and meeting's start time as well as the deadline by which the Parties shall confirm their participation in the meeting. Draft agenda and working papers received from the Parties shall be attached to the convocation letter.

Information from the Parties concerning their participation in the meeting shall be sent to the OSJD Committee no later than 20 calendar days before the meeting start date. By the beginning of the meeting, representatives of the Parties shall present their credentials to sign a protocol.

If the number of received messages about the confirmation of participation in the meeting is insufficient for reaching the quorum at the meeting, the OSJD Committee shall inform the Parties about the cancellation of the meeting 15 calendar days in advance of the meeting start date.

The meetings shall be held, as a rule, at the OSJD Committee or in the States of the Parties at their invitation. Extraordinary meetings shall be held outside the OSJD Committee. If it is impossible to hold face-to-face meetings, with the consent of the Parties to the Agreement the meetings may be held through video conferencing using a remote video communication service.

### **3. Chair of the meeting**

The Chair of the meeting shall be elected from among the representatives of the Parties present at the meeting by a simple majority vote.

By agreement of the majority of the Parties, a member of the OSJD Committee may be elected as the Chair of the meeting.

The Chair of the meeting is obliged to ensure respect of the provisions of these Rules during the meeting, including whether the representatives of the Parties have credentials to sign the protocol of the meeting.

If the Chair of the meeting is at the same time the head of the delegation of a Party, he/she is obliged to specify in his/her statements when he/she is acting as the head of the delegation.

### **4. Quorum at the meeting**

A meeting of authorized representatives of the Parties shall be considered as validly convened, if this meeting is attended by the Parties, which have in total more than half of the voting shares of all Parties. The methodology for determining Parties' voting shares is provided in ***Appendix D*** to this Agreement.

An expert group meeting has the quorum, if at least one third of the Parties – members of the group are represented.

### **5. Agenda**

Agenda of the meeting shall be composed of:

- issues, the consideration of which is stipulated by the Work Plan of the OSJD Commission on Freight Transport;
- issues, the consideration of which is suggested by the Parties at least two months before the meeting;
- issues, the consideration of which is suggested by the Parties at least two months before the meeting or directly at the meeting.

### **6. Meeting**

By decision of the meeting participants, the meeting shall be held in one of the OSJD working languages - Chinese or Russian. If one of the delegations of the Parties uses a different language, it is obliged to ensure the translation of its statements into one of the working languages.

The agenda of the meeting shall be adopted at the meeting by a simple majority of votes of the Parties, with the exception of issues suggested less than two months before the meeting or directly at the meeting - decisions on including such issues in the agenda shall be taken unanimously.

The meeting shall also consider written proposals under agenda items from the Parties not present at the meeting.

Each Party, when considering issues of the agenda, has the right to a dissenting opinion, which shall be drawn up and submitted by the respective Party to the Chair of the meeting in writing, in order to include it in the text of the protocol of the meeting.

## 7. Voting

There shall be open voting done at the meetings. Voting shall be carried out in the sequence according to the list of States in the Russian alphabet.

For the purpose of vote counting, the Chair of the meeting may propose to establish a counting commission from among the participants in the meeting.

When voting, each Party shall express its attitude to the question or wording proposed for voting by answering: "in favour" or "against".

### 7.1. Voting at meetings of authorized representatives of the Parties

When voting, each Party has its own share of the vote determined in accordance with the Methodology for determining Parties' voting shares (*Appendix D* to the Agreement).

### 7.2. Voting at meetings of expert groups

All Parties - members of a group have the right to take part in voting on all agenda items.

Each Party shall have one vote when voting.

Decisions shall be taken by a simple majority of votes.

## 8. Absentee (written) voting

Provisions of the PGV may be amended at the initiative of one of the Parties through absentee (written) voting of all Parties organized by the OSJD Committee.

In the case of absentee voting, amendment shall be considered adopted, if within two months from the date on which the OSJD Committee sent a letter with suggested amendments, no objections are received, or the total voting shares of the Parties that sent written objections do not exceed the permissible number in accordance with *Appendix E* to this Agreement.

The OSJD Committee shall inform all Parties about the absentee voting results.

## 9. Protocol of the meeting

On a proposal by the Chair of the meeting, an editorial group may be established from among the meeting participants to prepare a protocol.

The protocol shall contain:

- agenda of the meeting;
- list of meeting participants;
- table of voting shares of the Parties represented at the meeting (for meetings of authorized representatives of the Parties);
- reflection of meeting's progress and results of consideration of agenda items;
- on certain issues, at the request of one third of the Parties present at the meeting, the results of voting shall be attached to the protocol of the meeting of authorized representatives of the Parties in the form of electronic attachments according to the form\* of *Annex 1* to these Rules.

The protocol shall be signed by authorized representatives of the Parties and the Chair of the meeting.

The protocol shall be drawn up in paper form. Copies of the protocol in paper and electronic form shall be issued to the representatives of the Parties who participated in the meeting. The OSJD Committee shall send copies of the protocol in electronic form to all Parties, which did not take part in the meeting.

The original copy of the protocol in paper form as well as its electronic version shall be submitted by the Chair of the meeting to the OSJD Committee for deposit.

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\* an example of filling in the form is provided in Annex 1a to these Rules

### *Informal translation from Russian*

## Annex 1

(to item 9 of the Rules for conduct of meetings)

Meeting of authorized representatives of the Parties  
(venue of the meeting), " " 20

## VOTING RESULTS

on the issue:

(clear wording of the issue proposed for voting, agenda item)

No.	OSJD member-country	Abbreviated name of the Party participating in the meeting	Status of the Party	Voting share		Voting "in favour" = 1 "against" = 0	Voting results		Total votes
				RU	WK				
1									
2									
...									
Total voting shares:						Total votes:			
						Voting result "in favour" (%):			
						Majority required for a positive decision on this issue (%):			

\* strike out what does not apply

**Annex 1a**  
(to item 9 of the Rules for conduct of meetings)

Meeting of authorized representatives of the Parties  
(*venue of the meeting*), "\_\_\_\_" 20\_\_\_\_.

**VOTING RESULTS**

on the issue: \_\_\_\_\_

(clear wording of the issue proposed for voting, agenda item)

**SAMPLE**

(Party c1 from State A, z2 from State B and all Parties from State D are not represented at the meeting  
see Annex 2a to the Methodology for determining the voting shares )

No.	OSJD member-country	Abbreviated name of the Party participating in the meeting	Status of the Party	Voting share		Voting		Voting results	Total votes		
				RU	WK	"in favour" = 1 "against" = 0					
1	<b>A</b>	ax1	RK, WK	0,31	0,91	1	1	0,31	0,91		
2		b1	RU	0,52		1		0,52			
3		y1	WK		0,09	1			0,09		
4	<b>B</b>	a2	RU	0,54		1		0,54			
5		by2	RU, WK	0,45	0,13	1	0	0,45	0,00		
6		x2	WK		0,86	0			0,00		
7	<b>B</b>	a3	RU	0,27		0	0,00				
8		b3		0,73		1	0,73				
9		x3	WK		0,03	0		0,00			
10		y3			0,97	1			0,97		
Total voting shares:				2,82	2,99						
						Total votes:	2,55	1,97	4,52		
						Voting result "in favour" (%):	90,43	65,89	77,80		
Majority required for a positive decision on this issue (%):							66,67				

**Decision is adopted / not adopted**

**Appendix D**  
to the PGV Agreement

**METHODOLOGY  
for determining Parties' voting shares**

1. Each Party shall submit to the OSJD Committee annually, always by 31 July of a calendar year, its official data according to the form provided in *Appendix 1* to this Methodology concerning the freight turnover in international traffic based on the results of work for the past year (for railway undertakings) and / or concerning the number of wagons as of 1 January of a current year (for wagon keepers). The data shall be confirmed (certified) by a relevant member of the OSJD – the State of Party's registration or by a document issued by a competent authority of this State.

2. Based on the data received, the OSJD Committee shall calculate the voting share of each Party (separately for groups of State's Parties - railway undertaking and wagon keepers) according to the form\* provided in *Annex 2* to this Methodology.

In case when the Parties of one State are represented in only one group, the vote of the second group shall be distributed among these Parties in the same way as the distribution of their voting shares in the group they represent.

3. If a Party fails to provide data within a specified period, the calculation of the voting shares of the Parties from this State shall be based on the data provided by other Parties of this State from the relevant group.

If all Parties of one group from one State fail to submit data within a specified period, the vote of this group shall be distributed among the Parties of another group from this State in the same way as the distribution of their voting shares in the group they represent.

If all Parties of one State fail to submit data within a specified period, their voting shares shall be canceled until 1 September of the year to come.

4. In case when an OSJD Member State provides in accordance with its national law a different distribution of votes of the Parties of this State (administrative decision, mutual agreement, etc.), a confirmation document shall be sent to the OSJD Committee, indicating the validity period of the established distribution.

This distribution shall be taken into account by the OSJD Committee when compiling the Table of distribution of Parties' voting shares.

5. The results of calculation shall be considered legitimate and the OSJD Committee shall report the results to all Parties annually, by 1 September of a calendar year, in the form of a table, as presented in *Annex 2* to this Methodology.

6. The Table of distribution of voting shares is valid for 12 months, as a rule. In case when a new Party accedes to the PGV Agreement or a Party withdraws from the Agreement, the OSJD Committee shall appropriately modify the current Table of distribution of voting shares (as of 1 July and / or 1 January) and send the updated Table to all Parties, while the previously established expiration date for the annual Table remains unchanged.

**Annex 1**  
(to item 1 of the Methodology for determining Parties' voting shares)

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(name of the Party to the PGV Agreement)

Ref. No. \_\_\_\_\_  
" \_\_\_\_ " \_\_\_\_\_ 20 \_\_\_\_ \*

**Committee of the OSJD**

*Data for voting shares calculation under the PGV Agreement*

I am providing official data on freight turnover and / or the number of wagons ..... (name of the Party to the PGV Agreement):

Freight turnover in international traffic for 20 ____ ** [mln. tkm]	
Number of wagons as of 1 January 20 ____ *** [in units]	

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(information on distribution of votes in accordance with national law)

(to be filled in if necessary)

*Annex\*\*\*\*:*

Document No. \_\_\_\_ of " \_\_\_\_ " 20 \_\_\_, (confirming the above freight turnover) – on \_\_\_\_\_ pages;  
and/or

Document No. \_\_\_\_ of " \_\_\_\_ " 20 \_\_\_, (confirming the above number of owned wagons) – on \_\_\_\_\_ pages;

Document No. \_\_\_\_ of " \_\_\_\_ " 20 \_\_\_, (confirming the distribution of votes in accordance with national law) – on \_\_\_\_\_ pages.

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(position)

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(signature / full name )

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\* - annually, before 31 July

\*\* - past year

\*\*\* - current year

\*\*\*\* - documents in Chinese or Russian, or certified translations of the documents in Chinese or Russian

**TABLE**  
**of distribution of Parties' voting shares**  
(based on data provided in 20\_\_ )

**TABLE**  
**of distribution of Parties voting shares**  
(based on data submitted in 20\_\_)

SAMPLE

No.	OSJD member-country	Name of the Party	Status of the Party	Freight turnover (mln.tkm) based on results for 20	Number of wagons as of 01.01.20	Voting share		
1	A	ax1*	RC	25,100		0,31		
2		b1		43,000		0,52		
3		c1		14,000		0,17		
		In total:		82,100	1,00			
4		ax1*	WO		1432	0,91		
5		y1			135		0,09	
		z1			**		0,00	
		In total:		1567	1,00			
6	B	a2	RC	134,000		0,54		
7		by2*		112,000		0,45		
8		c2		3,700		0,01		
		In total:		249,700	1,00			
9		x2	WO		156000	0,86		
		by2*			23456		0,13	
10		z2			1450		0,01	
		In total:		180906	1,00			
11	C	a3	RC	12,300		0,27		
12		b3		32,700		0,73		
		In total:		45,000	1,00			
13		x3	WO		45	0,03		
14		y3			1545		0,97	
		In total:		1590	1,00			
11	C1***	a3	RC	12,300		0,27	0,27	
12		b3		32,700		0,73	0,73	
		In total:		45,000	1,00		1,00	
11	C1****	a3	RC	57,900		0,30	0,30	
12		b3		136,150		0,70	0,70	
		In total:		194,050	1,00		1,00	
13		x3	WO		**			
14		y3			**			
		In total:		0	0,00			
15	D*****	a4	RC			1,00		
16		b4						
		In total:			1,00			
17		x4	WO			1,00		
18		y4						
		In total:			1,00			
		In total:			4,00		4,00	

\* - Railway company that is at the same time the wagon keeper

\*\* - annual data not provided

Parties of one country are represented only in one group, the voting shares of the second group are distributed according to the principle

\*\*\* - of analogy

\*\*\*\* - none of the wagon keeper provided annual data, their voting shares are distributed according to the principle of analogy

\*\*\*\*\* - the voting shares are distributed differently in accordance with national law

**Appendix E**  
to the PGV Agreement

**Voting on PGV sections**

No.	Title of paragraph	Voting participants	Total voting shares of Parties to the Agreement for decision making	Exceptions	
				Exceptional items	Total voting shares of Parties to the Agreement for decision making
1	2	3	4	5	6
<b>Section I</b> <b>General provisions</b>					
§ 1	Scope of application	RU and WK	2/3		
§ 2	Terms and definitions	RU and WK	2/3		
<b>Section II</b> <b>Wagons</b>					
§ 3	General conditions for use of wagons	RU and WK	2/3		
§ 4	Conditions for handover of wagons	RU	2/3		
§ 5	Repair of defected wagon	RU and WK	2/3	5.1	9/10
§ 6	Repair and return of damaged wagon (bogie)	RU and WK	2/3	6.3	9/10
§ 7	Procedure on providing spare parts for repair and return of defective spare parts	RU and WK	2/3		
§ 8	Removable wagon accessories	RU and WK	2/3		
§ 9	Assumption of loss of wagon (bogie)	RU and WK	2/3		
<b>Section III</b> <b>Settlements</b>					
§ 10	General provisions	RU and WK	9/10		
<b>Section IV</b> <b>Liability</b>					
§ 11	Liability scope of Parties to the Agreement	RU and WK	9/10		
§ 12	Compensation amount for loss, damage to and malfunction of wagon (bogie)	RU and WK	9/10		
§ 13	Compensation amount for damage by wagon (bogie)	RU and WK	9/10		

Section V <b>Claims. Lawsuits. Jurisdiction</b>					
§ 14	General provisions	RU and WK	9/10		
§ 15	Lawsuits. Jurisdiction	RU and WK	9/10		
Section VI <b>Shared-use wagons</b>					
§ 16	General provisions	RU	2/3		
§ 17	Conditions for use of wagons	RU	9/10		
§ 18	Conditions for urgent return	RU	2/3	18.6	9/10
§ 19	Procedure on calculating charges for use of wagons and bogies	RU	9/10		
Section VII <b>Reporting</b>					
§ 20	General provisions	by notification			
<b>Appendices to the PGV</b>					
All except Appendices No. 9, 10, 12 and 17		RU and WK	2/3		
Appendices 9 and 10		RU and WK	9/10		
Appendix 12		RU	9/10		
Appendix 17		RU	2/3		
Information appendices marked with "I"		by notification			

**Appendix F**  
to the PGV Agreement

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(name of railway undertaking / owner of wagons)

No. \_\_\_\_\_  
" \_\_\_\_" 20 \_\_\_\_

**Committee of the OSJD**

*Request for accession to the PGV Agreement*

(full and abbreviated name of railway undertaking / owner of wagons),  
represented by \_\_\_\_\_, acting  
under \_\_\_\_\_,  
officially requests accession to the PGV Agreement on \_\_\_\_\_ (day,  
month, year) and accepts the obligations to comply with its terms.

I provide the following information about the railway undertaking / owner  
of wagons:

1) \_\_\_\_\_  
(name of railway undertaking / owner of wagons)

is a railway undertaking\* and owner of wagons\*.

2) the railway undertaking / owner of wagons provides the following data on  
freight turnover\* and/or number of wagons\*:

Freight turnover in international traffic for 20____ ** [mln. tkm]	
Number of wagons as of 1 January 20____ *** [in units]	

3) \_\_\_\_\_  
(information on settlement methods (based on the Agreement on the Rules of Settlement ... or  
bilateral/multilateral agreements))

4) \_\_\_\_\_  
(information on the distribution of votes in accordance with national law) \*\*\*\*

5) data for information appendices to the PGV:

5.1) for Appendix 1-I \_\_\_\_\_ ;

5.2) for Appendix 2-I \_\_\_\_\_; ;  
5.3) for Appendix 3-I \_\_\_\_\_; ;  
5.4) for Appendix 4-I \_\_\_\_\_.

Appendix (*indicative list*):\*\*\*\*\*

- 1) document (licence, extract from the Statute, certificate or others) dated "\_\_\_" \_\_\_\_ 20\_\_\_, confirming the right to transport goods – on \_\_\_ pages;
- 2) document dated "\_\_\_" \_\_\_\_ 20\_\_\_, confirming the ownership of the wagon fleet based on property right or other legal basis – on \_\_\_ pages;
- 3) document No. \_\_\_\_ dated "\_\_\_" \_\_\_\_ 20\_\_\_, confirming the above freight turnover – on \_\_\_ pages;  
*(for railway undertakings)*
- 4) document №\_\_\_\_ dated "\_\_\_" \_\_\_\_ 20\_\_\_, from the register of vehicles on the number of owned wagons – on \_\_\_ pages;  
*(for owners of wagons)*
- 5) document No. \_\_\_\_ dated "\_\_\_" \_\_\_\_ 20\_\_\_, *(confirming the distribution of votes in accordance with national law)* – on \_\_\_ pages;
- 6) document confirming the possibility of making settlements for the use of wagons with the Parties to the PGV Agreement – on \_\_\_ pages.

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(position)

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(signature / full name)

\* - choose all that applies  
\*\* - last year  
\*\*\* - current year  
\*\*\*\* - to be confirmed according to the procedure set forth in item 4, Appendix D to this Agreement. This information is presented if the national law of an OSJD Member State provides for the vote distribution procedure set forth in item 4, Appendix D to this Agreement. However, data on the number of wagons and/or freight turnover is not provided  
\*\*\*\*\* - documents in Chinese or Russian, or certified translations of the documents in Chinese or Russian

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