

**REPORT
ON THE ACTIVITIES OF THE ORGANISATION
FOR CO-OPERATION BETWEEN RAILWAYS
FOR 2024**

Introductory remarks

Esteemed ladies and gentlemen!

The year of 2024 was another period when the railway services market had to respond to new geopolitical and economic challenges. The Organisation for Co-Operation between Railways, relying on international cooperation in the field of railway transport in the Eurasian space, has developed a set of measures and solutions aimed at stabilising the situation and ensuring safe railway supply chains.

The activities of the OSJD working bodies were carried out in accordance with the approved plans and work programmes using modern technologies and communication tools. In 2024, the Organisation demonstrated its stability in work and the ability to flexibly adapt to dynamically changing conditions. The activities of the management and members of the OSJD Committee were focused on increasing the efficiency of transport processes and improving all aspects of the railway industry operation. The changes made to the main documents of SMGS and SMPS, the Agreement on the carriage of containers in container trains, the development and release of an analytical and information document on the efficiency of border stations, prepared by the OSJD Commission on Transport Policy and Development Strategy, as well as publications on multimodal, combined, intermodal and container transportation, prepared by the OSJD Commission on Freight Traffic jointly with the UNESCAP and affiliated enterprises are worth mentioning as an example.

In the previous year, meeting 39 (XXXIX) of the Conference of General Directors (Authorised Representatives) of OSJD Railways was held in Turkmenistan in Ashgabat. A session of the Ministerial Conference was held in Warsaw. The OSJD governing bodies took a number of important decisions related to the Organisation's activities.

In 2024, within the framework of the OSJD Commissions and Permanent Working Groups, works were underway on a wide range of issues related to the transport policy and development strategy, transport law, organisation of freight and passenger transportation, development of infrastructure and modernisation of rolling stock, use of modern technologies (for example, 4G/5G technologies – a substantive and conceptual glossary was developed). The issues of financial accounting were also under consideration.

Successful implementation of these tasks would not have been possible without the active assistance and efforts of the Committee members and employees, specialists and experts of the OSJD member countries, as well as observers and affiliated enterprises. I greatly appreciate this and express my gratitude to everyone for their efforts and contributions to the development of our Organisation.

The management and members of the OSJD Committee held a number of meetings on the sidelines of the conferences, workshops and other events,

representing the Organisation's position in the field of railway transport issues within the frameworks of various international forums. New relationship has been established in the context of the possible institutional expansion of our Organisation and a number of new initiatives were undertaken to strengthen international cooperation in railway transport. In June 2024, a Memorandum of Cooperation was concluded between the Organisation for Co-Operation between Railways and the IGC TRACECA Permanent Secretariat for the active development of economic and transport cooperation. Negotiations on a cooperation document with the UNECE were successfully completed.

These activities contributed to strengthening cooperation with the ministries and railways of the OSJD member states, as well as raising awareness of the Organisation's activities and contribution to the development of the transport industry at the international level. Digital transformation, ecology and climate change, as well as the need to find a response to these challenges by railways, have determined new areas of activities for the Organisation for the future, which has been outlined in the Organisation's strategic plans.

In 2024, OSJD continued to implement its tasks aimed at developing the most optimal solutions for the railway industry. In its activities, the Organisation sought to ensure the stability and security of railway supply chains, develop cooperation between the countries and develop the best practical solutions adapted to the current challenges of geopolitical, economic, infrastructural, climatic and management conditions.

Presenting this document to you, I express my deep gratitude for your active participation and contribution to the development of railway transport in the Eurasian space, carried out within the framework of our Organisation. I also express my hope for fruitful cooperation in future projects.

With kind regards and respect,

OSJD Committee Chairman

Mirosław Antonowicz

1. Activities of the OSJD governing bodies

1.1. OSJD Ministerial Conference

Session LI (51) of the OSJD Ministerial Conference was held at the OSJD Committee in Warsaw from 18 till 20 June 2024 in person with the participation of ministers and authorised representatives of ministries and agencies responsible for railway transport in the OSJD member countries from 23 OSJD member states. The session was also attended by the OSJD Committee staff members and representatives of the TRACECA Intergovernmental Commission.

The OSJD Ministerial Conference noted the implementation of the OSJD Programme and Work Plan for 2023, approved the Report on the OSJD Activities for 2023, the OSJD Committee Budget (final for 2024 and preliminary for 2025), the OSJD Work Programme for 2025 and subsequent years, and the OSJD Auditing Commission Report for 2023.

In the field of transport policy and development strategy, the session approved the progress of work of the OSJD Commission on Transport Policy and Development Strategy for 2023, including the outcomes of the consultative meetings on OSJD railway transport corridor No. 1, and instructed to continue works on the subjects provided for in the OSJD Work Plan and Programme.

In the field of transport law, the session decided to approve the progress of work of the OSJD Commission on Transport Law for 2023 and instructed to continue works towards improving and updating SMPS and SMGS Agreements. The OSJD Ministerial Conference noted the importance of completing the preparation and introducing comprehensive changes in order to expand the scope of application of the SMGS consignment note for the carriage of goods using the water sections of a route.

The outcomes of the activities of the OSJD AWG on vocational education/training in the field of railway transport for July 2023 – March 2024 were approved, and the AWG works on filling the Web-portal content of the OSJD information resource in the field of vocational education and training were supported. The AWG was instructed to prepare proposals on the relationship between the OSJD Committee and the OSJD Academy and proposals on amendments and additions to the current documents on this issue, including those related to the OSJD Academy financing, taking into account the decisions of session XLVII (47) of the OSJD Ministerial Conference.

Session LI of the OSJD Ministerial Conference also took note of the information from the OSJD Committee Chairman on the OSJD development strategy.

Due to the lack of unanimity, the OSJD Ministerial Conference session was unable to come to a decision on the distribution of positions at the OSJD Committee and on the appointment of the OSJD Committee management. In this regard, the OSJD working bodies and the OSJD Committee were instructed to continue their work in accordance with the approved OSJD Programme and Work

Plan.

During the plenary session of the Ministerial Conference, a Memorandum of Cooperation between the OSJD and the TRACECA Intergovernmental Commission was signed.

The session determined the capital of the Republic of Poland, Warsaw, as the residence of the OSJD Committee and decided to hold its session LII (52) in June 2025. In November 2024, the People's Republic of China announced its readiness to organise session LII of the OSJD Ministerial Conference from 10 till 13 June 2025.

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

Meeting XXXVIII (38) of the Conference of General Directors (Authorised Representatives) of OSJD Railways (CGD) was held from 15 till 19 April 2024 in Ashgabat, Turkmenistan. The delegations from 19 railways – members of the Conference and representatives of eight OSJD affiliated enterprises took part in the meeting. Fourteen items of the adopted agenda were considered and discussed at the meeting of the Conference.

The work progress of the OSJD working bodies operating in the area of the Conference were approved. In particular, the following decisions were taken to:

- approve and make effective from 1 June 2024 the amendments and additions to the Harmonised Nomenclature of Goods (GNG);
- approve and make effective from 15 May 2024 the amendments and additions to OSJD Leaflet O 405 “Regulations for the creation and administration of the List of Freight Stations of the OSJD railways”;
- instruct OSJD railways to continue their work towards resuming international passenger traffic on a bilateral and multilateral basis;
- instruct the OSJD Commission on Infrastructure and Rolling Stock to consider the issue of creating a common digital bank of railway innovative technical and technological solutions in the field of infrastructure and rolling stock on the OSJD platform for the exchange of information on the results of research and developments carried out by the companies of the OSJD member countries and promote a wider implementation of the most successful, proven and breakthrough solutions;
- approve a number of OSJD leaflets, cancel the leaflets that have lost their relevance in the field of coding and information technology;
- instruct the OSJD Permanent Working Group on Finance and Accounting to continue its work on updating the current Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic and the current Rules for Accounting in International Passenger and Freight Railway Traffic, taking into account the current operating conditions of railway transport, including the freight traffic, to improve the technology and reduce the time frames for accounting in international railway traffic, to organise electronic document flow exchange in the field of financial relationship.

The Conference addressed the heads of railways of the OSJD member countries that had been in arrears for more than a year to take effective measures to pay off their debts and to inform of the measures taken by them at CGD meeting XXXIX.

The Conference took note of the information provided by the OSJD Committee Chairman in regard to the OSJD development strategy.

The OSJD Work Programme for 2025 and subsequent years in the field of freight and passenger traffic, infrastructure and rolling stock, coding and IT, as well as financial and accounting issues was approved.

The materials submitted to the OSJD Ministerial Conference session were reviewed, on the basis of which the recommendations were prepared for the session on the proposals of the AWG on professional education/training in the field of railway transport, on the Report of OSJD Activities for 2023, as well as on the OSJD Committee Budget.

The Conference recommended that session LI of the OSJD Ministerial Conference establish, in accordance with Article X of the OSJD Statute, the capital of the Republic of Poland, Warsaw as residence of the OSJD Committee for the period of 2025-2029.

The Conference granted the status of an OSJD affiliated enterprise to four companies.

2. Activities of the OSJD Committee

General issues

During 2024, the OSJD Committee, as an executive body of the Organisation, was actively involved in the implementation of the tasks defined by the main documents and decisions of the OSJD governing bodies. The OSJD Committee engaged in coordination activities to organise and implement the Work Programme and plans of the OSJD working bodies.

At seven meetings of the OSJD Committee members, the progress of works carried out by the commissions and PWGs during the year was considered, including the reports on the meetings of the OSJD working bodies, of other international organisations in which the OSJD Committee members took part, as well as draft decisions on the issues of transport policy, transport law, combined transportation, technical issues, etc. submitted for approval to the OSJD governing bodies.

The OSJD Committee assumed the functions of a Secretariat for preparing and holding the meetings of the OSJD governing bodies. Meeting XXXVIII of the Conference of General Directors (Authorised Representatives) of OSJD Railways was held in Ashgabat, Turkmenistan from 15 till 19 April 2024. The OSJD Committee was also the organiser of regular session LI of the OSJD Ministerial Conference, which was held in Warsaw from 18 till 20 June 2024. On the sidelines of this session, the chief officials of the organisations (heads of

delegations) signed the Memorandum of Cooperation between OSJD and TRACECA.

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

In 2024, representatives of 25 OSJD member countries performed their duties at the OSJD Committee. There were no representatives from the Republic of Moldova (sanctioned for non-paid membership fees), the Islamic Republic of Iran and Turkmenistan. The issue of seconding the representatives of these countries was a subject of working contacts.

During 2024, the representatives of the OSJD member from the Republic of Korea were replaced.

In 2024, 84 meetings of the OSJD working bodies were held, 77 of which were hosted by the OSJD Committee. Thanks to the joint efforts of the OSJD Committee members and administrative and technical staff members, as well as the support from specialists and experts from the OSJD member countries, observers and OSJD affiliated enterprises, the OSJD Committee ensured the successful implementation of all activities.

The OSJD Committee management expressed their gratitude to the countries for their significant support for the activities of the Organisation and fruitful cooperation in the implementation of the planned activities. With the proper decisions to be taken by the governing bodies of the OSJD member countries in view, the OSJD Committee ensured the use of a written decision-making mechanism provided for in the OSJD fundamental documents.

In addition to the active participation of the OSJD Committee members, the OSJD Committee also organised or participated in the preparation of a number of other major events, including the provision of translation, work of computer operators, etc.

- 29-30 January: the OSJD Committee delegation, headed by the OSJD Committee Chairman and consisting of the OSJD Committee member from the Republic of Uzbekistan, took part in the Global Gateway Investors Forum for EU-Central Asia Transport Connectivity, held in Brussels, Belgium. The findings of the final report of the Study of Sustainable Transport Corridors between the EU and Central Asia were discussed. At the invitation of the Permanent Mission of the Republic of Poland to the European Union, the OSJD Committee Chairman and Chairman of the OSJD Commission on Transport Policy and Development Strategy took part in the event dedicated to the Middle Corridor and further prospects for the development of transport links between Central Asia and the European Union.

- 20-23 February: the OSJD Committee delegation consisting of the OSJD Committee Chairman and Deputy Chairman from the People's Republic of China took part in the 86th session of the UNECE Inland Transport Committee in Geneva, Switzerland. The OSJD Committee Chairman presented information on the OSJD activities, as well as an appeal for active cooperation in favour of the railway transport, being the most environmentally friendly mode of transport. On

the sidelines of this event, the OSJD Committee Chairman met with the Director of the UNECE Sustainable Transport Division, Mr. Li Yuwei, and with the OTIF Secretary General, Mr. Wolfgang Küpper. The subject of the meeting with the UNECE was the issue of concluding a Memorandum of Cooperation. The prospects for cooperation between OSJD and OTIF were also focused.

- 4 March: the OSJD Committee Chairman met with the Ambassador Extraordinary and Plenipotentiary of the Republic of Azerbaijan to the Republic of Poland, Her Excellency Nargiz Gurbanova. The issues of participation of the Azerbaijani delegation in the meetings of the OSJD governing bodies, a possible visit of the Chairman of the Azerbaijani Railways CJSC to Poland, the importance of the middle and southern railway corridors, as well as the cooperation of the OSJD with the TRACECA Intergovernmental Commission (IGC) and the Organisation of Turkic States were considered.

- 1 April: the OSJD Committee Chairman congratulated in his video message the President and CEO of the Korea Railroad Corporation (KORAIL), Mr. Han Moon He on the occasion of the 20th anniversary of the commissioning of high-speed traffic by the KTX trains.

- 11 April: a videoconferencing meeting was held between the OSJD Committee Chairman, the Chairmen of the Commission on Transport Policy and Development Strategy and the Chairperson of the Commission on Transport Law, from one part, with the FIATA Director General, Mr. Stefan Graber, from the other part. During the meeting, the parties discussed the potential for the development of the railway industry and possible projects and initiatives within the framework of cooperation between OSJD and FIATA.

- 12 April: the Deputy OSJD Committee Chairman, Mr. Sui Ruizheng took part (in an online mode) in the joint conference of the International Coordinating Council for Trans-Eurasian Transportation (CCTT) and the Russian University of Transport (MIIT) on the subject “Innovations for Sustainable Development: Personnel for the Transformation and Development of Transport and Logistics Chains and International Transport Corridors”.

- 6-7 June: the Deputy OSJD Committee Chairman, Mr. Mikhail Vsevolozhsky took part in the Meeting of BRICS Transport Ministers in St. Petersburg on the sidelines of the St. Petersburg International Economic Forum, including in a round table on the North-South International Transport Corridor.

- 17 June: a working meeting of the OSJD Committee Chairman with the Deputy Minister of Foreign Affairs of Turkmenistan, Mr. Akhmet Gurbanov was held at the OSJD Committee. The OSJD Committee Chairman expressed his words of gratitude and deep respect to the Turkmen side for having organised and held meeting XXXVIII of the Conference of General Directors at the highest professional level. During the meeting, the parties discussed the issues of bilateral cooperation, Turkmenistan’s participation in OSJD the agreements and treaties, as well as the possible sending of a representative of Turkmenistan to work in the OSJD Committee, which will contribute to the development of closer interaction and ensure uninterrupted interaction and multilateral contacts within the OSJD.

- 20 June: a working meeting was held between the OSJD Committee Chairman and the Deputy Minister of Transport of the Socialist Republic of Vietnam, Mr. Nguyen Dahn Huy. The parties discussed the issues of bilateral cooperation, including the possibility of holding a session of the OSJD Ministerial Conference in Vietnam, as well as the contribution of Vietnamese specialists and experts to the work carried out within the OSJD framework.

- 29 July – 1 August: the OSJD Committee delegation, headed by the OSJD Committee Chairman, took part in the “Railway Cooperation Forum: Ensuring Leading Positions of Railway Transport in the Global Transport Services Market”, which took place in Cholpon-Ata, Kyrgyz Republic, coincided with the events dedicated to the 100th anniversary of the “Kyrgyz Temir Zholu National Company” State Enterprise.

- 1 August: the OSJD Committee Chairman took part in the festive events dedicated to the 75th anniversary of the Ulan-Bator Railway JSC’s foundation in a videoconferencing mode. In his speech, the OSJD Committee Chairman noted the background passed by the Ulan-Bator Railway since its establishment, as well as the contribution of Mongolian experts and specialists to the Organisation’s activities.

- 19-20 September: the OSJD Committee Chairman made a video address at the Information Forum of Turkmenistan, which was held in Ashgabat on the eve of the 33rd anniversary of Turkmenistan’s independence. The OSJD Committee Chairman drew attention to the issues of sustainable transport development and Turkmenistan’s contribution to the formation of the transport map in the region.

- 25-26 September: at the invitation of the Minister of Transport of the People’s Republic of China, the OSJD Committee Chairman took part in the Global Forum on Sustainable Transport, held in Beijing, in a videoconferencing format. In his speech, the OSJD Committee Chairman paid attention to the modern challenges in the world of transport, climate change and possible solutions in the field of railway transport development. The cooperation projects between the OSJD member countries and China’s contribution to the Organisation’s activities were noted.

- 5-7 November: the OSJD Committee delegation headed by the Chairman took part in the 81st meeting of the Council for Railway Transport of the Commonwealth Member States (CSZT), which was held in Tashkent, Republic of Uzbekistan, as well as in a ceremonial event dedicated to the 30th anniversary of the O’zbekiston temir yo’llari JSC’s foundation.

- 20 November: the OSJD Committee delegation took part in the 29th session of the United Nations Climate Change Conference (COP29) and the United Nations Framework Convention on Climate Change (UNFCCC), coincided with the Day of Urbanisation, Transport and Tourism in Baku, Azerbaijan. The OSJD Committee Chairman took part and delivered a presentation at the Ministerial Round Table “Sustainable and Digital Middle Corridor and Beyond”, as well as in the discussion organised by the Azerbaijani Railways CJSC within the framework of the event, which was dedicated to the

subject “Railways as a solution for decarbonisation of freight and passenger transportation”.

- 26-27 November: the OSJD Committee Chairman addressed in a videoconferencing format at the III International Conference and Exhibition “International Transport and Transit Corridors: Interconnection and Development”, which took place in Ashgabat, Turkmenistan. In his address, the OSJD Committee Chairman referred to the UN Sustainable Development Goals, as well as the potential of electronic data exchange for the development of railway transport.

- 29 November: a working meeting was held between the OSJD Committee Chairman and the Ambassador Extraordinary and Plenipotentiary of the Socialist Republic of Vietnam to the Republic of Poland, Mr. Ha Hoang Hai, during which the issues of bilateral cooperation were discussed, including the possible organisation of a Ministerial Conference session in the Socialist Republic of Vietnam. The delegation of the OSJD Committee was informed about the plans of the Vietnamese Railway for the construction of a high-speed railway line.

The OSJD Committee Chairman attended the events organised by the embassies of other OSJD member countries throughout the year. As part of these events, bilateral meetings of the OSJD Committee Chairman with the Ambassadors Extraordinary and Plenipotentiary of the OSJD member countries were held in 2024.

The OSJD Committee management carefully monitored the geopolitical situation and took preventive measures to ensure the implementation of the planned activities. The OSJD Committee members took active part in the meetings and conferences held at the OSJD Committee in Warsaw, as well as in the events held by the partners and international institutions. The focus of these events was on modern challenges and trends in the development of railway transport, as well as issues of strengthening regional cooperation between the Organisation’s member countries.

3. Progress of OSJD Activities by Subjects

3.1. Transport policy and development strategy

In the reporting year, the OSJD Commission on Transport Policy and Development Strategy focused its activities on the following main issues within the Commission’s responsibility, the main strategic objective of which is the coordinated development of the railway system of the OSJD member countries:

- updating the “Comprehensive plans for improving the transportation and developing OSJD railway transport corridors Nos. 1-13 until 2030”;
- monitoring the implementation of the “Comprehensive plans for improving the transportation and developing OSJD railway transport corridors Nos. 1-13 until 2030”;
- updating the “Technical and operational passports of OSJD railway

transport corridors Nos. 1-13”;

- implementing the provisions of the Memoranda of Cooperation in the Field of Technical, Operational and Commercial Development of Railway Corridors of the Organisation for Co-Operation between Railways (OSJD);
- improving the OSJD statistical data reports on railway transport, taking into account the provision of information in the established form;
- elaborating the measures aimed at facilitating border crossing procedures in international railway traffic in the Eurasian space;
- improving the Agreement on Organisational and Operational Aspects of Combined Transport in Europe-Asia Traffic and updating Annexes I, II, III and IV to the Agreement with the participation of OSJD members concerned;
- issues of ecology and environmental protection in railway transport.

The effective implementation of the abovementioned issues plays an undoubtedly important role in increasing the attractiveness of the railway transport, increasing the railway component in multimodal transportation, with the aim of attracting international transit transportation and, accordingly, increasing the share of railway transport in the transport market, using the advantages inherent in the railway transport, namely environmental friendliness and acceptable delivery times at economically justified prices.

In accordance with the instructions of session LI of the OSJD Ministerial Conference (18-20 June 2024, OSJD Committee, Warsaw), works were initiated to analyse the composition of the data provided for comprehensive plans for improving the transportation and developing OSJD railway transport corridors and Technical and operational passports of OSJD railway transport corridors No. 1-13 in order to update them with further consideration of its progress at the annual meeting of the OSJD Commission on Transport Policy and Development Strategy (7-10 November 2024, OSJD Committee, Warsaw). The OSJD Committee has not received any proposals to update OSJD leaflets O+R 303 “Regulations for the formation and completion of the Technical and Operational Passport of the OSJD railway transport corridor” and O+R 302 “Regulations for the formation and completion of the Comprehensive plan for improving the transportation and developing the OSJD railway transport corridor”.

At the final meeting of the Commission, the participants noted that the previously provided information on the corresponding “Comprehensive plans for improving the transportation and developing OSJD railway transport corridors Nos. 1-13 until 2030” and the “Technical and operational passports of OSJD railway transport corridors Nos. 1-13” was relevant and did not require any updating.

The OSJD member countries, if necessary, shall send relevant information to the OSJD Committee for including into the corresponding Comprehensive plans for the improving the transportation and developing the OSJD railway transport corridor” and in the relevant Technical and operational passports of OSJD railway transport corridors Nos. 1-13”.

During the meeting of the Commission, the delegation of the People’s Republic of China put forward a proposal to change the status of OSJD leaflets

O+R 302 “Regulations for the formation and completion of the Comprehensive plan for improving the transportation and developing the OSJD railway transport corridor” and O+R 303 “Regulations for the formation and completion of the Technical and operational passport of the OSJD railway transport corridor” from “mandatory-recommendatory” to “mandatory”. Consideration of this issue is planned at the next expert meeting in 2025.

Interest was confirmed in continuing the exchange of information related to the activities of implementing the provisions of the Memoranda of Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors Nos. 1-13. In the reporting year, the Memoranda of Cooperation in the Field of Technical, Operational and Commercial Development of OSJD railway transport corridors Nos. 1 and 5 were re-signed by the representatives of the Republic of Azerbaijan, Hungary, Republic of Kazakhstan and People’s Republic of China, respectively.

The working staff of the Commission was to introduce appropriate changes to the Comprehensive plans and Technical and operational passports of OSJD railway transport corridors, taking into account the re-signed Memoranda.

No proposals were received from the OSJD member countries to amend and supplement the provisions of the standard Memoranda of Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors Nos. 1-13 and to hold a meeting in this regard.

Consultative meetings of the countries participating in OSJD RTC No. 1 continued.

At the Commission meeting, the concerned countries participating in the consultative meetings on OSJD RTC No. 1 expressed their opinion that at present, consultative meetings are essentially coordination meetings to resolve practical issues in the implementation of international transportation, as well as to develop OSJD railway transport corridor No. 1.

The participants in OSJD RTC No. 1 who were present at the Commission meeting did not come to a consensus on the advisability of creating a Working Group (coordination mechanism) for the management of OSJD RTC No. 1. The delegations of the Republic of Kazakhstan, Republic of Poland and Republic of Estonia noted that an additional platform (Consultative Meeting) is currently functioning to conduct an open dialogue on the development and improvement of OSJD RTC No. 1.

The delegation of the People’s Republic of China noted that the work on OSJD railway transport corridor No. 1 in the form of consultative meetings has currently achieved positive results. The two main documents prepared by the Russian Federation not only provide strong support to all parties to understand and assimilate information on bottlenecks in each section, but also support all parties to actively promote the digitalisation of freight traffic (electronic data exchange, simplification of border crossing procedures). In this regard, the delegation of the People’s Republic of China has proposed to continue enriching and improving documents in the form of consultative meetings to implement, as a result, the exchange of data and information, paying special attention to the

infrastructure bottlenecks along the routes and their solutions, digitalisation of freight traffic, simplification of border crossing procedures and improvement of norms and rules currently achieved positive results. The two main documents prepared by the Russian Federation not only provide strong support to all parties to understand and assimilate information on bottlenecks in each section, but also support all parties with the purpose of actively promoting the digitalisation of freight traffic (electronic data exchange, simplification of border crossing procedures). In this regard, the delegation of the People's Republic of China has proposed to continue the works towards enriching and improving the documents, carried out in the form of consultative meetings, to implement, as a result, the exchange of data and information, paying special attention to the infrastructural bottlenecks along the routes and their elimination, digitalisation of freight traffic, simplification of border crossing procedures and updating of regulations and rules.

In the reporting year, no proposals were received from the OSJD member countries to connect new lines to the OSJD railway transport corridors.

At the final meeting of the Commission, the draft updated map of the OSJD railway transport corridors as of 2009 was considered in terms of adding new lines to the Map which were connected to OSJD corridors Nos. 1-13.

The works on updating the draft Map are underway in 2025.

In 2024, no proposals were received by the OSJD Committee to update, amend or supplement the text or Annexes of the "Agreement on organisational and operational aspects of combined transportation in Europe-Asia traffic".

Works were in progress to analyse the information on the causes of delays in passenger trains traffic and idle time of freight wagons at the border (transfer) stations with the identification of existing problems, barriers to the movement of goods and the transportation of passengers in international traffic with the participation of the representatives of the customs services, ministries of transport and railways of the OSJD member countries, as well as international organisations.

An exchange of views took place on the issues of best practices, equipment and technologies used at railway border crossing points by border, customs and railway authorities, which has made it possible to achieve positive results in reducing the time spent for border crossing and maximising the efficiency of freight and passenger check out.

Analytical information on the causes of passenger trains delays and freight wagons downtime at the border (transfer) stations in the countries for 2023 was reviewed in comparison with 2022 in the approved format in the form of tables (templates).

The working staff of the OSJD Commission on Transport Policy and Development Strategy summarised the information on the causes of passenger trains delays and freight wagons downtime at the border (transfer) stations for 2023 and conducted an analysis in comparison with 2022. Since some OSJD member countries do not keep records of and reasons for the delay (uncoupling) of individual freight wagons in the public domain, the Hungarian delegation

proposed to collect the data on accepted/delivered trains at border stations. At the final meeting of the Commission, it was decided to develop a draft table of a new form to include the information on accepted/delivered freight trains. The works on this issue continue in 2025.

A trilingual Collection Book “Improving the efficiency of border (transfer) stations in the international railway traffic in the Eurasian space” in Chinese, Russian and English languages was published, as well as posted on the OSJD website in the “Transport Policy and Development Strategy” section.

A proposal from the People’s Republic of China to create a single platform in the form of a draft table “Exchange of Information” was considered. The Chinese side was to fill out the draft table for two border crossing points as an example and to submit it to the OSJD Committee by 31 January 2025.

The information of the OSJD member countries on the implementation of the provisions of the Declaration adopted at the VIII International Interagency Conference “Practice in Border Crossing by Rail” (22-23 September 2015, Gdansk, Republic of Poland) was summarised.

The issues of practical implementation of Annex 9 “Facilitation of border crossing procedures in international railway traffic” to the International Convention on the Harmonisation of Frontier Controls of Goods of 1982 were considered.

The information on the progress of implementation of Annex 9 “Facilitation of border crossing procedures for international railway traffic in the Eurasian Space” presented by the OSJD member countries was taken into account.

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

At the Commission’s expert meeting on the subject “Directions for strategic development of railway transport in the OSJD member countries”, presentations and reports were delivered from by the representatives from the following countries: the Islamic Republic of Afghanistan, Republic of Kazakhstan, Kyrgyz Republic, Russian Federation, Slovak Republic and Republic of Estonia on the directions of strategic development and ongoing reforms of railway transport in the mentioned countries, in particular, on infrastructure projects for the development of the railway network, further development of passenger service and improvement of the quality of services provided to passengers, ongoing reforms to liberalise railway transport and the transportation process.

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

Presentations and reports on the issues of strategic development of railway transport provided by the OSJD member countries were posted on the OSJD Website. The working staff of the OSJD Commission on Transport Policy and Development Strategy summarised the “Main Statistical Data on Railway

Transport” for 2023 and the main operational indicators of OSJD railway transport corridors Nos. 1-13 for 2023 based on the data provided by the OSJD member countries.

In the field of STEI, the OSJD member countries continued their work in 2024 on the formation and development of national databases on scientific, technical and economic information, the totality of which constitutes a distributed international database – OSJD ADB.

Information on the acquisition and use of national databases on STEI was provided by 6 countries: the Republic of Belarus, Republic of Kazakhstan, People’s Republic of China, Republic of Moldova, Russian Federation, and Slovak Republic.

The total volume of the international distributed database of scientific, technical and economic information as of 31 December 2023 amounted to 2,952,180 documents (+4.5 % as compared to the 2022 level).

The obtained results indicate the demand for the work carried out by the STEI Centres in terms of the development and availability of electronic resources, and the continued interest of users in the information resources of the STEI Centres of the OSJD member countries.

An analysis of the activities of technical libraries of the OSJD member countries was carried out, based on the data received from the OSJD member countries.

The participants of the Commission meeting were informed about the progress of work on maintaining and developing the STEI Centres webpage on the OSJD website and called on the OSJD member countries to more actively use this OSJD internet resource.

At the Commission meeting, a decision was made to resume the works on compiling joint bibliographies starting in 2025.

The subject “Ecology and environmental protection in railway transport” was adopted for compiling joint bibliographies in 2025.

It was decided to start updating OSJD leaflets R 001 “Recommendations on environmental protection in the field of international railway transport with special regard to border and transshipment stations, including combined transport of dangerous goods”, R 002 “Recommendations on unified environmental standards for emissions and discharges of harmful substances into the environment during the operation of railway transport, taking into account the classification of the territory” in 2025.

The expediency of exchanging opinions and experiences on the works carried out and solving current environmental problems in the field of railway transport was noted.

3.2. Transport Law

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

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

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

In the reporting year, the Commission carried out its activity on the basis of the Work Plan of the Commission for 2024, adopted by the joint meeting of Plenipotentiaries of the Members of OSJD Ministerial Conference and Conference of General Directors (Authorised Representatives) of OSJD Railways, which was held from 5 till 8 December 2023, as well as the Work Programme for 2024 on the following subjects:

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

Improvement of the Agreement on International Passenger Traffic (SMPS) and the Service Instructions to SMPS (SI to SMPS)

On 1 May 2024, the amendments and additions to the Agreement on International Passenger Traffic and Service Instructions (SI) to SMPS, adopted in 2023 and approved in accordance with the procedure established in Article 46 “Publication, amendment and modification of the present Agreement, Service Instructions”, came into force. The OSJD Committee prepared and submitted to all SMPS participants the updated texts of SMPS and SI to SMPS. The updated texts of SMPS and SI to SMPS with amendments and additions effective from 1 May 2024 are posted on the OSJD website. The OSJD Committee prepared and posted on the OSJD website an unofficial translation of the above-mentioned updated texts in English.

All meetings in 2024 considered proposals received from SMPS participants for amendments and additions to SMPS and SI to SMPS.

The following amendments and additions to SMPS have been agreed upon:

- In Article 2, “Terms”, the definition of “contractual carrier” has been amended. Article 2 has been supplemented with new terms, “special train” and “special coach”.
- Paragraph 1 of Article 3, “Application of the Agreement”, has been amended to establish that the Agreement is also binding on actual carriers.
- Clarifying amendments have been made to paragraph 1 of Article 6, “Contract of carriage”, paragraphs 1 and 5 of Article 10, “Conditions of validity of travel documents”, and paragraph 3 of Article 14, “Interruption of journey”.
- In paragraph 1 of Article 13, “Carriage of persons with reduced mobility”, the list of languages in which information about services provided to persons with reduced mobility is available has been supplemented with German.
- In Annex 1 “List of addresses of SMPS parties making information available on the specified services to be provided for the passengers with reduced mobility”, amendments have been made to the data concerning the Republic of Latvia.

The following amendments and additions have been made to SI to SMPS:

- Article 14, “Service staff management”, has been supplemented with a new paragraph 6, which defines the method for cancelling travel documents.
- In paragraphs 1 and 5 of Article 3, “Non-machine processable blank tickets”, paragraph 1 of Article 4, “Non-machine processable seat reservations”, paragraph 3 of Article 8, “Non-machine processable cardboard tickets”, paragraphs 1, 2 and 4 of Article 10, “Passenger handling”, paragraph 3 of Article 11, “Service staff”, paragraph 3 of Article 14, “Service staff management”, paragraph 4 of Article 27, “Actions to be taken by the carrier in the case of non-compliance with provisions of the contract of carriage of passengers or changes to contractual terms”, paragraph 2 of Article 32, “Calculation and collection of carriage charges”, Article 38, “Actions for recourse between carriers to recover the compensation paid” and Annex 5 “Instructions for drafting luggage waybills (map chart)” editorial corrections have been made.

Amendments and additions to SMPS and SI to SMPS, agreed and adopted in accordance with the established procedure, will be effective from 1 May 2025.

In 2025, the Commission will continue to improve SMPS and SI to SMPS.

Updating of the draft Document regulating issues related to the service staff of the entities involved in the international passenger traffic

Work on updating the draft document was carried out at all expert meetings in 2024. Participants in the expert meeting of the Commission (25-27 September 2024) considered it expedient to include the draft Document in the draft

Agreement on relations between carriers in international passenger traffic in the form of an Annex.

Work on updating the draft Agreement has been included in the draft Work Plan of the Commission for 2025.

Introduction of amendments and additions to Leaflet O 110 “Rules for checking procedure of international passenger trains and direct coaches in the traffic between the OSJD member countries”

- Editorial changes have been made to clause 3.1.1.
- Additions have been made to clause 4.1.2 concerning items to be checked by inspection personnel en route on trains and coaches.
- In clause 5.2, English has been added to the list of languages in which the report drawn up by the inspection personnel must be filled out.

These amendments and additions are submitted for approval by the OSJD Ministerial Conference in accordance with the procedure established in clause 2 of Article IV of the OSJD Committee Regulations and are scheduled to enter into force on 1 May 2025.

In 2025, work to update Leaflet O 110 will continue.

From 1 July 2024 the amendments and additions to ***the Agreement on International Goods Transport by Rail and Service Instructions (SI) to SMGS***, adopted in 2023 and approved in accordance with the procedure laid down in Article 56 of SMGS “Amendment, Supplement and Publication of the Agreement and SI to SMGS”, entered into force. The updated texts of SMGS and SI to SMGS with amendments and additions as of 1 July 2024 were published on the OSJD website.

Throughout the year, the expert meetings of the Commission on SMGS issues and the meeting of the Commission on SMGS issues considered proposals by SMGS participants for amendments and additions to SMGS and SI to SMGS, including those relating to the question of the risk of two claims in the event of loss of goods (from consignor and consignee) on one consignment note, the procedure for filing a claim in the event of carriage under an electronic consignment note with a commercial act in paper form, the possibility of filing a claim in electronic form regardless of the existence of an agreement between the parties to the carriage, additions to the list of documents to be attached by the consignor and consignee when filing a claim in the event of cargo loss.

Following the discussions, the participants agreed to amend paragraph 4 of Article 24, “Goods delivery period”, clause 4.4. of Section I “Acceptance of goods for carriage” and explanations on filling in field 17 “Number of packages” of clause 8 “Explanatory notes on the content of the consignment note” of Annex 1 “Rules for the carriage of goods” to SMGS.

The abovementioned amendments and additions to SMGS and SI to SMGS, agreed and adopted in accordance with the established procedure, will come into effect on 1 July 2025.

The work of the Commission on improvement of SMGS and SI to SMGS will continue in 2025.

In 2024, work continued on the **preparation of proposals for draft amendments and additions to SMGS aimed at resolving issues on the document of title.**

During the meetings of the Ad Hoc Working Group on the issues of the document of title to the goods the participants partially considered draft Annex 7 “SMGS Bill of Lading Guidelines” to the SMGS, prepared by the leading duty holder – a member of the AWG from the People’s Republic of China.

Following the consideration, it was decided that in future work, the term ‘SMGS freight forwarding document’ would be used to designate a document of title. During the work, the following points were considered and preliminarily agreed upon: 3 “Scope of application”, 4 “Legal basis”, 5 “Preparation and issuance of the SMGS freight forwarding document”, 6 “Transfer of the SMGS freight forwarding document”, 7 “Rights and obligations”, 7.1 “Amendment of the contract of carriage”, 7.2 “Delivery of goods”, 7.3 “Obstacles to carriage and delivery of goods”, 7.4 “Responsibility of the holder”, clause 9 “Sample SMGS freight forwarding document”, Annex 1 “Explanations on filling in the SMGS consignment note and SMGS freight forwarding document when transporting goods using the SMGS freight forwarding document” of the draft.

The participants of the meetings preliminarily agreed to amend Article 2 “Terms” of SMGS, rephrasing the term “consignee” and Article 13 of SMGS, rephrasing it as “Carriage of goods using the CIM/SMGS consignment note or the SMGS freight forwarding document”.

Work on draft Annex 7 to SMGS and proposals for amendments and additions to SMGS and SI to SMGS to address the issues of the document of title, will continue in 2025.

In 2024, in accordance with the instructions of session LI of the OSJD Ministerial Conference (18-20 June 2024, Republic of Poland, Warsaw), within the framework of expert and Commission meetings on SMGS issues, work continued on the preparation of **draft comprehensive amendments and additions to SMGS aimed at resolving issues related to the carriage of goods under a single consignment note, provided that the shipment is transported via several railway sections connected by waterways.**

The meeting participants continued to review the draft prepared by the AWG on the issues of railway and waterway traffic, taking into account the comments and suggestions received from SMGS participants.

The prepared draft contains amendments to Articles 2 “Terms”, 3 “Application of the Agreement”, 4 “Transportation using different track gauges or waterways”, 9 “Rules for the transport of dangerous goods”, 15 “Consignment note”, 24 “Goods delivery period”, 39 “Limits of a carrier’s liability” of SMGS; clauses 8 “Explanatory notes on the content of the consignment note”, 15 “Containers”, 16 “Intermodal transport units (except for containers) and road vehicles”, 22 “Exceptional goods. Goods loaded within reduced or zonal loading gauge”, 26 “Carrier’s actions in the event of administrative measures assumed by

authorised bodies”, 31 “Carrier’s actions at reloading because of changing the track gauge” of Annex 1 “Rules for transportation of goods” to SMGS, clause 3 “Requirements for consignment note accompanying an empty wagon” of Annex 4 “Rules for the transport of wagons as transport means not belonging to the carrier” to SMGS, the structure of Annex 5 “Information Manual” to SMGS.

The project involves extending the scope of application of SMGS to the carriage of goods in direct railway and waterway traffic, which includes both maritime and other waterway sections, and the use of the term “carriage of goods in direct international railway and waterway traffic” throughout the text.

In accordance with the opinions expressed by SMGS participants regarding their interest in providing the aforementioned type of transport both on maritime and other waterway sections, an approach was chosen during the preparation of the draft whereby participants independently declare the sections of the route on which the aforementioned type of transport will be provided under SMGS conditions, by entering the relevant information in Annex 5 “Information Manual” to SMGS, which allows participants to determine the scope of application of the agreement, taking into account their interests and capabilities, as well as the specific features of the applicable international and national legislation.

Due to the lack of consensus, in particular on the issue of extending the scope of application of SMGS, amendments to SMGS relating to the carriage of goods under a single consignment note, provided that the consignment is transported on several railway sections connected by water sections, were not agreed.

It should be noted that in the course of 2024, the work on updating the data of *Annex 5 to SMGS “Information Guide”* continued. During the accounting period the OSJD Committee received applications from the SMGS participants from Hungary, Georgia, Republic of Latvia, Republic of Lithuania, Mongolia, Republic of Poland, Russian Federation, Slovak Republic, Ukraine and Republic of Estonia to make amendments to SMGS Annex 5 “Information Guide”. The announced changes mainly concerned adding new carriers participating in international traffic under SMGS conditions to the list, as well as updating the contact data of the previously announced carriers. In accordance with paragraph 3 of Article 12 of SMGS, the declared changes were included by the OSJD Committee into Annex 5 to SMGS, published and put into effect in accordance with the stipulated procedure.

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

During 2024, at AWG and expert meetings in the field of *the Rules for the Transportation of Dangerous Goods*, work continued on updating the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS) and the List of regulatory and technical documents that are additionally applied in order to fulfil the requirements of Annex 2 to SMGS that have been made to international and national regulations on the rules for the transport of dangerous goods, taking into

account the specific features of railway operations in the OSJD member countries.

During the two-year cycle 2023/2024, amendments and additions to Annex 2 to SMGS were discussed and agreed upon with regard to: terminology, definitions, transitional measures, inspections and other supporting measures aimed at ensuring compliance with requirements related to safety, classification, special provisions, the list of dangerous goods, special provisions applicable to certain items, provisions related to packaging and tanks, departure procedure, requirements for the manufacture and testing of packaging, intermediate bulk containers (IBCs), large packaging and tanks, provisions related to the conditions of transport, loading, unloading and handling of goods.

At the meeting of the OSJD Commission on Transport Law in the field of the Rules for the Transportation of Dangerous Goods (15-18 October 2024, OSJD Committee, Warsaw), the participants agreed on amendments and additions to Annex 2 to SMGS and the List. These amendments will enter into force on 1 July 2025.

Work on further updating of Annex 2 to SMGS and harmonisation of legal documents related to the transportation of dangerous goods will continue in 2025.

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

On 1 July 2024, the second edition of OSJD Leaflet O+R 401 “Stowage and fastening of goods in high capacity containers” came into force.

In 2024, the OSJD Committee, on the basis of Article 56 of SMGS, informed about the entry into force on 1 July 2025 of amendments and additions to clause 15.23 of Annex 3 “Technical Conditions for Stowage and Fastening of Goods” to SMGS, which were adopted at the meeting of the OSJD Commission on Transport Law on the development of technical conditions for the stowage and fastening of goods (24-27 October 2023, OSJD Committee, Warsaw).

During 2024, at AWG, expert and Commission meetings on the development of technical conditions for stowage and fastening of goods, amendments and additions to Section 12, “Placement and fastening of road trains, motor vehicles, semi-trailers, trailers, tractor units and removable motor vehicle bodies” were considered, agreed and will be included in Annex 3 “Technical Conditions for Stowage and Fastening of Goods” to SMGS.

These amendments and additions have undergone the necessary procedure to be put into effect on 1 July 2025.

In 2024, amendments to Annexes 1, 4 and 9 of **Annex 6 to SMGS “CIM/SMGS consignment note manual”** were introduced and came into force in accordance with the request of the SMGS participants from the Republic of Poland and Ukraine. The updated text of Annex 6 to SMGS “CIM/SMGS consignment note manual” is available on the OSJD website.

Within the framework of the joint OSJD and CIT project “CIM/SMGS

transport law harmonisation” no work was carried out in 2024.

3.3. Freight Traffic

In 2024, the work of the OSJD Commission on Freight Traffic was carried out in the following areas:

- improvement of international agreements on transit freight tariffs and updating of tariff terms and conditions for transit freight transport operations;
- improvement of the Agreement on the Rules for the Use of Freight Wagons in International Traffic and updating the Rules for the Use of Freight Wagons in International Traffic in order to ensure their harmonisation with similar international regulatory documents;
- improvement of the Agreement on International Transportation of Containers by Container Trains;
- coordination of freight volumes in international traffic;
- harmonisation of the unified system of description and coding of goods (Harmonised Nomenclature of Goods, GNG) in international traffic on the railways of the OSJD member countries;
- updating of the List of Freight Stations on OSJD Railways;
- organisation of freight transportation in containers in international traffic, planning and organisation of seamless passing of container trains on Asia-Europe-Asia routes;
- organisation of international freight transportation using the CIM/SMGS consignment note;
- development and organisation of transportation of postal items by rail;
- organisation of combined, intermodal and multimodal international transport operations;
- development and coordination of international freight train schedules;
- cooperation with international organisations in the field of freight traffic in order to improve the efficiency of railway transport, ensure the competitiveness of international railway traffic, and improve transport and logistics services.

These topics, falling within the competence of the Commission, were discussed at meetings and seminars held in accordance with the Commission’s Work Plan for 2024.

The subject “Improvement of the Agreement on the Unified Transit Tariff (ETT), and updating the ETT” was discussed at the meeting of the representatives of the Parties to the ETT Agreement (14-17 May 2024, OSJD Committee, Warsaw).

In accordance with clause 3 of Article 9 of the ETT Agreement, the OSJD Committee, as the depositary of the Agreement, announced amendments to the Agreement and the ETT related to the termination of participation in the Agreement by the Holding Bulgarian State Railways (BDZ) as of 1 January 2024.

In the absence of objections from the Parties to the Agreement and in accordance with clause 2 of Article 8 of the Agreement, the OSJD Committee, as

the depositary of the Agreement, announced the accession of the Korea Railroad Corporation (KORAIL) to the Agreement with effect from 5 September 2024.

Due to KORAIL joining the Agreement on 5 September 2024, the Parties to the Agreement have agreed to make the relevant amendments to the Agreement and the ETT.

Based on the results of the meeting, the Parties to the Agreement adopted joint decisions on amendments and additions to the ETT, announced by the OSJD Committee as the depositary of the Agreement:

- with effect from 7 June 2024, concerning Section VI “Tables of transit distances” and related to clarifications in the transit distance table of the railway of Kazakhstan (KZH);

- with effect from 16 August 2024, concerning:

- 1) updating the Table in Section IV “List of dangerous goods” with regard to individual dangerous goods in connection with the entry into force on 1 July 2023 of amendments and additions to Annex 2 “Rules for the carriage of dangerous goods” to the Agreement on International Freight Railway Traffic (SMGS);

- 2) clarification of the tables of transit distances of the railways of Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan and Ukraine to bring them into line with the Note “Explanation of abbreviations” in Section VI “Tables of transit distances”;

- with effect from 1 January 2025, concerning:

- 1) application of uniform rules for calculating freight charges for the carriage of loaded large-tonnage containers with a length of 10 feet and an actual gross weight of 12 tonnes or more;

- 2) establishing uniform tariff rules (calculation of charges) for the carriage of goods in various types of specialised and special containers.

In connection with the entry into force on 1 June 2024 of amendments and additions to the Harmonised Nomenclature of Goods (GNG), the Parties to the Agreement have agreed as follows:

- the calculation of the freight charge for the carriage of goods in a wagon shall be carried out in accordance with the provisions of paragraph 14 “Charges for carriage of cargo in a wagon” of Section III “Calculation and collection of carriage charges” of the ETT;

- the calculation of the freight charge for the carriage of goods in a container shall be carried out in accordance with the provisions of paragraph 17 “Charges for transporting loaded and empty containers” of the ETT;

- ETT tariff class 1 for the list of goods with GNG codes version 2024.

The OSJD Committee, as the depositary of the Agreement, in accordance with the provisions of the Agreement and on the basis of the official notifications of the Parties to the Agreement from the “Kazakhstan Temir Zholy National Company” JSC (KZH) and the Railway of Moldova State Enterprise (CFM) during 2024, announced the introduction of amendments and additions to the table of transit distances of the railways of the Republic of Kazakhstan and the Republic of Moldova in Section VI “Tables of transit distances” of the ETT.

The working staff of the OSJD Commission prepared and sent in electronic form, with regard to the announced amendments and additions:

- the updated text of ETT as of 16 August 2024;
- the updated texts of the Agreement on ETT and ETT as of 5 September 2024.

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

In accordance with the provisions of Article 11 of the ETT Agreement, in December 2024, the OSJD Committee, as the depositary of the Agreement, issued and sent to the Parties to the Agreement, interested observers and OSJD affiliated enterprises certified copies of the updated texts of the ETT Agreement and ETT as of 1 January 2025.

The subject “Improvement of the Agreement on the International Railway Transit Tariff (MTT), and updating the MTT” was discussed at the XXXV meeting of representatives of the Parties to the MTT Agreement (25-28 June 2024, OSJD Committee, Warsaw).

At the meeting, the Parties to the MTT Agreement adopted the text of the reference information on the dates of accession of the Parties to the Agreement and on changes in the names of the Parties to the Agreement (*as of 28 June 2024*).

The proposals and comments of the Parties to the Agreement on amendments and additions to update the MTT, submitted by the Byelorussian Railway (BC), “Kazakhstan Temir Zholy National Company” JSC (KZH), Ministry of Transport of the Russian Federation, O‘zbekiston temir yo‘llari JSC (UTI), Ministry of Communities and Territories Development of Ukraine and the OSJD Committee, as the depositary of the Agreement, were considered, as well as those received during the meeting from the representatives of the Parties to the Agreement.

Upon consideration, the Parties to the Agreement agreed on the following amendments and additions to the MTT, announced by the OSJD Committee as the depositary of the Agreement:

- with effect from 19 July 2024, concerning Section I “Tables of transit distances” of Part VI “Tariff distances, tariff rates, additional charges and other payments” and related to changes and additions to the table of transit distances of the Kazakhstan Railway (KZH);

- with effect from 26 September 2024, concerning:

1) additions to the MTT Tariff publication regarding the Kyrgyz Railway (KRG);

2) clarification of the application of special tariff conditions for transportation in container or intermodal trains;

3) clarification of the procedure for calculation of charges for the transportation of cargo on its own axles;

4) clarification of the procedure for calculating the charge for the carriage of oversized cargo that falls under several different types and/or degrees of oversize;

5) updating the Table in Part V “List of dangerous goods” with regard to individual dangerous goods in connection with the entry into force on 1 July 2023 of amendments and additions to Annex 2 “Rules for the carriage of dangerous goods” to the Agreement on International Freight Railway Traffic (SMGS);

6) adding to Section III “Additional charges and other payments” of Part VI “Tariff distances, tariff rates, additional charges and other payments” a new charge for changing the contract of carriage;

7) clarification of tables of transit distances on the railways of Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan and Ukraine in Section I “Tables of transit distances” of Part VI “Tariff distances, tariff rates, additional charges and other payments”;

- with effect from 1 January 2025, concerning:

1) application of uniform rules for calculating freight charges for the carriage of loaded large-tonnage containers with a length of 10 feet and an actual gross weight of 12 tonnes or more;

2) establishing uniform tariff rules (calculation of charges) for the carriage of goods in various types of specialised and special;

3) clarification of the calculation of charges for the carriage of dangerous goods in containers.

The OSJD Committee, as the depositary of the Agreement, in accordance with the provisions of the Agreement and on the basis of an official notification of the Party to the Agreement from the Railway of Moldova State Enterprise (CFM) during 2024, announced the introduction of amendments and additions to the table of transit distances of the railway of the Republic of Moldova in Section I “Tables of transit distances” of Part VI “Tariff distances, tariff rates, additional charges and other payments” of the MTT.

The working staff of the OSJD Commission III prepared and sent in electronic form the updated text of the MTT (*as of 26 September 2024*) in view of the announced amendments and additions, and also posted it on the OSJD website (<https://osjd.org/>).

In accordance with clause 5 of Article 4 of the Agreement, in December 2024 the OSJD Committee, as the depositary of the Agreement, issued and sent to the Parties to the Agreement and interested OSJD affiliated enterprises the updated texts of the MTT Agreement and the MTT as of 1 January 2025.

During the work to improve the Agreement on the Rules for the Use of Freight Wagons in International Traffic (PGW Agreement), to amend and supplement the Rules for the Use of Freight Wagons in International Traffic (PGW) in order to update them, the following was done.

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

1) at the meeting of the Working Group of the Parties to the PGW Agreement on tariff rate calculation (13-14 May 2024, OSJD Committee, Warsaw).

The 2023 data provided by the Parties to the PGW Agreement, without taking into account the input data of the Railway of the Islamic Republic of Iran, People's Republic of China (KZD), Democratic People's Republic of Korea (ZC), Lithuanian Railways – Lietuvos geležinkeliai JSC and a Romanian company Unicom Transit JSC, have been preliminarily analysed and considered for the calculation of the draft rates of charge for the use of freight wagons, bogies and wagons without bogies in international traffic.

The leading duty holder of the project – the RZD OJSC provided the results of the preliminary calculation of the draft rates of charge made on the basis of the aforementioned data and taking into account the updated data from PKP Cargo and ZSSK Cargo, which were received during the course of the work.

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

According to data from the Swiss National Bank (www.snb.ch), the inflation rate (change in consumer prices) for 2023 was 2.1 %, and therefore, in accordance with subclause 1.3.6 of the Methodology, it was noted that the rates of charges for the use of wagons are subject to indexation.

The Working Group discussed the issue of changing the frequency of calculating the rates of charges for the use of freight wagons and bogies (not annually, but once every three years) based on the positions of the Parties to the Agreement submitted for this meeting: BC, MAV Co., RCH CJSC, KZH, LDZ Cargo, CFM, PKP Cargo, RZD OJSC, TDZ, UTI, Ukrainian Railways JSC and EVR, and concluded that it was not expedient to develop the above changes.

2) at the meeting of the authorised representatives of the Parties to the PGW Agreement (4-6 June 2024, OSJD Committee, Warsaw).

Taking into account the additional data received from the Parties to the Agreement, namely, taking into account the initial data from UTZ, the revised data from KRG and UTZ, as well as the prepared justification of the average annual repair costs per wagon by type of repair with the distribution of costs by elements from the following Parties to the Agreement: BC, KRG, TDZ (for all types of wagons) and the Ukrainian Railways JSC (for platforms, semi-wagons, isothermal wagons), the leading duty holder – the RZD OJSC provided the results of the revised calculation of the draft the rates of charges for the use of wagons, bogies and wagons without bogies.

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

- calculated draft rates of charge (based on the data for 2023 submitted by the Parties to the PGW Agreement;
- current rates taking into account the indexation coefficient.

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

In connection with the decision of the Party to the Agreement, a member of the Working Group of the Parties to the Agreement on tariff rate calculation from the Russian Railways OJSC to cease acting as the leading duty holder on the topic “Updating the rates of charge for the use of freight wagons and bogies in international traffic” (Annex 12 to the PGW) with effect from 2025, the Party to the Agreement, member of the Working Group of the Parties to the Agreement on tariff rate calculation from LDZ Cargo confirmed its readiness to assume the function of the leading duty holder on this topic, starting from 1 January 2025.

The issue related to agreeing amendments and additions to the PGW Agreement and to the PGW was discussed at the following meetings:

1) at the expert meeting of the Parties to the Agreement on Agreement on the Rules for the Use of Freight Wagons in International Traffic (PGW Agreement) (3-5 April 2024, OSJD Committee, Warsaw).

The proposals of the Parties to the Agreement aimed at improving the Agreement and updating the PGW, and from the OSJD Committee, as the depositary of the Agreement, were considered, also taking into account proposals and comments received during the meeting from representatives of the Parties to the Agreement.

Based on the results of consideration of the positions presented and proposals received during the meeting, the Parties to the Agreement – participants of the meeting agreed on a number of amendments and additions to the Agreement and the PGW and noted the need for further discussion on the following issues:

- the provision of a liability mechanism between a railway company which is not a Party to the Agreement and a railway company which is a Party to the Agreement;
- the inclusion of provisions concerning the affixing of “labels” and “markings” in Section 12 “Symbols and inscriptions” of Annex 1 to the PGW;
- clarification on subclause 13.3 of Annex 1 to the PGW on the need to apply inscriptions, labels and markings after periodic repairs on axle boxes for wagons of different gauges;
- the possible removal of the wording agreed at the meeting from subclause 5.3 of Appendix B to the PGW Agreement and its inclusion in the relevant section of the PGW.

In addition, the meeting was informed by the Party to the Agreement – the RZD OJSC, of the proposed changes to the frequency of calculating the rates of charge for the use of freight wagons and bogies (once every three years instead of annually), as well as on the termination of its role as the leading duty holder for the calculation of charges from 2025;

2) at the meeting of the authorised representatives of the Parties to the PGW Agreement (4-6 June 2024, OSJD Committee, Warsaw).

Proposals for improving the Agreement and updating the PGW submitted by the OSJD Committee, as the depositary of the Agreement, and by the following Parties to the Agreement were considered: BC, MAV Co., RCH CJSC, LDZ Cargo, LTG, CFM, UBZD, PKP Cargo, RZD OJSC, TDZ, UTI, Ukrainian Railways JSC and EVR, as well as taking into account proposals and comments received during the meeting from representatives of the Parties to the Agreement.

The Parties to the Agreement – participants in the meeting – have agreed on the following amendments and additions to:

1) PGW Agreement (editorial revision throughout the text: the word ‘party’ as understood in the preamble to the Agreement should be capitalised and written in the corresponding case);

2) Appendix B “Rules for the use of freight wagons in international traffic” to the Agreement:

- subclause 5.3, concerning the introduction of the term “inscription” instead of the term “marking”, as well as the indication of the location of the leak when the inscription is applied;

- subclauses 17.8.6.1 and 17.8.6.2, for editorial purposes;

3) Annex 1 “Technical requirements for wagons” to the PGW:

- subclause 12.5, in order to align the provisions of subclauses 12.5 and 13.3 of Annex 1 to the PGW and Annex 25 to the PGW;

- subclause 13.3, concerning clarification of the provisions for the operation of bogies with expired periodic repairs;

4) Annex 25 “Sample designation of periodic repair intervals” to the PGW, clarifying the compliance of the reference provision with subclause 13.2 of Annex 1 to the PGW;

5) Annex 36 “Sticker on the wagon” to the PGW, clarifying the compliance of the reference provisions with subclauses 3.5.2, 3.5.3 and 3.5.4 of Annex 1 to the PGW;

6) Appendix E “Application for accession to the PGW Agreement” to the Agreement, concerning the specification of information provided on the method of calculation when filling out the application form for accession to the Agreement.

In accordance with clause 4 of Article 6 “Amendment of the Agreement” of the Agreement and clause 6 of Article 7 “Amendment of the PGW” of the Agreement, the decision on the amendments and additions to the Agreement and the PGW agreed upon at the meeting of the authorised representatives of the Parties to the Agreement was announced on 13 August 2024 by the OSJD Committee, the depositary of the Agreement, with entry into force on 1 January 2025.

The OSJD Committee, as the depositary of the Agreement, issued the updated text of the Agreement on PGW with annexes as of 1 January 2024.

On the basis of the data submitted by the Parties to the PGW Agreement, the OSJD Committee, as the depositary of the Agreement, calculated the shares of votes of each Party to the Agreement. The table of distribution of the voting shares as of 1 September 2024 was sent to all Parties to the PGW Agreement.

The OSJD Committee, as the depositary of the Agreement, made the following changes during 2024 on the basis of official notifications from the Parties to the Agreement:

- to Annex 1-I “Addresses of the Parties to the Agreement” to the PGW from the MAV Co. and PKP Cargo;
- to Appendix A “List of the Parties to the PGW Agreement” to the PGW Agreement, to Annex 2-I “List of addresses of authorised departments of railway companies” to Annex 38 “Procedure for transfer of information on joint-use wagons of the Parties to the PGW Agreement” to the PGW, to Annex 2-I “List of handing over/accepting railway companies” to the PGW, to Annex 3-I “List of abbreviated designations and codes of railway companies (RC)” to the PGW from PKP Cargo.

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

The updated text of the PGW Agreement with annexes, prepared by the working staff of the OSJD Commission, taking into account the announced changes, as of 1 January 2025, was be posted on the OSJD Website (<https://osjd.org/>).

The subject “Improvement of the Agreement on the transportation of containers as part of container trains in international traffic” was discussed in 2024 during three meetings of the representatives of the Parties to the Agreement on the transportation of containers as part of container trains in international traffic (*13-14 February 2024, OSJD Committee, Warsaw, videoconferencing mode; 28-29 May 2024, Saint Petersburg, Russian Federation; 12-13 September 2024, OSJD Committee, Warsaw, videoconferencing mode*).

During these meetings, proposals and comments submitted by the Parties to the Agreement on the transportation of containers as part of container trains in international traffic were discussed: Azerbaijani Railways CJSC (AZD CJSC), Byelorussian Railway (BC), Railway of Moldova State Enterprise (CFM), Russian Railways OJSC (RZD OJSC), EuroSib SPb-TS JSC, “UTLC ERA” JSC, RZD Business Asset JSC, “TransContainer” PJSC and FIT LLC, on improving the Agreement in relation to Article 1 concerning the term “container train organiser” and updating clause 1 “Organisation of carriage”, clause 3 “Preparation of transport documents”, clause 4 “Uncoupling en route”, clause 5 “Special features of the carriage of container trains”, clause 7 “Information exchange” of Appendix B “Rules for the organisation of the carriage of containers in container trains in international traffic” to the Agreement. In addition, the Parties to the Agreement considered the issue concerning the rights and obligations of the container train operator under the Agreement. This issue will also be discussed at the meeting of representatives of the Parties to the Agreement in 2025.

Based on the results of the review, the Parties to the Agreement agreed to make the relevant amendments and additions to clauses 1, 3, 4, 5 and 7 of the Rules.

The OSJD Committee, as the depositary of the Agreement, in accordance

with the provisions of Article 4 of the Agreement, announced the introduction of the agreed amendments and additions to the Rules with effect from 1 August and 14 November 2024.

The Parties to the Agreement – BC, East Express LLC, Eurosib SPb-TS JSC, RZD Business Asset JSC and FIT LLC have updated and submitted information to the “List of contact details of specialists” in Annex 2 to the Rules in Appendix B to the Agreement.

The OSJD Committee received a written request from the Korea Railroad Corporation (KORAIL) to accede to the Agreement.

According to Article 5, clause 5 of the Agreement, the OSJD Committee, as the depositary of the Agreement, after checking the compliance of the submitted documents with the terms of accession to the Agreement, informed all the Parties of the Agreement and the Korea Railroad Corporation (KORAIL) about the accession to the Agreement as of 24 June 2024 and made the relevant addition to Appendix A of the Agreement, indicating the date of KORAIL’s accession.

The working staff of the OSJD Commission III prepared the updated texts of the Agreement as of 1 August 2024 and 14 November 2024 in view of the announced amendments and additions and sent them to the Parties to the Agreement and interested Members of the CGD and OSJD affiliated enterprises in electronic form.

The updated texts of the Agreement as of 1 August 2024 and 14 November 2024 were posted on the OSJD website (<https://osjd.org/>).

The subject “Coordination of international freight transportation volumes” was considered at the meeting of the OSJD Commission III held from 26 February till 1 March 2024 in the videoconferencing mode (*OSJD Committee, Warsaw*).

The meeting was attended by the representatives of the Byelorussian Railway (BC), Vietnamese Railway State Company (VZD), “Kazakhstan Temir Zholy National Company” JSC (KZH), China State Railway Group Co., Ltd. (KZD), Ministry of Railways of the Democratic People’s Republic of Korea (ZC), Ulan-Bator Railway JSC (UBZD), Russian Railways OJSC (RZD OJSC), O’zbekiston temir yo’llari JSC (UTI), Turkmenistan Railways – Agency “Turkmendemiryollari” (TRK), Afghanistan Railway Authority (ARA), Railway of the Islamic Republic of Iran (RAI) and foreign trade organisations of the Republic of Belarus, Socialist Republic of Vietnam, Republic of Kazakhstan, People’s Republic of China, Mongolia, Russian Federation, Republic of Uzbekistan and Turkmenistan, as well as Korea Railroad Corporation (KORAIL), “UTLC ERA” JSC, an OSJD affiliated enterprise, and the OSJD Committee.

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

In connection with the accession of BC, TRK, ARA and RAI to the work on the subject “Coordination of international freight transportation volumes”, the meetings of the following Subgroups were held:

- II Subgroup RZD OJSC-KZD with the invitation of BC;
- V Subgroup KZD-UBZD-RZD OJSC with the invitation of BC;
- VIII Subgroup KZD-KZH with the invitation of RAI;
- IX Subgroup KZD-KZH-RZD OJSC with the invitation of BC;
- XII Subgroup KZD-KZH-UTI with the invitation of TRK, ARA and RAI;
- XIII Subgroup VZD-KZD-KZH with the invitation of RZD OJSC and UBZD;
- XVI Subgroup BC-RZD OJSC-KZH-UTI with the invitation of TRK, ARA and RAI;
- XVIII Subgroup UTI-ARA with the invitation of KZH;
- XIX Subgroup TRK-ARA with the invitation of KZH.

The results of fulfilment of volumes of foreign trade cargo transportation for 2023 were summarised and the volumes of export, import and transit cargo transportation for 2024 with their distribution by quarters and by types of cargo for each border crossing were agreed upon.

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

Technical and organisational measures have been developed to ensure that the agreed freight traffic volumes are met in 2024.

In order to consider the issues on the subject ***“Improvement and updating of the Harmonised Nomenclature of Goods (GNG)”***, the meeting of the OSJD Commission III was held from 26 till 29 March 2024 (*Beijing, People’s Republic of China*).

The draft amendments and additions to the GNG, developed and prepared by the leading duty holder of the GNG in OSJD – the RZD OJSC on the basis of the 2024 version of the UIC’s Harmonised Commodity Code (NHM), amendments to the Combined Nomenclature of the European Union (CN), put into effect from 1 January 2024, were considered and agreed upon taking into account proposals, comments and positions presented by KRG, RZD OJSC, UTI, UZ and the OSJD Committee as the depositary of the GNG, as well as from KZH, LDZ and RZD OJSC, received during the meeting on the issue concerning the equivalence of the analytical and alphabetical lists of GNG goods.

The amendments and additions to the GNG are intended to improve and update the GNG in order to keep it harmonised with the 2024 version of NHM.

The agreed draft amendments and additions to the GNG were approved by the members of meeting XXXVIII of the Conference of General Directors (Authorised Representatives) of OSJD Railways (*15-19 April 2024, Ashgabat, Turkmenistan*).

The OSJD Committee, as the depositary of the GNG, announced the approved amendments and additions to the GNG taking effect on 1 June 2024.

The OSJD Committee published the updated text of the GNG as of 1 June 2024. The layout of the text had been jointly prepared by the leading duty holder

and the working staff of the OSJD Commission III and forwarded to all railways of OSJD member countries and interested OSJD observers and affiliated enterprises both electronically and in certified hard copy.

The updated text of the GNG in Chinese and Russian as of 1 June 2024 was posted on the OSJD website (<https://osjd.org/>).

At the invitation of Director General of the UIC Management Committee on NHM/DIUM, a delegation from the OSJD and Chairperson of the OSJD Commission III took part in the annual meeting of the UIC Management Committee on NHM/DIUM, held on 21-22 February 2024 at the UIC headquarters in Paris.

At the meeting, Director General of the UIC Management Committee noted the importance of harmonising NHM and GNG.

During the meeting of the UIC Management Committee, the OSJD delegation requested full information on the transition from the NHM to the HS, including decisions taken on the introduction of a transition period, on Chapters 27 and 99; on the issue of amendments and additions to the NHM based on changes to the CN during the transition period until the final transition from the NHM to the HS. Director General of the UIC noted that the information would be provided to the OSJD.

In accordance with the Memorandum of Cooperation between the Organisation for Co-Operation between Railways (OSJD) and the Council for Railway Transport of the Commonwealth Member States (19 October 2020), the OSJD Committee has received official information from the Directorate of the Council for Railway Transport of the Commonwealth Member States (CSZT) on changes to the Unified Tariff and Statistical Nomenclature of Goods (ETSNG), approved by the decision of the Eightieth Meeting of the Council for Railway Transport of the Commonwealth Member States, concerning the establishment of conformity of ETSNG freight codes with GNG freight codes, which was sent to the railways of OSJD member countries that apply GNG.

The subject “Updating of the List of Freight Stations on OSJD Railways” was discussed at the meeting of the OSJD Commission III (26-29 March 2024, Beijing, People’s Republic of China) with the participation of experts in coding and information technologies.

The railways of the OSJD member countries provide their data in compliance with the requirements set forth in OSJD Leaflet O 405 “Procedure for the compilation and administration of the List of Freight Stations on OSJD Railways”.

The updated List of Freight Stations on OSJD Railways in a PDF format is available on the OSJD website (<https://osjd.org/>).

Following consideration of proposals from the Ukrainian Railways JSC (UZ) and the OSJD Committee, as the depositary of Leaflet O 405, on updating the text of edition III of Leaflet O 405, amendments to Leaflet O 405 have been agreed.

Amendments to Leaflet O 405 were approved by meeting XXXVIII of the Conference of General Directors (Authorised Representatives) of the OSJD Railways (15-19 April 2024, Ashgabat, Turkmenistan) and entered into force on 15 May 2024.

The OSJD Committee published Leaflet O 405 as edition IV in the OSJD working languages based on the decision adopted by meeting XXXVIII of the CGD and sent it to the railways of OSJD member countries and interested OSJD affiliated enterprises in electronic form in Word and PDF formats, and also posted it on the OSJD website.

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

The List contains:

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

The subject "Coordination of international freight train timetables" was continued on a bilateral and multilateral basis.

According to information from a number of participants, applications for freight train routes and schedules for international freight trains on a bilateral and multilateral basis were agreed upon during the railway border crossing conference, as well as coordination and working meetings.

The subject "Organisation of transport of large-capacity containers in international traffic" was discussed during the expert meeting of the OSJD Commission III (9-11 September 2024, OSJD Committee, Warsaw).

On this subject the experts of the OSJD Commission III carried out their work in accordance with the approved Work Plan of the OSJD Commission III for 2024 in the following directions.

The leading duty holder – the "Kazakhstan Temir Zholy National Company" JSC (KZH) carried out the work on updating the database on container trains and contrailer transportations in international traffic, based on information provided by the railways of the OSJD member countries.

The leading duty holder – the Ukrainian Railways JSC (UZ), under the subtopic "Building a database of volume indicators of container transportation", prepared summary information on the volume indicators for the transport of large-capacity containers by rail in the member countries of the OSJD for

2023/2022 and for the first half of 2024/2023, based on data provided by the railways of the OSJD member countries, as well as diagrams showing the dynamics of container transport volumes by rail in the OSJD member countries from 2015 to 2023.

The experts of the OSJD Commission III carried out the work on updating the text of OSJD Leaflet R 421 “Rules for the use of large-capacity containers in international railway traffic” and agreed to make amendments to Leaflet R 421.

At the final meeting of OSJD Commission III (*15-18 October 2024, OSJD Committee, Warsaw*), the updated text of Leaflet R 421 was approved, to come into force on 18 October 2024, and it was decided that Leaflet R 421 would be published by the OSJD Committee as edition VIII.

The OSJD Committee sent Leaflet R 421 (edition VIII) to the railways of OSJD member countries and interested OSJD affiliated enterprises and also posted it on the OSJD website.

At the final meeting of OSJD Commission III (*15-18 October 2024, OSJD Committee, Warsaw*), the issue of the advisability of using an electronic version of the Handbook was discussed and it was decided that it would not be expedient to use the Handbook.

In order to further develop piggyback transportation, the BC proposed to consider the development of additional information and reference documents in the field of piggyback transportation in 2025.

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

During 2024 the railway freight traffic business proved to be quite competitive. Thanks to the joint actions of the railway companies of the OSJD member countries, observers and OSJD affiliated enterprises, good results were achieved in terms of increasing the volume of container transportation in international traffic, infrastructure was developed, positive changes took place in the technology of organisation of the freight transportation process.

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

The railways of the OSJD member countries and affiliated enterprises carried out work on the development and organisation of container transportation in international traffic, including organisation of container block trains on the OSJD railway network.

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

Currently, container trains have a total of more than 200 active routes, reaching more than 224 cities in 35 countries in Europe, Middle Asia and Central Asia, thus forming a transport network that covers the Eurasian space. Container trains carry more than 55,000 types of goods in 53 different categories, such as

electronics, cars and components, clothing and accessories, as well as grain, timber, consumer goods, etc.

Given the heavy congestion on the sea route, container trains running between China and European countries and between China and Central Asian countries continue to operate efficiently.

According to the Azerbaijani Railways CJSC (AZD CJSC), at the end of 2024, the volume of container traffic amounted to 70,803 containers (with a total cargo weight of 1,290,311 tonnes), including transit traffic – 32,790 containers (with a total cargo weight of 680,915 tonnes); export traffic – 15,988 containers (with a total cargo weight of 101,959 tonnes) and import traffic – 22,015 containers (with a total cargo weight of 507,437 tonnes).

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

Furthermore, within the framework of the Working Group between the Azerbaijani Railways CJSC (AZD CJSC) and China Railway Container Transport Corp., Ltd. (CRCT), there are plans to discuss a clear schedule for container block train movements (fixed service) in the future.

Also in 2024, the geography of container transportation by container trains along the International North-South Transport Corridor expanded. A new container train was launched on the Belarus-Azerbaijan route as part of the service for the transportation of container trains from the Kaliy station (BC) to the Astara terminal (RAI) with a cargo of potassium chloride.

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

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

According to the Byelorussian Railway (BR), targeted work was carried out to increase the transit attractiveness of railway transport. Special attention has been paid to the development of freight traffic by direct fast container trains, transport and logistics activities and infrastructure.

Transport and logistics schemes for the delivery of export products have been developed, including by high-speed container trains, along the following routes using the transport infrastructure of the Russian Federation:

- through ports in the north-western region of Russia, ports on the Black Sea and the Sea of Azov, Far Eastern Basin;

- by land routes to Central Asia, China and other countries in the Asia-Pacific region;
- using the International North-South Transport Corridor.

As part of the development of transport by organised container trains, the Byelorussian Railway carried out ongoing work aimed at establishing additional routes for the delivery of export cargo. As a result, in 2024, the list of international container trains was supplemented with three new routes for container trains in the following directions: Belarus – Russia, Belarus – Russia – Kazakhstan, Belarus – Russia – Kazakhstan – China.

The terminal infrastructure of the Byelorussian Railway allows for the handling of container trains in all regions of Belarus and can be used for the organisation of direct container services.

In 2024, the total volume of container traffic on the Byelorussian Railway amounted to 1.6 million containers in twenty-foot equivalent units (TEU). This is 1.5 times more than in 2023, which is an absolute record for the number of containers transported in the entire history of the container business on the Byelorussian railways. At the same time, export and import transportation accounts for more than 60 % of the total volume of traffic.

This volume of traffic and the growth in container traffic on all routes was achieved thanks to the stable operation of Byelorussian enterprises, as well as the work carried out by the Byelorussian Railway in cooperation with cargo owners, ministries and departments of the Republic of Belarus to develop new transport and logistics solutions and redirect freight flows in the context of the transformation and change of sales markets. The growth in container traffic indicates positive dynamics in the country's economic development.

The millionth container delivered to China contained dairy products from the Babushkina Krynka OJSC, the managing company of the Mogilev Dairy Company Babushkina Krynka holding.

BC, together with freight forwarders of the Republic of Belarus, took all possible measures to establish sustainable trade links for the supply of goods to Russia, Asian countries, China and other countries, both by land and using port infrastructure.

The Byelorussian Railway has created conditions for the development of transport within the International North-South Transport Corridor, which is a key element of the Eurasian transport framework and connects with most of the transport corridors used for international freight transport in the Eurasian region, ensuring the shortest possible transport distances between the EAEU countries and South Asia, East Africa and the Middle East.

In order to promote Byelorussian products on foreign markets, the Byelorussian Railway provides services for the delivery of export cargoes of domestic enterprises to Azerbaijan, Uzbekistan, India, Iran and the countries of the “far arc”.

In order to improve and develop transit freight traffic potential, it is of great importance for the Georgian Railway (GR) to increase freight traffic, especially container transport.

The Georgian Railway (GR) maintained positive dynamics in container traffic (including container trains), the volume of which in 2024 totalled 67,686 containers (85,924 TEUs) with a total weight of 730,773 tonnes, accepted/delivered in 744 container block trains.

Moreover, container transportation from Türkiye to Central Asia and back via the Baku-Tbilisi-Kars (BTK) railway line is carried out through the Azerbaijani port of Baku with feeder vessels departing for the Kazakhstan port of Aktau, within the framework of the Trans-Caspian International Transport Route (TITR).

Positive dynamics in the transportation of loaded containers on the network of the Railway of Kazakhstan (KZH) is maintained.

The volume of containerised cargo transported via the KZH network in 2024 was 2.1 million TEUs (+9 % to 2023) or 20.4 million tonnes (+13 % to 2023), including loaded containers – 1.9 million TEUs (+6 % to 2023), empty containers – 0.2 million TEUs (–26 % to 2023), of which:

- domestic traffic – 127 thousand TEUs (–9 % to 2023);
- export – 274.5 thousand TEUs (+1 % to 2023);
- import – 318.2 thousand TEUs (–2 % to 2023);
- transit – 1394 thousand TEUs (+9 % to 2023).

The decrease is due to a reduction in empty container traffic on all types of transport.

The main goods transported within the country are non-ferrous and ferrous metals, motor vehicles and construction materials.

As regards export, the main goods transported are grain (25 %), ferrous metals (21 %), non-ferrous metals (8 %) and milled products (29 %). The main destinations are China (75 %), Russia (10 %) and Japan (4 %).

Imported goods mainly include machinery and equipment, cars (44 %), chemicals (7 %) and ferrous metals (3 %). The main importers are China (60 %), Russia (18 %) and Uzbekistan (11 %).

The main share of container traffic comes from transit traffic, which accounts for 66 % of total freight traffic.

In 2024, the volume of container traffic in transit amounted to 1.4 million TEUs (+9 % to 2023), including the following destinations:

- China/Asia – Europe – China/Asia – 1090.5 thousand TEUs (+22 % to 2023), including China – Russia – China – 512.2 thousand TEUs (+4 % to 2023);
- China – Central Asian countries – China – 211.3 thousand TEUs (–16 % to 2023);
- TITR – 36.2 thousand TEUs (14-fold increase).

A terminal network is actively operating in cargo-generating regions on high-demand routes, including the Kazakh-Chinese terminal in the Chinese port of Lianyungang, the largest dry port in Central Asia on the border between Kazakhstan and China, KTZE – Khorgos Gateway, the Northern Sea Terminal in the seaport of Aktau, and the Kazakh-Chinese transport and logistics terminal in the dry port of Xi'an (China).

For the “Kazakhstan Temir Zholy National Company” JSC (KTZ NC JSC – KZH), it remains a priority to develop both traditional transit traffic and transcontinental routes China – European countries and China – Central Asian countries, as well as goods from China passing through Kazakhstan to Belarus and Russia.

In addition, another promising transit route through Kazakhstan is the International North-South Transport Corridor.

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

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

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

Construction of the 272-km Bakhty-Ayagoz railway line to the future third border crossing with China, which began in December 2023, is continuing. This line will increase export from Kazakhstan and transit traffic. According to forecasts, in three years, the volume of cargo traffic here will grow from 28 to 48 million tonnes.

According to information from the China State Railway Group Co., Ltd. (KZD), in 2024, 19,392 container trains were launched on the China-Europe-China route and 2,077,216 TEUs were shipped, which is 11 % and 9.2 % more than last year, respectively. Of these, 10,546 trains were sent to European countries and 8846 trains to China. The number of container trains on the China-Central Asia route reached 12,000, with 880,000 TEUs in containers dispatched, which is 10 % and 12 % more than in the same period last year, respectively. Currently, there are 93 regular container train routes operating between China and Europe (including return services) and 40 container train routes operating between China and Central Asia (including return services). By the end of 2024, a total of 102,291 container trains had been launched on the China-Europe route, delivering 10,025 thousand TEUs containers to 229 cities in 26 European countries.

The cities of Xi'an (3849 container trains dispatched), Chengdu (2285 container trains dispatched), Chongqing (2059 container trains dispatched) and Zhengzhou (2052 container trains dispatched) remain the cities with the highest number of container trains dispatched in the China-Europe direction.

Yiwu (812 container trains dispatched), Changsha (764 container trains dispatched), Wuhan (742 container trains dispatched), Guangzhou (742 container trains dispatched), Shenyang (676 container trains dispatched), Jinan (653 container trains dispatched), Shijiazhuang (598 container trains dispatched) and

Hefei (498 container trains dispatched) are important hub cities for dispatching container trains from China to Europe.

Since early 2024, KZD has been focused on improving the quality and efficiency of express rail transportation between China and European and Central Asian countries to maintain the stability and continuity of international supply chains and production chains.

To achieve this goal, various measures have been taken, including strengthening transport channels, improving transshipment capacities at border stations and introducing a fast customs clearance model.

Container trains departing from Shenyang (Liaoning Province, China) and in the opposite direction on the China-Europe route switched to an accelerated customs clearance model. This reduced the time required for customs procedures in Shenyang by 1-2 days.

Five China-Europe rail services are now integrated into the fixed schedule of China Railways (KZD) and now run weekly. Three of these involve container trains in the westbound direction, while the remaining two are for eastbound trains. The fixed-schedule rail service is now capable of delivering goods between China and Europe in less than two weeks.

According to KZD, there are currently over 80 container trains running on a fixed schedule. Two of the three new westbound trains depart every Wednesday and Saturday from Xi'an and terminate in Duisburg (Germany). The transit time for these services is approximately 12.5 days. The third westbound train, operating on a fixed schedule, departs from Chengdu and runs to the Polish city of Łódź. Departures are scheduled for every Saturday, with a transit time of approximately 11.5 days.

As regards eastbound services, one train will now depart from Duisburg (Germany) every Tuesday and another from Łódź (Poland) every Thursday. Transit times are slightly shorter than for westbound services, with a scheduled journey time of around 11.5 days for both.

The container train with a fixed schedule is a concept that was first launched in October 2022, which allowed trains in the China-Europe direction to run on a set timetable. The first fixed schedule train connected Xi'an and Duisburg in a record time of less than 10 days.

The first container train of the new year from the Yangtze River Delta region in eastern China departed on 1 January 2024 from Yiwu (Zhejiang Province, China). The train carried 110 containers with various goods, including everyday consumer goods, auto parts and equipment.

In May 2024, a special anniversary container train 'Yixin'ou' (Yiwu – Madrid) was launched on the China-Europe route to celebrate the 10th anniversary of the route. To mark the occasion, a ceremony was held in Madrid (Spain) to launch the return journey of the container train. The train travelled through France, Poland, Belarus, Russia and Kazakhstan, bound for Yiwu (China). The first train of the 'Yixin'ou' series was dispatched to Madrid on 18 November 2014, with a travel time of 21 days.

In November 2024, it was 10 years since the first container train departed from Yiwu to Madrid (Spain), marking the opening of the world's longest railway route (13,052 km).

At the end of 2024, the number of container trains running between China and Europe from Yiwu and back reached 1300. These trains transported almost 140,000 TEUs, which is 10 % more than in 2023.

Currently, container trains running on the China-Europe and China-Central Asia routes connect Yiwu with more than 50 countries. The range of goods transported has increased from approximately 10,000 to almost 50,000 items.

Cars were first transported by container trains from Wuhan on the China-Europe route in 2014. In 2022, trains carrying electric vehicles were launched from the region, and in April 2024, the first trains with specialised JSQ car transporters were dispatched from Wuhan. In the first half of 2024, approximately 2200 new energy vehicles were transported from Wuhan by train for export.

On 25 May 2024, another container train departed from Xi'an (Shanxi Province, China) on the China-Europe route bound for Małaszewicze (Poland). This marked the achievement of 90,000 container trains between China and Europe since the launch of the first container train in 2011. During this time, 8.7 million TEUs were handled.

Xi'an achieved steady growth in the number of container trains dispatched, up 12.1 % compared to the previous year, which further strengthened its role as a transportation hub.

The city of Xi'an became the first city in China to send and receive more than 25,000 container trains on the China-Europe route.

On 25 May 2024, another container train departed from Chengdu (Sichuan Province, China) bound for Russia. The train's travelling time was 10 days. Currently, freight trains from Chengdu depart for 8 railway stations in the Moscow region of Russia, with an average transit time of 16 days.

In 2024, the number of container train transportations in Chengdu increased by 17.8 % compared to the previous year, surpassing Chongqing. Among the four leading cities, three are western Chinese cities.

On 29 May 2024, another container train departed from Shijiazhuang (Hebei Province, China) to the Kolyadichi station (Belarus). This was the 130th international freight train from Shijiazhuang in 2024.

On 31 May 2024, the first train carrying 290 cars manufactured in China departed from Taiyuan (Shanxi Province, China) bound for Europe. The train, consisting of specialised JSQ car transporters, proceeded to its destination in Moscow (Russia), with a travelling time of 15 days.

On 8 June 2024, the first container train from this region carrying high-quality goods from the Yangtze River Delta region departed from Shanghai (China) for the German cities of Neuss and Düsseldorf. The train passed through the Alashankou/Dostyk border crossing, with a travelling time of 20 days. (*For reference:* as of 31 May 2024, 213 container trains were dispatched from Shanghai and in the opposite direction on the China-Europe route, transporting 21,404 TEUs (200,000 tonnes of cargo)).

On 15 June 2024, the first container train was dispatched on a single through schedule between Yiwu (Zhejiang Province, China) and Duisburg (Germany), with the journey time reduced from the initial 19 days to 13 days.

On 19 June 2024, the first container train departed from Guangzhou (Guangdong Province, China) to Warsaw (Poland) as part of a through schedule. The train arrived in the Polish capital on 29 June and then delivered European-made products to China on its return journey.

On 3 July 2024, another return container train was dispatched from Hamburg (Germany) to Zhengzhou (Henan Province, China) as part of the China-Europe-China service. To date, the cumulative number of return container train services from Europe to Zhengzhou (China) has exceeded 5000 trains.

According to the results of 2024, 8730 container trains passed through the Chinese border crossing at Khorgos on the border with Kazakhstan, which is 12.5 % more than in 2023.

On average, the Khorgos border station handles more than 22 train trains per day. The handling time has been reduced from 12 to 6-8 hours. The throughput capacity of the Khorgos border station is constantly growing. The total volume of freight traffic exceeded 12 million tonnes, an increase of almost 11 % over the year. Since the launch of freight traffic between China and Europe in 2016, more than 40,000 freight trains have passed through Khorgos on 85 routes to 18 European countries. The Khorgos border station has been used to ship everyday goods, electromechanical equipment, electronic and agricultural products and other Chinese goods to markets in Central Asia and Europe.

In two years, starting in July 2022, 33 container trains were launched from Fuzhou (Fujian Province, China) and in the opposite direction, transporting 3276 TEUs of goods.

On 2 August 2024, the number of container trains travelling between China and Europe that were handled by the train consolidation centre in Shenyang exceeded 1000 trains for the first time, with a total of 80,000 TEUs of cargo transported.

In 2024, more than 700 trains were launched from Zhengzhou (Henan Province, China) and in the opposite direction on the route China – European countries. In total, more than 8400 international container trains have been dispatched from the region and in the opposite direction.

In Zhengzhou, located in the central and eastern regions of China, the number of rail transport operations in 2024 increased by 49.2 % compared to the previous year.

Since its launch 8 years ago, by September 2024, the number of container trains from Guangzhou (China) to European countries amounted to 1650 trains, with 156,000 TEUs transported.

In August 2024, the number of return container trains from Europe to Shijiazhuang (Hebei Province, China) reached 71 trains, with 8810 TEUs transported in this direction (+446 % and +402 % respectively).

In September 2024, container trains departing from Guizhou (China) to European countries switched to an accelerated customs clearance model. This will

further speed up the delivery of products from Guizhou Province to foreign markets.

On 7 September 2024, another container train from China arrived at the Indija station (Serbia). This was the 1790th international container train to arrive from Shandong (China) in 2024, and the Serbian railway station itself has become a hub for consolidating cargo from that province. Shandong became the first region in China to establish a cargo consolidation centre for container trains connecting China and European countries in Central and Eastern Europe.

Components for television panels are manufactured at TCL's factory in Chengdu (Sichuan Province, China) and then delivered by container trains on the China-Europe route to the Polish city of Łódź, where TV sets are assembled for European consumers.

By the end of September 2024, container trains travelling from Chongqing to Europe had already transported approximately 17,500 TEUs of cargo to Hungary.

In the first 9 months of 2024 alone, 150 container trains were dispatched from Shenzhen (Guangdong Province, China) and in the opposite direction between China and Europe.

On 23 October 2024, the first container train departed from Wuhan (Hubei Province, China) on the new route Wuhan – Krugloye Pole station (Russia). The train passed through the Alashankou/Dostyk border crossing, with a travelling time of 18 days.

At the end of October 2024, a new regular route was established between China and Europe at the international logistics centre in Ulanqab (Inner Mongolia Province, China), one of 23 cities designated to form a logistics system focused on delivering goods to European countries. Since the first container train was dispatched in 2016, this logistics centre has expanded its delivery geography to 22 routes to cities in eight countries, including Almaty (Kazakhstan) and Yekaterinburg (Russia). A total of 806 container trains carrying cargo have departed from Ulanqab. The main export cargoes from the region are oils, forest products, grain, petroleum products and motor vehicles. Inner Mongolia (China) is intensively developing its transport system, with Ulanqab as its central hub.

On 8 November 2024, the first container train departed from Chengdu (Sichuan Province, China) bound for Togliatti (Russia). The train passed through the Alashankou/Dostyk border crossing, with a total travelling time of 15 days.

As of November 2024, the number of container trains in the China-Europe joint series 'Chengdu-Chongqing' exceeded 36,000 trains (cumulative total).

Just as of 19 November 2024, the number of container trains from Jiangxi (China) to European countries was over 2000 trains (cumulative total).

On 3 December 2024, a special ceremony was held in Duisburg (Germany) to welcome the 100,000th container train from China.

Since 2018, the number of container trains from Changsha (Hunan Province, China) to Europe and in the opposite direction has exceeded 4700 container trains in the cumulative total. It is expected to reach 5000 trains by the end of 2024.

By the end of 2024, the number of container trains from Changsha to European countries exceeded 1000 trains.

According to the results of 2024, the Suifenhe border station (China) handled more than 830 container trains operating between China and European countries, with more than 80,000 TEUs transported.

In 2024, the total number of container trains running from the Greater Bay Area (Guangdong-Hong Kong-Macao, China) to Europe and in the opposite direction exceeded 4000 trains (cumulative total).

According to the information of the “Kyrgyz Temir Zholu National Company” State Enterprise (KRG), by the end of 2024, a total of 11,992 TEUs were accepted and 11,633 TEUs were handed over via the KRG network.

According to information from the Latvian Railway SJSC (LDZ), the number of containers in TEU transported by container block trains on the Latvian Railway network was as follows: Riga Express – 83 TEUs; ZUBR – 5500 TEUs.

According to the information from the Railway of Moldova State Enterprise (CFM), in 2024, the CFM network accepted 5698 TEUs in containers, including 2188 TEUs in transit, and delivered 4392 TEUs, including 872 TEUs in transit..

According to the Ulan-Bator Railway JSC (UBZD), in 2018, the UBZD transported a total of 855 container block trains. Along with the rapid growth and development of container transport, in 2024, only 3144 container block trains (401,994 TEUs) were transported on the UBZD network, an increase of 3.6 % compared to 2023 due to the expansion of Mongolia’s transit potential in international transport corridors in the direction of China – Europe/Russia – China. Compared to 2023, the number of container trains transported on the UBZD network increased by 14.8 %.

Of these:

- 1417 trains passed through Mongolia in transit from Russia to China, an increase of 27 trains compared to 2023;
- 106 trains passed through Mongolia in transit from Europe to China, a decrease of 2 trains compared to 2023;
- 1366 trains passed through Mongolia in transit from China to Russia, an increase of 36 trains compared to 2023;
- 255 trains passed through Mongolia in transit from China to Europe, an increase of 122 trains compared to 2023.

It should be noted that the following routes became key transport routes in the first half of 2024: Xi'an (China) – Małaszewicze (Poland) (42,000 TEUs) and Chongqing (China) – Małaszewicze (Poland) (34,900 TEUs) and Chengdu (China) – Małaszewicze (Poland) (19,000 TEUs). Thanks to the planned expansion of the Małaszewicze hub, its capacity will increase from 16 to 35 trains per day.

In addition, after the expansion of the Małaszewicze hub, much longer container trains will be able to arrive in Poland from China. Currently, train length is limited to 750 metres, but after modernisation, it will be possible to operate trains over 1000 metres long.

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

The most popular and attractive method of transporting containers remains transport by container trains.

According to information from the Russian Railways OJSC (RZD OJSC), container traffic in 2024 amounted to 7,880,100 TEUs, which is +5.9 % or +441,500 TEUs more than in 2023.

Of these:

- the volume of domestic traffic increased by +2.4 % or +72.5 thousand TEUs (3078.9 thousand TEUs transported);

- the volume of import traffic decreased by –2.9% or –56.1 thousand TEUs (1872.1 thousand TEUs transported);

- transit traffic increased by 52.5 % or 443,200 TEUs (approximately 1,286,900 TEUs were transported, excluding the delivery of empty containers from Europe to China);

- the volume of export traffic amounted to 1642.2 thousand TEUs, which is –1.1 % or –18.1 thousand tonnes the same indicator for the previous year.

The volume of loaded container traffic increased by +6.2 % or +336.8 thousand TEUs (5773.9 thousand TEUs transported); the share of loaded container traffic in the total traffic volume amounted to 73.3 %, which is 0.2 % higher than the previous year.

Transportation by container trains remains the most popular and attractive method of transporting containers.

In 2024, container trains transported 5288.2 thousand TEUs, which is +4.4 % or +222.2 thousand TEUs more than the same indicator for the previous year. The routing share was 67.1 %, which is –1 % lower than last year. The routing share of loaded containers was 76.4 % (4409.1 thousand TEUs transported), which is –3 % lower than last year.

According to requests from container train operators, The freight train schedule for 2023/2024 includes timetable threads for container trains on 5269 routes, of which 252 are for international container trains.

Particular attention to the development of container traffic involving Russia and OSJD member countries is paid by companies that are directly related to the RZD holding company.

The RZD holding company is making serious efforts to increase traffic along the North-South land corridor.

In 2024, the RZD Logistics JSC dispatched 32 container trains through Kazakhstan via the eastern route of the North-South International Transport Corridor, including 16 trains importing goods to Russia, 15 trains exporting goods from Russia and 1 train importing goods to Kazakhstan.

The active operation of the Nizhneleninskoye – Tongjiang-North bridge border crossing, which in 2024 handled five times more containers than in 2023 (18.6 thousand TEUs in 2024; 3.6 thousand TEUs in 2023), is making a significant contribution to the overall dynamics of bilateral traffic with China.

The development of transport services through this border crossing point is one of the key projects of the RZD Business Asset JSC.

In cooperation with the Chinese freight forwarder Beijing Junchi International Freight Forwarders Co., Ltd. and the Chinese platform Changsha, agreements have been reached on the dispatch of three container trains per week according to schedule, departing from the Changsha station (China).

The total volume of freight transported in 2024 by the RZD Logistics JSC from the Tongjiang North – Mikhailo-Semenovskaya border crossing point to stations in the Moscow railway junction, as well as to the Zhodino station of the Byelorussian Railway, exceeded 11 thousand TEUs.

According to information from the Romanian Railways, no new container routes were launched in 2024, but container train services continued to operate:

- 4 trains per week on the route Ciumești – Constanța Ferry Boat;
- 1 train per week on the route Cluj-Napoca East – Constanța Ferry Boat;
- 1 train per week on the route Constanța Ferry Boat – Galați, Cristești Jijia.

According to information from the SUE “Rohi Ohani Tojikiston” (TDZ) on the Tajik Railway network, in 2024, 6847 loaded containers and 5 empty containers were accepted, and 13 loaded containers and 1579 empty containers were delivered.

According to information from the O‘zbekiston temir yo‘llari JSC (UTI), a positive trend in container traffic on the UTI network continued in 2024. Container traffic was carried out in the following directions and by the following modes of transport:

- import transport:

China – Kazakhstan (Altynkol, Dostyk)/Russia (Vladivostok, Nakhodka) – Uzbekistan;

Russia (Magnitogorsk, Cherepovets 2) – Kazakhstan – Uzbekistan;

Korea – Russia (Vladivostok, Nakhodka, Gaidamak)/Kazakhstan (Altynkol) – Uzbekistan;

Korea – Russia (Vladivostok, Nakhodka)/Kazakhstan (Altynkol) – Uzbekistan;

Kazakhstan (Zhana-Aul) – Uzbekistan;

Latvia – Russia – Kazakhstan – Uzbekistan;

Germany – Georgia (Poti) – Azerbaijan – Turkmenistan – Uzbekistan;

other countries – Uzbekistan;

- export transport:

Uzbekistan – Kazakhstan (Zhana-Aul, Kostanay, Aksu I, Zhenishke);

Uzbekistan – Kazakhstan (Altynkol) – China;

Uzbekistan – Kazakhstan – Russia (Magnitogorsk, Cherepovets 2, Bratsk);

Uzbekistan – Kazakhstan – Russia (Vladivostok exp., Nakhodka-East exp.) – Korea;

Uzbekistan – other countries.

The first container train departed from the Jinhua station in eastern China and arrived at the Nazarbek station in Uzbekistan. 50 forty-foot containers were transported over a distance of 6250 km, which took 12 days.

A direct additional direct container train has been launched from Jiangsu Province in China to the Margilan logistics centre in Uzbekistan. The train carried 100 twenty-foot containers, covering a distance of 4650 km in 9 days.

Regular container trains were launched from China, passing through the Altynkol border station (Kazakhstan) and the Osh station (Kyrgyzstan) to the Jizzakh logistics centre in Uzbekistan. In 2024, 831 containers passed through the Altynkol station bound for Uzbekistan, and 45 containers passed through the Osh station.

According to UTI, in 2024, the volume of export, import and transit freight traffic in containers amounted to 321,669 TEUs, including import – 196,951 TEUs, export – 96,197 TEUs and transit – 28,521 TEUs.

In 2024, the number of container trains in international traffic reached 617 trains, of which 58 trains were bound for Russia, 376 for China, 175 for Kazakhstan and 8 for European countries.

According to information from the South Caucasus Railway CJSC (SCR CJSC), an OSJD affiliated enterprise, in 2024, 5176 loaded containers (119,410 tonnes of cargo) were transported under the SMGS consignment note, and 9790 loaded containers (283,874 tonnes of cargo) were transported in export traffic.

By the end of 2024, the volume of containers transported by express container trains in the services of the “UTLC ERA” JSC, an affiliated enterprise of OSJD, reached 745,926 TEUs, which was an increase of 10.7 % by 2023.

In 2024, the “UTLC ERA” JSC carried out transportation on 28 new routes: 18 - China – EAEU; 4 - EU – China; 3 - China – EU; 3 - EU – Russia. A new freight unloading station, Ramenskoye, was opened in Russia.

The volume of transit traffic on the China-Europe-China route amounted to 380,648 TEUs in 2024, representing an increase of 80.3 % year-on-year. On the U-WEST route, traffic volumes reached 330,896 TEUs. On the U-EAST route, traffic volumes amounted to 49,752 TEUs. After the lifting of the conventional ban on the dispatch of empty containers on the Europe-China route via the Dostyk and Altynkol interstate junction points, in July 2024, the “UTLC ERA” JSC launched a pilot project to organise the transport of empty containers as part of regular container trains on the Europe-China route (U-EAST). Five full-length container trains were dispatched as part of the project.

Import and export transportation continue to account for a significant share in the structure of services provided by the “UTLC ERA” JSC.

In total, 226,800 TEUs were transported in 2024 on the Russia/Belarus – China/Central Asia route, as well as on other export routes, representing a 10.1 % increase on the previous year.

Import traffic between China and Russia and between China and Belarus reached 135,352 TEUs, which is 46.9 % less than in the previous year.

The “UTLC ERA” JSC together with its partners implements a pilot project to run transit container trains between China and Europe via Dostyk and Altynkol stations on an end-to-end schedule. Since the beginning of 2024, 496 container trains have operated: 298 from China to Europe and 198 from Europe to China. From the second half of June 2024, extra trains were added to the schedule,

departing from China (Yiwu, Chongqing, Wuhan) and Europe (Hamburg, Małaszewicze). As a result, it was possible to achieve weekly departures of eight trains from China and five trains from Europe.

In order to maintain the required volume of traffic considering limited capacity during the modernisation of the infrastructure of the KTZ NC JSC on the Dostyk – Moyynty section, the “UTLC ERA” JSC, together with its Kazakh partners, successfully tested and implemented the use of open-top wagons in the company’s container service across Kazakhstan, with containers being transhipped at Sorokovaya and Astana stations onto fitting platforms for further transportation on the interstate route. In 2024, more than 22.5 thousand containers were transhipped.

Since April 2024, the “UTLC ERA” JSC has been implementing a project to dispatch full-length container trains from Europe to stations in the Moscow railway hub. Between April and December 2024, 24 container trains with a total volume of over 3 thousand TEUs were dispatched as part of the project.

According to information from the Baltijas Tranzīta Serviss JSC, an OSJD affiliated enterprise, in 2024, in cooperation with the Euro Rail Cargo LLC, an OSJD affiliated enterprise, 3393 containers with 48,496 tonnes of cargo were transported in transit through Latvia in international traffic using SMGS consignment notes (1624 containers with 44,004 tonnes of cargo were delivered from the Latvian border with Russia and Belarus to the ports of Riga and Liepāja, and 1769 containers with 4492 tonnes of cargo were delivered from the ports of Riga and Liepāja to the Latvian border with Russia and Belarus).

Work continued on the practical application of the CIM/SMGS consignment note for the entire route of goods transported by rail under different legal regulations, which in turn allows for the transport of goods without reissuing transport documents, speeds up delivery times, improves the organisation of freight transport and, as a result, creates conditions for attracting additional freight volumes.

The railways of OSJD member countries and interested OSJD affiliated enterprises worked to organise the transport of goods in wagons and containers under CIM/SMGS consignment notes in the Europe-Asia direction and in the opposite direction.

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

The Byelorussian Railway (BC) is open for transportations using the CIM/SMGS consignment note in all directions.

According to information from the MAV Hungarian State Railways Private Company Limited by Shares (MAV Co.), the volume of container traffic in 2024 totalled 19.356 million tonnes of cargo (including export – 6.705 million tonnes; import – 6.853 million tonnes; transit – 1.755 million tonnes; domestic traffic – 4.043 million tonnes). The share of combined traffic amounted to 10.44 % (2.022

million tonnes, including turnover of empty wagons), while the share of dangerous goods traffic reached 21.95 % (4.252 million tonnes).

According to the Georgian Railway (GR), in order to simplify the transportation process, as well as to significantly reduce the time of cargo delivery and wagon transfer at the interstate junction point between Georgia and Türkiye, via the Baku-Tbilisi-Kars (BTK) railway line, in 2024, 467 wagons and 647 containers with a total weight of 17,891 tonnes of cargo, cleared with the use of the CIM/SMGS consignment note, were accepted from the Turkish Railways in the direction of Azerbaijan and Kazakhstan in transit through Georgia. At the same time, as GR is the route of change in the legal regulation of transport under the CIM and SMGS (Akhalkalaki station – place of redispach), it is carrying out targeted work with railway administrations on the application of the CIM/SMGS consignment note in order to increase transit potential.

GR is actively working with carriers to promote the CIM/SMGS consignment note. Within the scope of TRACECA, the Georgian Railway is actively working on the digitisation of CIM/SMGS transport documents, which is currently being tested.

The use of the CIM/SMGS consignment note for the carriage of goods on these routes is of great importance.

The main cargo turnover according to the nomenclature of goods transported using the CIM/SMGS consignment note comprises the following types of goods:

- olive oil/other oils and their fractions from olives;
- oilcake;
- heavy oils from petroleum, bituminous materials, other;
- inorganic chemical products;
- double salts and mixtures of calcium and ammonium nitrates;
- organic surfactants;
- other chemical products and preparations;
- acrylic polymers;
- wood panels;
- products made of paper, cardboard and cellulose wadding/fibres;
- products made of granite and marble/ceramic tiles;
- cast products made of ferrous metals;
- refrigeration and freezing equipment/machines for cleaning, sorting and calibrating seeds;
- piston accumulators/coaxial cables/brakes and their parts.

Despite all the advantages of the CIM/SMGS consignment note, it is not yet fully used on the GR network for transportation from Central Asia to Türkiye and further to European countries.

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

import and export) on the “Kazakhstan Temir Zholy National Company” JSC (KZH) network.

According to information from the Latvian Railway SJSC (LDZ), the company LDZ Cargo Ltd. as a carrier on the territory of Latvia transported 3.002 thousand tonnes of cargo in 2024 using the CIM/SMGS consignment note, including 0.989 thousand tonnes on the route Meitene (exp.) – Lugazhi (exp.) and 2.013 thousand tonnes on the route Meitene (exp.) – Garkalne.

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

In 2024, on the territory of the Republic of Moldova, the Railway of Moldova State Enterprise (CFM) issued 8890 CIM/SMGS consignment notes, transported 15,089 wagons and 8661 containers using CIM/SMGS consignment notes; of which 8795 wagons and 1893 containers were in transit; export amounted to 3137 wagons and 3388 containers, and import totalled 3157 wagons and 3380 containers.

The main types of goods transported under the CIM/SMGS consignment note are: from the Republic of Moldova – wheat, corn, rape seeds, molasses, gypsum, portland cement, rolled steel; to the Republic of Moldova – sugar, salt, petrol, oil, kerosene, diesel fuel, bricks, rolled steel; in transit traffic – wheat, corn, oilcake, iron ore and concentrates, resin, petroleum gases, petrol, rolled steel, pipes.

In 2024, the National Railway Freight Transport Company (CFR Marfa JSC) used the CIM/SMGS consignment note in international traffic on the Romanian railways (CFR) for the carriage of goods.

CFR Marfa has included the provisions on the use of the CIM/SMGS consignment note in the terms and conditions of contracts/agreements with customers, as well as in the “General Conditions of Carriage of CFR Marfa” (CGT – CFR Marfa), which were approved by Order of General Director of CFR-Marfa No. 16/29.05.2012, provisions on the use of CIM/SMGS consignment notes for carriage performed as contractual or successive by the carriers (carriage conducted from Romania to countries that use the SMGS; carriage originating in countries that use SMGS and destined for Romania; carriage in transit through Romania).

In 2024, CFR Marfa transported a total of 1,247,104 tonnes (31,725 wagons) using the CIM/SMGS consignment note, including:

- export shipments sent from Romania to countries that use SMGS – 12,217 wagons (128,067 tonnes of cargo);
- import shipments sent from countries that use SMGS to Romania – 18,578 wagons (1,084,536 tonnes of cargo);

- shipments through Romania (transit) – 930 wagons (34,501 tonnes of cargo).

According to information from the ZSSK Cargo Slovakia JSC (ZSSK Cargo), in 2024, 1295 wagons and 54 containers were transported under the CIM/SMGS consignment note. The total number of CIM/SMGS consignment notes amounted to 514. At the same time, import totalled 262 wagons and 54 containers, mainly with chemical cargoes and petroleum products from Ukraine. A total of 1029 wagons were transported in transit under 235 CIM/SMGS consignment notes. Transit cargoes were transported from Ukraine, Poland and the Czech Republic, mainly destined for the Czech Republic and Ukraine.

According to information from the Czech Railways Cargo JSC (ČD Cargo), in 2024, 130 dispatches (520 wagons) were made under the CIM/SMGS consignment note for export only.

According to information from the Grup Feroviar Roman JSC – an OSJD affiliated enterprise CIM/SMGS consignment notes are used at all border crossings between Romania, Ukraine and Moldova for import and export freight, including transit freight traffic to Romanian ports and Bulgaria.

The main types of cargo transported under the CIM/SMGS consignment note are: grain, oil, metal, cement, slag and other cargoes.

During 2024, a total of 2424 shipments (10,946 wagons) were made under the CIM/SMGS consignment note, including 3 shipments in transit (38 wagons), exports – 414 shipments (5202 wagons) and imports – 2007 shipments (5706 wagons).

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

Previously, international postal items were delivered by air and road. Transport by rail makes it possible not only to reduce transport costs, but also to deliver goods door-to-door in a container, thereby eliminating additional freight operations and intermediaries from the logistics supply chain.

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

The railways of the OSJD member countries and the interested OSJD affiliated enterprises carried out work to organise the transportation of postal items by rail on various international routes.

Between 2020 and July 2024, more than 2000 postal containers were shipped from China to more than 30 destinations in Europe (UK, Germany, Spain, Italy, Netherlands, Poland, Slovakia, France, Czech Republic, Switzerland and other).

According to information from the Byelorussian Railway (BC), in 2024, work continued on organising the transport of international postal items (IPIs) in containers by rail and on handling international postal items (IPIs) from the People's Republic of China at the container terminal of the Kolyadichi station. In

transit between China and Europe in the first eight months of 2024, 196 containers with postal cargo in TEU were transported via the BC infrastructure using the services of the “UTLC ERA” JSC.

According to information from the Georgian Railway JSC (GR), postal items are not transported by the Georgian Railway, but active work is underway with the Georgian Post LLC to implement planned postal deliveries by rail.

According to information from the “Kazakhstan Temir Zholy National Company” JSC (KZH), in 2024, 212 large-tonnage containers (424 TEUs) with postal items passed through the Dostyk and Altynkol international state border crossing points.

On 3 July 2024, another container train departed from Guangzhou (Guangdong Province, China) bound for Hamburg (Germany). This marked the launch in Guangzhou of a cross-border e-commerce centre for container trains operating between China and Europe.

At the end of July 2024, a consignment of international postal items (IPIs) for the first time was sent from Shanghai (China) in containers on a freight train on the China-Europe route. The IPIs were transported to Małaszewicze (Poland), from where they were distributed to various European countries.

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

The volume of IPI transportation by the “UTLC ERA” JSC in 2024 on the routes: China – European countries, China – Republic of Belarus and China – Russian Federation amounted to 334 TEUs, including:

- Wuhan (China) – Małaszewicze (Poland) – 16 TEUs;
- Chongqing (China) – Małaszewicze (Poland) – 248 TEUs;
- Chengdu (China) – Małaszewicze (Poland) – 58 TEUs;
- Shanghai (China) – Małaszewicze (Poland) – 4 TEUs;
- Chongqing (China) – Kolyadichi (Belarus) – 6 TEUs;
- Chengdu (China) – Selyatino (Russian Federation) – 2 TEUs.

In 2024, the “Post of Russia” JSC – an OSJD affiliated enterprise continued to actively develop the transportation of postal items using railway traffic, paying close attention to its development. More than 30 % of postal items are delivered by rail, which demonstrates its high demand and reliability.

In 2024, 492.5 tonnes (1.9 million parcels) of international postal items were transported by rail in international traffic.

The number of deliveries by the ‘Russia’ postal container train in 2024 amounted to 19 (2905 TEUs).

The OSJD Commission on Freight Traffic carried out cooperation between OSJD, UPU and CCTT on the issues of organisation of postal items transportation by rail in international traffic, including the electronic document flow for international postal items (IPIs) transportation by rail.

In order to improve the quality of services on the transport market, railway companies of the OSJD member countries carry out international freight transportation using various modes of transport. The most promising of these is the development of multimodal, combined, and intermodal traffic, where transport and logistics companies have accumulated extensive experience.

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

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

Extensive experience in organising combined, intermodal and multimodal transportations has been acquired by the railway companies of the OSJD member countries from Azerbaijan, Belarus, Georgia, Kazakhstan, China, Russia and Ukraine.

According to information from the Azerbaijani Railways CJSC (AZD CJSC), in 2024, 358 container block trains were organised via the Trans-Caspian International Transport Route (TITR) from the Chinese port of Xi'an to the Azerbaijani port of Alyat (average transit time was 8-10 days) and further to Black Sea ports (average transit time was 10-12 days).

During meetings held in Beijing (People's Republic of China) with the management of the Chinese port of Lianyungang, and based on the agreement reached in Baku (Republic of Azerbaijan) in early July 2024, a Memorandum was signed on the resumption of container block train services to Azerbaijan, the regular increase in their number and the attraction of additional cargo from the Republic of Korea, Japan and countries in the Pacific Region via the TITR (Middle Corridor) through the port of Lianyungang.

In order to increase the capacity and potential of the TITR (Middle Corridor) between Azerbaijan, Kazakhstan and Türkiye, a Roadmap for the synchronised elimination of bottlenecks and the development of the Middle Corridor for 2022-2027 was signed. In addition, in order to expand the infrastructure capacity of the Alyat port complex, the second phase of construction of the Alyat port is planned to begin in the near future.

Currently, production capacity is 15 million tonnes, including container transport of 100,000 TEUs. Upon completion of the second stage, production capacity will total 25 million tonnes, including container transport of 500,000 TEUs.

On 20 May 2024, freight traffic resumed on the Baku-Tbilisi-Kars (BTK) railway line. Following the completion of modernisation work on this railway line, the capacity of the section of the corridor running through Azerbaijan and Georgia reached 5 million tonnes per year.

In addition, container trains carrying sawn timber are regularly transported from the Chovyu station (RZD OJSC) to the Astara terminal (RAI). The cargo is then transported by road to Iran and the Persian Gulf countries. Thus, compared

to sea routes, this route significantly reduces delivery times and promotes the development of transit freight traffic to Iranian seaports.

In 2024, the Byelorussian Railway (BC) together with railway, transport and logistics companies continued to develop multimodal, intermodal and combined freight traffic. For example, logistical schemes were developed for the delivery of Byelorussian export goods to countries in Asia, Africa, Latin America and other countries by land routes and using the infrastructure of seaports of the Russian Federation.

A new intermodal railway-sea line from Belarus to China has been launched.

One of the promising areas for the development of export container traffic is the route for delivery by rail to/from ports in the north-western region of Russia (Bronka, Avtovo, Novy Port) with further transshipment to sea vessels and delivery to ports in the People's Republic of China.

According to information from the Georgian Railway JSC (GR), the development and organisation of combined, multimodal and intermodal transport is being carried out in order to improve and develop the transit potential of such transport, ensuring the unimpeded passage of cargo and developing the transit potential of container transport through Georgia using the Trans-Caspian International Transport Route (TITR). The main directions of the route are freight transportations in communication China – Kazakhstan – Azerbaijan – Georgia – Türkiye – EU countries using feeder vessels through the Caspian Sea ports and in the opposite direction. The Parties to the TITR concluded agreements on the organisation of feeder rail services between the ports of Aktau and Baku (Alyat) and on cooperation and measures of responsibility for failure to comply with delivery times when organising the transport of goods in containers and wagons on the TITR route. Competitive tariff conditions have been established to attract additional cargo traffic and increase container transit on this route.

At the same time, in order to accelerate and simplify customs procedures for cargo and container handling at interstate checkpoints draft Agreements have been prepared the electronic exchange of data on the location, condition of rolling stock and organisation of container transportations in direct international railway and waterway communication using feeder vessels between the Caspian Sea ports (Turkmenbashi, Baku (Alyat)).

In addition, operators (subsidiaries) are working closely with representatives of the railways participating in the TITR to organise rail feeder services via the ports of Batumi/Poti and Constanța.

Georgia has access to the Black Sea from its eastern coast, where two large seaports are located, namely the Poti Seaport and Batumi Seaport, as well as the Kulevi Oil Terminal, which is an oil loading port. The territories of these ports are equipped with multifunctional terminals for both dry cargo and oil cargo, two of which have mechanised container terminals, and one of which has the capacity to handle liquefied gas. Of the two operating ports – in Batumi and Poti – the main cargo flow currently passes through the port of Poti thanks to its developed infrastructure. Due to their depth, the ports of Batumi and Poti are unable to

accommodate vessels with a capacity of more than 1500 containers. The Georgian government has decided to resume the project to build a new deep-water port in Anaklia with a current depth of 16 metres. According to the project, a single-track, fully electrified railway line will connect the port with the existing Senaki-Ingiri-Gali railway section. The project provides for the construction of artificial structures (bridges and water pipeline). The construction of the deepwater port of Anaklia is very important for the country, and after the completion of the first phase, the port will be able to handle 900,000 containers per year. As of today, the Georgian Railway JSC is implementing a project to modernise the Tbilisi-Makhinjauri main railway line in accordance with the form and rules established by the Yellow Book of the International Federation of Consulting Engineers (FIDIC Yellow Book). The main objectives of the Tbilisi-Makhinjauri main railway line modernisation project are: improving the safety of rolling stock, increasing the capacity of the railway line and reducing travel times. The main features of the project are: a new 38-km section of railway and the reconstruction of 23 km of existing railway line; a maximum slope of 17.5 % instead of the current 29 % and a maximum curve radius of 400 metres instead of the existing 200 metres. To achieve these objectives, the project involved the partial modernisation of the existing railway infrastructure. On the main line, railway tracks, power supply systems, railway structures, bridges and crossings were renovated and overhauled. The area in question includes Tbilisi – Khashuri and Zestaponi – Batumi – Poti.

Currently, among the main engineering structures included in the project, work has been completed on the construction of five tunnels on the Zestaponi-Kharagauli and Moliti-Kvishkheti sections, as well as electrical installation work on the longest railway tunnel in Georgia, with a length of 8.33 km. At the same time, as part of the project on the Kharaguli-Zestaponi section, work is actively underway on both tracks to upgrade the road clearance and lay the track at the new design level, as well as to construct other engineering structures such as bridges, retaining walls, aqueducts and other. As of today, 95 % of the work scheduled for the project has already been completed.

In accordance with the decision of the Ministry of Economy and Sustainable Development of Georgia, the newly established Georgian company E 60 Shipping Line LLC, which operates Ro-Ro ferry lines from Georgian ports to ports in Romania and Bulgaria, has been officially included as a maritime carrier participating in international transport under the SMGS conditions via the Batumi/Poti – Constanța and Batumi/Poti – Varna ferry lines. At the same time, attracting a new sea carrier to these routes will create conditions for increasing transit transport potential.

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

One of the vectors of development is the organisation of transit container traffic along the multimodal Trans-Caspian International Transport Route (TITR)

through Kazakhstan's Caspian Sea ports of Aktau and Kuryk.

A constant and strategically important aspect of the work within the TITR is the reduction of delivery times for goods.

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

The main advantages are: increased attractiveness of the TITR route for customers, fixed delivery time (10-12 days), stable tariff conditions.

Delivery times on the TITR have been reduced: last year, transit on the route Altynkol (Kazakhstan) – Poti (Georgia) took an average of 30-35 days, and now a shuttle train runs on this route three times a week according to a fixed schedule with a delivery time of 12-15 days, and on the route Altynkol – Constanța (Romania) via Poti/Batumi it is 20-22 days.

Currently, cargo transportation along the route from the Altynkol border station (Kazakhstan) to Georgian ports takes 11-13 days, which is 2-3 times faster than in 2022.

In August 2024, a feeder service was launched between the port of Poti (Georgia) and the port of Burgas (Bulgaria).

In October 2024, a feeder service was launched on the route between the port of Poti (Georgia) and the port of Constanța (Romania).

Today, the transport infrastructure of TITR enables the transportation of approximately 6 million tonnes, including 80,000 TEUs.

On 28 February 2024, a Kazakh-Chinese freight terminal was opened in Xi'an (China) and a container train was dispatched from it via the TITR to the Apsheron station (Azerbaijan). In September 2024, the 200th transit container train departed from this Kazakh-Chinese terminal in Xi'an via the TITR to Azerbaijan.

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

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

One of the main areas of focus for the development of transport services by the “Kazakhstan Temir Zholy National Company” JSC (KTZ NC JSC – KZH) is the organisation of transit container transport along the Trans-Caspian International Transport Route (TITR or Middle Corridor), which connects China and Europe via the Kazakhstani ports of the Caspian Sea – Aktau and Kuryk.

In 2024, transit traffic on the TITR route to/from China increased 14 times compared to 2023, with traffic from China increasing 28 times.

In total, the volume of transit containers transported via the TITR route in 2024 amounted to 36,200 TEUs, which is 14 times more than in the same period of the previous year.

In 2024, 56,500 thousand TEUs were transported, and the volume of all container traffic on the TITR route increased threefold compared to 2023.

In 2024, 358 container trains were dispatched, which is 33 times more than in the same period of 2023.

The volume of cargo transported along the TITR route in 2024 amounted to 3.3 million tonnes, which is 21 % more than in 2023.

This was facilitated by measures to reduce delivery times (from 35 to 12 days), the creation of a virtual Dispatch Centre and the establishment of uniform tariff rates.

Further plans include the organisation of multimodal transport via Baku on the route between the port of Alyat and ports in Türkiye.

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

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

In 2024, more than 300 container trains passed through this terminal and the port of Aktau, which was 30 times more than in 2023.

In addition, construction of a container hub in several stages has begun in the port of Aktau in cooperation with Chinese partners.

Implementation of infrastructure projects continues in the port of Kuryk.

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

The throughput capacity of Kazakhstan’s ports is 21.2 million tonnes per year.

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

On the TITR route, work is carried out on a single-window basis in cooperation with the KTZ NC JSC partners in Azerbaijan (AZD CJSC), Georgia (GR) and China (KZD), which has made it possible to guarantee delivery times and costs and to implement a coordinated policy for the development of multimodal services in order to increase freight traffic on the China-Europe/Türkiye-China route. In order to digitise the TITR route, a ‘digital corridor’ has been developed and is being implemented in 2024 in cooperation with a subsidiary of the Singapore-based company PSA. It has been adopted as an end-to-end one for all railway administrations on this route. The digital platform creates a high-quality and convenient service for customers and increases the attractiveness of the route for international carriers. The digital format ensures transparent interaction with government (including customs) authorities and freight forwarders. In addition to eliminating paper document flow when processing transit cargo, delivery times are also reduced. PSA is actively operating in Kazakhstan and is one of the largest port operators in the world, with terminals in 26 countries. In addition, the KTZ NC JSC provides services for organising multimodal transport along the Trans-Afghan route. Currently, the

volume of traffic is small and is being carried out on a trial basis, but the successful experience of this project shows great potential and will serve as an incentive for the development of this direction and attracting significant freight traffic to it. Given the ongoing modernisation of railway tracks and understanding the high potential of transport from China, the KTZ NC JSC, together with the Kazakh-Chinese logistics terminal in Xi'an (People's Republic of China), where cargo is consolidated, is developing road transport to Almaty, which will attract additional volumes to the terminal and ensure the presence of a Kazakhstani carrier in the road transport market. In addition, a new air transport service has been developed, including export and transit shipments (Rail-Air) with the participation of major Kazakh and international airlines. At the same time, construction of a container hub in several stages has begun in the port of Aktau in cooperation with Chinese partners. The implementation of the first stage will increase container transshipment to 300,000 TEUs. Thanks to its strategic location, the container hub will become a key centre for receiving and distributing cargo to various destinations. As part of the work being carried out by the KTZ NC JSC, the following issues have been identified that require improvements to regulations in the field of mixed transport:

- 1) the absence of an international agreement on combined international transport of goods and a single bill of lading for multimodal transport;
- 2) the need to fill in a separate transit customs declaration for each mode of transport involved in multimodal transport;
- 3) the need to digitise the multimodal transport process. Positive aspects of the organisation of multimodal transport were noted: the authorised transport authority of the Republic of Kazakhstan is working to increase the permissible limits for the transport of containers by road (from 4 to 4.3 metres).

The opening of a dry port in Xi'an (China) in 2024 has yielded positive results on the TITR route.

In 2024, KTZ Express, a subsidiary of the KTZ NC JSC, launched the Tez Customs digital platform on the border between Kazakhstan and China in partnership with the Singapore-based company Global DTC.

This platform is used for customs declaration of transit cargoes travelling along the Trans-Caspian International Transport Route (TITR).

Also, Tez Customs offers a paperless document flow and cuts customs clearance time to 30 minutes from the moment the freight train arrives at the border station.

The platform also provides preliminary document preparation, automatic registration and issuance of transit declarations.

Since May 2024, the KTZ NC JSC has fully automated the process of transit cargo clearance on the China-Central Asia route in the direction of the Altynkol-Saryagash railway line using the Tez Customs digital system.

The KTZ NC JSC operates a multimodal service aimed at increasing the throughput capacity of the railway infrastructure and providing last-mile services using road transport.

In 2024, an intra-China multimodal route (rail and water transport) along the Yangtze River began serving the regions of the Yangtze River Economic Belt. In the Chinese provinces of Sichuan and Hubei, cargo is transported by rail, bypassing the congested waterway near the Three Gorges Dam. For example, delivery from Shanghai to Chengdu via the new multimodal route is five days faster than by water transport alone. As of the end of May 2024, 769 container trains had been launched on the domestic multimodal route in the east and west directions, transporting 38,422 TEUs of cargo. In addition, effective connections have been established with China-Europe container trains arriving in Sichuan Province.

At present, there are 16 regular freight train routes operating between Xi'an (China) and European countries. These routes cover 45 countries and regions.

A single service centre for international rail transport between China and Europe has been opened in the Chinese port of Huanghua (Hebei Province). The new rail freight route connects the port of Huanghua with Moscow (Russia) and passes through the border station of Erenhot.

On 13 May 2024, the first train departed on the route Huanghua Port – Shijiazhuang Dry Port – Moscow, covering 8000 kilometres in 15 days. The train carried 50 containers with goods, including auto parts and mechanical equipment. After the departure of the second container train on 25 June 2024, this route began operating on a regular basis. Huanghua Port is a major shipping hub in northern China, connected by sea trade routes to more than 200 ports in 40 countries and regions around the world.

On 9 July 2024, a container train departed from Chengdu (Sichuan Province, China) bound for Łódź (Poland). The train ran according to the through schedule and transported goods that had previously arrived by air from Bangladesh. This transport logistics solution enabled a 48 % reduction in transport costs compared to air transportation on the Bangladesh-Europe route.

On 8 September 2024, a new multimodal route for container transport between China and continental Europe was launched for the first time. It runs between Wuhan (China) and Hamburg (Germany) with subsequent sea transshipment in Gothenburg (Sweden). The first container train departed from Wuhan to Sweden carrying electric vehicles and automotive components, which are expected to become the main goods transported on this route. The total transit time was 23 days, which is half the time it takes by sea. Currently, container trains run on 55 cross-border routes between China and Europe, reaching 117 cities in 40 countries, including the previously underserved Northern European region, such as Finland, Norway and Sweden.

The construction of railway tracks has enabled the creation of a new multimodal transport link by connecting the Xinyang (Henan Province, China) – Yanchou (Shandong Province, China) railway and the Beijing – Hangzhou (China) river canal.

On 21 October 2024, another container train was launched from Chongqing (China) on the China-Europe route to Małaszewicze (Poland). During this shipment, a seamless connection was established in Chongqing between the new

international land-sea trade corridor (ASEAN-China routes) and the China-Europe railway routes. These transport corridors were previously connected in Chongqing as well, but the entire route from ASEAN countries to Europe and all procedures had to be completed twice. Now, such transportation along the entire ASEAN – China (Chongqing) – Europe route is handled only once.

The volume of container multimodal traffic in China has maintained an average annual growth rate of over 25 % for eight consecutive years, entering a new phase of large-scale development.

In particular, in 2023, the total volume of intermodal transport by rail and sea in Chinese ports exceeded 11.7 million TEUs, which is 11.7 % more than in the previous year.

The data shows that by the end of 2023, the volume of rail container traffic in China reached 33.23 million TEUs, an increase of 5.1 % year-on-year, which gave a big boost to the development of multimodal transport.

In order to reduce logistics costs, optimise transport structures and achieve peak carbon emissions and carbon neutrality, China is exploring opportunities to develop a diversified range of multimodal transport services.

Chinese multimodal transport mainly involves combined transport by rail and waterways, road and rail, international intermodal rail transport, as well as combined transport by land and air.

In recent years, thanks to continuous improvement of port infrastructure, combined transport by rail and waterways in China has received a powerful boost. The volume of such transport in China has increased by an average of 24.5 % per year over the past nine years.

According to information from the Korea Railroad Corporation (KORAIL), in 2024, a pilot project was implemented to organise combined transport in international traffic on the route: Republic of Korea (Obong – Busanjin) railway → sea transport → China (Lianyungang port – Lianyungang – Khorgos) railway → Kazakhstan (Altynkol – Almaty – Saryagash) railway → Uzbekistan (Keles – Tashkent – Bekabad) railway → Tajikistan (Spitamen – Khujand) railway. This route is important for the development of freight traffic on the Asia-Europe-Asia route.

A total of 13 organisations and companies (8 Korean and 5 foreign) participated in the pilot project:

- Korean organisations and companies: the Ministry of Land, Infrastructure and Transport of the Republic of Korea (Railway Policy Department), Busan Customs Service, KORAIL, KORAIL Logistics, BENMA Logistics, SEOJUNG Logistics, TAEWOONG Logistics and WOJIN Global Logistics;

- foreign organisations and companies: the State Corporation “China Railways” (KZD), CRCT, CRIMT, “Kazakhstan Temir Zholy National Company” JSC (KZH) and Uzbek Railways JSC (UTI).

55 forty-foot containers with a total weight of 580 tonnes were transported, including 36 containers to Almaty (Kazakhstan), 7 containers to Tashkent (Uzbekistan) and to Khujand (Tajikistan). The cargo included auto parts, tyres, household appliances, boilers, used cars and other.

The delivery time for the entire route was 32 days: the containers were shipped from the Obong Station (Republic of Korea) on 13 June 2024 and arrived at the Khujand Station (Tajikistan) on 14 July 2024.

According to information from the “Kyrgyz Temir Zholu National Company” State Enterprise (KRG), cooperation between transport operators of OSJD member countries and state authorities responsible for train traffic management has been established.

Meanwhile, in order to improve and increase trade turnover, as well as to speed up the movement of goods and increase throughput capacity, the “Kyrgyz Temir Zholu National Company” State Enterprise has participated in international projects to develop transport corridors and provided the necessary assistance in their implementation. Thus, at present, in order to further improve and increase the volume of freight traffic in the Kyrgyz Republic, participation is taking place in projects on the following international multimodal routes:

- 1) Asia-Pacific countries (Asia and the Pacific region) – China – Kyrgyzstan – Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Türkiye – European countries;
- 2) Iran – Turkmenistan – Uzbekistan – Kyrgyzstan;
- 3) Kyrgyzstan – Uzbekistan – Afghanistan.

Cargo is transported along these routes with accelerated movement of container trains using road and rail transport, i.e. on the Kyrgyz Railway, cargo (containers) is transported by road from China to the Osh station, then transferred to a railway platform and transported further by rail. In 2022, a pilot project for a multimodal route China – Kyrgyzstan – Uzbekistan – Afghanistan was successfully implemented. An important result of this transport operation is that the transport along this multimodal corridor took only 9 days instead of the planned 14 days.

The railway administrations of Kyrgyzstan, Uzbekistan, Afghanistan and the China International Logistics Company signed in Lanzhou (People’s Republic of China) a Memorandum of Understanding on strategic cooperation for the development of a multimodal route and the joint development of a new land-sea corridor and an international intermodal train between China, Kyrgyzstan, Uzbekistan and Afghanistan. The main objective of this Memorandum is to organise freight traffic along the multimodal route and develop logistics infrastructure.

It should be noted that one of the important projects in the field of construction and infrastructure in the Kyrgyz Republic is the project to build a railway line between China, Kyrgyzstan and Uzbekistan. The new railway route will become the southern branch of the Eurasian continental bridge and will open access to the markets of South-Eastern and Western Asia and the Middle East.

This route will enable the delivery of goods from China to Kyrgyzstan, as well as to countries in Central Asia and the Middle East, including Türkiye, and further to European countries. The implementation of the project will also increase competitiveness in the international transit freight traffic market by reducing transport distances and delivery times.

The implementation of this project will have an overall positive socio-economic impact on the development of the economy of Kyrgyzstan and will significantly contribute to the expansion of transport services provided to the population, as well as the development and improvement of transport infrastructure.

According to information from the “Kyrgyz Temir Zholu National Company” State Enterprise (KRG) during 2024 via multimodal routes:

- China – Kyrgyzstan – Uzbekistan – Afghanistan more than 3170 forty-foot containers were transported;
- China – Kyrgyzstan – Uzbekistan more than 170 forty-foot containers were transported.

In 2024, the Railway of Moldova State Enterprise (CFM) ensured the organisation of large-tonnage container transport with grain cargoes using water transport on the following routes: Ungheni exp. (Moldova) – Cristești Jijia exp. (Romania) – Constanța Port (Romania) on a 1435-mm gauge and Bender II (Moldova) – Giurgiulești exp. (Moldova) – Galați Larga exp. (Romania) on a 1520-mm gauge, with a total of 766 units.

According to information from the Ulan-Bator Railway JSC (UBZD), in 2024, as part of the development of multimodal, combined and intermodal transport, UBZD organised the reception of transit and import cargoes to Mongolia from China by road transport, followed by the transshipment of cargoes to railway wagons, after which the cargoes were transported by rail to their destination station. The volume of imported cargo transported by road to the railway, arriving at the Zamyn-Uud/Erlian border crossing by road, amounted to a total of 8161 wagons (with a total weight of 376,591 tonnes), and from rail to road – 140 wagons (with a total weight of 4906 tonnes).

Through the Sukhbaatar/Naushki border crossing, timber cargo (in the amount of 15 wagons with a total weight of 990 tonnes) was received from the Russian Federation in Mongolia. The cargo arrived by road and was then transferred to wagons for further transport by rail.

According to information from the Russian Railways OJSC (RZD OJSC), new railway and multimodal container services were launched in 2023-2024:

- regular multimodal service provided by the RZD Business Asset JSC from the Chinese port of Ningbo to Moscow via the Nakhodka Commercial Sea Port for the transportation of cars and components;
- joint container service provided by the RZD Logistics JSC and Ruskon LLC (Delo Group of Companies) from Volgograd to Novorossiysk for the delivery of chemical and industrial equipment from the Volgograd region;
- joint refrigerated container service ‘Meat Shuttle’ by FESCO Transport Group and Russian Export Centre JSC for the shipment of Russian meat products to China and Southeast Asian countries;
- regular container service provided by the Ruskon LLC (Delo Group of Companies) for a wide range of goods from Xi'an (China) to Moscow;
- regular container service provided by the Ruskon LLC (Delo Group of Companies) from Russia from the stations Silikatnaya, Kresty and Selyatino

(Moscow) to the Republic of Kazakhstan to the stations Almaty-1 (Almaty) and Sorokovaya (Astana);

- container service provided by the Ruskon LLC (Delo Group of Companies) along the route from the port of Novorossiysk to the port of Mariel in Cuba for the shipment of a wide range of goods;

- InterRail container service on the Guangzhou – Zhamyn-Uud – Warsaw route;

- joint regular rail service provided by the Ruskon LLC (Delo Group of Companies), RZD Logistics JSC and Maxima Logistics LLC – from Russia to China. The service is focused on the transportation of chemical products.

According to information from the Železničná spoločnosť Cargo Slovakia JSC (ZSSK Cargo), in 2024, work was mainly carried out to ensure the transport of goods from the ports of Bremerhaven (Germany) and Koper (Slovenia) to Slovakia. In addition, wood chips were transported from Slovakia to Austria. The busiest regular route involves the transport of automotive products from the port of Koper to Žilina and back.

In 2024, the O'zbekiston temir yo'llari JSC (UTI) conducted activities aimed at developing and organising multimodal, combined and intermodal transport in international traffic, as well as increasing freight traffic volumes and attracting additional volumes of cargo:

- on 6 June 2024, an agreement was signed in Beijing (People's Republic of China) on the implementation of a strategic project for the construction of the Uzbekistan-Kyrgyzstan-China railway;

- in Tashkent (Uzbekistan), at a meeting attended by the Afghanistan Railway Authority, the UAE company ADL-Ulanish and the Ministry of Transport of the Republic of Uzbekistan, an agreement was signed on the development of a feasibility study for the construction of the Uzbekistan-Afghanistan-Pakistan railway project.

On 26 June 2024, on the initiative of the O'zbekiston temir yo'llari JSC, the first container train departed for Uzbekistan directly from the port of Busan (Republic of Korea) on the route Korea – China – Kazakhstan – Uzbekistan.

According to the Uztemiryulkonteyner JSC, a subsidiary of the O'zbekiston temir yo'llari JSC, the following results were achieved in international multimodal traffic in 2024:

- from the Indian ports of Mundra, Nhava Sheva and Chennai via the Iranian port of Bandar Abbas, successfully organised container transport along a new multimodal route to the Sergeli station, consisting of 20 twenty-foot containers, covering a distance of 2673 km, which was completed in 20 days;

- on the route Uzbekistan – Turkmenistan – Iran, 18 containers with potash fertilisers destined for India were dispatched from the Nazarbek station for the first time;

- container shipments were organised from the Sergeli station via the port of Poti in Georgia to Brazil using a multimodal route that consisted of 54 forty-foot containers. The distance travelled was 15,000 km, with a delivery time of 50-70 days.

According to information from the Ukrainian Railways JSC (UZ), UZ provides an intermodal service that combines the transport of container trains, piggyback trains and combined transport trains. The advantages of intermodal services include regularity of transport, predictable transport times, the possibility to integrate it into the European container train system, as well as predictable costs for intermodal train transport services. The Ukrainian Railways JSC transported 72 intermodal trains to Polish and Romanian ports and 340 to Ukrainian ports. Transportation was carried out through terminals in Ukraine and EU countries and in the opposite direction through the border crossings of Mostyska/Medyka, Izov/Hrubieszów, Chop/Čierna nad Tisou, Vadul-Siret/Doronesti. Transport routes: Ukraine – Poland: Gdynia/Gdańsk, Krzewie, Sławków; Ukraine – Lithuania: Klaipeda; Ukraine – Latvia: Riga; Ukraine – Germany: Duisburg; Ukraine – Hungary: Budapest; Ukraine – Slovakia: Košice; Ukraine – Romania: Constanța. Intermodal terminals of UZ are located throughout Ukraine and handle all types of container and piggyback transport, offering all kinds of additional services. The service is provided, among others, by the operator, a branch of CTS “Liski” of the Ukrainian Railways JSC in cooperation with the UKRAINIAN RAILWAYS CARGO POLAND LLC.

The Ukrainian Railways JSC offers new logistics opportunities through the UKRAINIAN RAILWAYS CARGO POLAND LLC. This company provides freight transportation services by intermodal trains across Europe and back, connects Ukraine’s intermodal railway networks with key European seaports, acts as an operator, organises the delivery of containerised cargo from Ukrainian terminals to European countries on an individual basis and has the capacity to provide daily train services. Trains can consist of 40-44 wagons (80-88*20’ TEUs) or 40-44(40*40’ TEUs).

It should be noted that on 17 November 2021, the Law of Ukraine “On Multimodal Transport” No. 1887-IX was adopted. The Law defines the legal and organisational framework for multimodal transport and is aimed at creating conditions for its development and improvement, stimulating the use of more environmentally friendly modes of transport in order to protect the environment and prevent climate change. The Law provides for the implementation of Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (in accordance with Annex XXXII to Chapter 7 “Transport” Section V “Economic and Sectoral Cooperation” of the Ukraine-EU Association Agreement). The Law introduces the concepts of “multimodal and combined transport of goods”, “multimodal terminal”, “multimodal transport document”, “multimodal transport operator and customer”, definitions of a multimodal transport contract, its essential terms, the rights and obligations of its parties, the basic principles of state regulation and state support in relation to this type of transport. The Law provides for the right of participants in multimodal transport to carry goods on the basis of a single contract (multimodal transport contract) for the entire route, regardless of changes in the modes of transport, under a single transport document (multimodal transport document) agreed upon by the parties. The Law

stipulates that when providing multimodal transport services, the multimodal transport operator's liability to the customer for the cargo covers the period from the moment the cargo is accepted for multimodal transport until the moment the cargo is delivered. To obtain compensation for lost (damaged) goods, the customer does not need to establish at what stage of transportation the damage or loss occurred, or which of the carriers failed to fulfil their obligation to deliver the goods on time. The Law provides for the establishment of a maximum limit of liability for multimodal transport operators in special drawing rights in accordance with current international practice.

According to information from the PLASKE JSC – an OSJD affiliated enterprise, within the framework of Ukrainian legislation on multimodal transport, the SMGS consignment note for the transport of goods in international rail-ferry traffic fully complies with the requirements of multimodality, and the Law of Ukraine “On Transit” states that transport documents in international traffic are used as customs declarations. It was noted that transport market participants expect the OSJD to adopt comprehensive amendments to SMGS regarding rail-water transport. The process of signing the agreements necessary for the implementation of direct rail-ferry services is currently being finalised due to the accession of new carriers on the waterway section. On the initiative of transport and forwarding companies in Türkiye and Ukraine to organise rail-ferry services, the Turkish side agreed to carry out transport on the maritime section using CIM/SMGS consignment notes, provided that the Ukrainian side includes in the COTIF the sections of track from Ukrainian Black Sea ports to European land border crossing points.

The subtopic “A study of terminology used in combined, intermodal, and multimodal transport operations (TCIMT)” was discussed at a meeting by a consultative group of experts from the UNESCAP, OSJD affiliated enterprises – the Russian University of Transport (RUT (MIIT)) and the PLASKE JSC, the working staff of OSJD Commission on Freight Traffic – participants of the subtopic, which was held on 10 June 2024 in a videoconferencing format.

The text of the draft layout of the OSJD Reference Book on Multimodal, Intermodal, Combined and Piggyback Transport was reviewed.

It should be noted that the preparation of the OSJD Reference Book was preceded by a thorough research and analytical work: studying the differences in terminology (terms, definitions, basic concepts) used to describe freight traffic using several modes of transport (multimodal transport, intermodal transport, mixed transport, combined transport, piggyback transport); development of a clear, logically correct and uniform classification of different types of such transport operations, and defining a precise and correct term for each type; development of a single most general and all-encompassing term describing multimodal transport; analysis of international regulatory documents concerning operations with the use of multiple modes of transport (OMMT) and national-level documents. The following research objectives were set: to analyse the structural and substantial characteristics of mixed, multimodal, intermodal, combined, comodal and synchomodal transportations taking into account the

organisational and technological factors of their implementation; to conduct a comparative analysis of the structural components of the combined transport object used in national and international regulatory documents and professional standards. The research findings were used to improve the typology of mixed transport and to harmonise terms.

The expert group in the course of preparing the text of the OSJD Reference Book ensured its reviewing by Oleksandr Fedorov, a UN/CEFACT expert on customs, transport and trade facilitation issues, who for a long time held the post of Chairman of the UNECE Working Party on Customs Questions affecting Transport (WP.30).

The OSJD Committee carried out translations of the original Russian version of the OSJD Reference Book into Chinese and English.

The work on the OSJD Reference Book project was completed.

The design editing of the OSJD Reference Book was carried out by the member of the expert group – PLASKE JSC.

The text of the OSJD Reference Book, taking into account the design editing, was presented at the final meeting of the OSJD Committee on Freight Traffic (*15-18 October 2024, OSJD Committee, Warsaw*) for further publication by the OSJD Committee.

In December 2024, the OSJD Committee published the OSJD Reference Book and distributed it to OSJD Members, observers and OSJD affiliated enterprises, as well as to OSJD partners – international organisations with which Agreements and Memoranda of Cooperation have been concluded.

3.4. Passenger Traffic

In the reporting period, the OSJD Commission on Passenger Traffic was involved in the works carried out in the following priority areas:

- coordination of timetables and coach sequence indicators for passenger trains in international traffic;
- improvement of the Agreement on the International Railway Passenger Tariff (MPT Agreement) and the MPT Tariff;
- improvement of the Agreement on the “Rules for the use of passenger coaches in international traffic” (PPW Agreement) and the PPW Rules;
- seat reservation systems, passenger information services, provision of services and generation of financial statements;
- management of railway stations and station buildings.

In the first area, the OSJD Commission organised and held two meetings with the participation of Group II of OSJD railways: a meeting to consider proposals for organising the operation of passenger trains and through coaches in international traffic for 2024-2025 and a meeting on the final approval of timetables, coach sequence indicators of passenger trains and provision of coaches in them in international traffic for 2024-2025. The meetings were held on 8-9 April 2024 in the OSJD Committee in a videoconferencing mode and on 9-13

September 2024 in St. Petersburg (Russian Federation) in an intramural format. The meetings were attended by the representatives of VZD, KZH, KZD, ZC, UBZD, RZD OJSC, as well as OSJD affiliated enterprises – Russian Post JSC and Far Eastern Shipping Company PJSC (FESCO).

Group II of OSJD railways agreed on the operation of passenger trains and through coaches in international traffic on 14 routes.

In the Russia-China traffic, the schedule for 2024-2025 includes: train No. 20/19 Moscow – Beijing of the FPC JSC formation and a group of through coaches in the Irkutsk – Manzhouli and Chita – Manzhouli traffic via the border crossing point of Zabaikalsk (RZD OJSC) – Manzhouli (KZD), as well as train No. 3/4 Beijing – Moscow, formed by KZD, via the border crossings point of Erlian (KZD) – Zamyn-Uud (UBZD) and Sukhe-Bator (UBZD) – Naushki (RZD OJSC) are planned to operate. In cross-border traffic, it has been agreed to resume the operation of train No. 402/401 Suifenhe (KZD) – Grodekovo (RZD OJSC), formed by KZD, starting from 15 December 2024.

In 2024, the RZD OJSC and KZD continued to work towards organising a test run across the territory of the Russian Federation of the modernised rolling stock of train No. 3/4 Beijing – Moscow of KZD composition.

KZD, UBZD, and the RZD OJSC agreed to conduct a test run of the KZD train along the Beijing – Ulan-Bator – Moscow route using the schedule of train No. 3/4 on the Beijing – Ulan-Bator – Naushki section and the developed schedule for the infrastructure of the RZD OJSC, taking into account the test programme in February 2025.

In the Mongolia-Russia service, the schedule provides for the operation of train No. 5/6 Ulan-Bator – Moscow, formed by UBZD, and trains No. 306/305 Irkutsk – Ulan-Bator, formed by the FPC JSC and UBZD, through the Sukhe-Bator (UBZD) – Naushki (RZD OJSC) border crossing point.

In the Mongolia-China service, the schedule of trains No. 23/24 on the Ulan-Bator – Beijing route, formed on a parity basis by the UBZD and KZD railways, as well as train No. 22/21 on the Ulan-Bator – Erlian (KZD) route, formed by the Ulan-Bator Railway, have been agreed upon. In addition, the service of through coaches on the Ulan-Bator – Hohhot (KZD) route through the Zamyn-Uud (UBZD) – Erlian (KZD) border crossing point has been maintained.

In the international passenger service between China and the Democratic People's Republic of Korea, the schedule provides for the service of groups of through coaches belonging to KZD and ZC railways on a parity basis on the routes Beijing (KZD) – Pyongyang (ZC) and Dandong (KZD) – Pyongyang (ZC) through the Dandong (KZD) – Sinichu (ZC) border crossing point.

The service between Russia and the Democratic People's Republic of Korea includes the operation of direct coaches of the FPC JSC formation Moscow – Tumangan and direct coaches of ZC formation Pyongyang – Moscow, Pyongyang – Khabarovsk via the border crossing point of Khasan (RZD) – Tumangan (ZC).

Before the operation resumption of direct coaches Moscow – Tumangan, Pyongyang – Moscow, Pyongyang – Khabarovsk, in cross-border traffic, the

RZD OJSC and ZC agreed to assign train No. 645/646 Tumangan – Khasan with coaches of ZC with a frequency of 3 times a week, starting from 16 December 2024.

The RZD OJSC and ZC agreed to conduct a trial run by the FPC JSC's coaches along the Vladivostok-Tumangan route, subject to the consent of the border agencies of the DPRK. The parties expressed mutual consent to continue their works towards organising the Vladivostok-Tumangan-Rajin tourist railway service using ZC coaches on the Tumangan-Rajin section. In pursuance of these decisions, a test run along the Vladivostok-Tumangan-Rajin route was conducted between 24 and 25 January 2025, as part of testing the technology for organising the transportation of tourists.

In the China-Vietnam traffic, a train timetable was agreed upon, which provides for the operation of direct coaches belonging to KZD on the Beijingsi (KZD) – Hanoi (Gia Lam station, VZD) route via the border crossing point of Pingxiang (KZD) – Dong Dang (VZD).

In the China-Kazakhstan service, the timetable provides for the operation of fast-speed international passenger trains on the route Urumqi – Almaty-2 of KZD formation via the border crossing point of Khorgos (KZD) – Altynkol (KZH). While in the Kazakhstan-China service, the operation of the express train Almaty-2 – Urumqi, formed by KZH, through another border crossing point of Dostyk (KZH) – Alashankou (KZD) has been confirmed.

As part of the meetings, the RZD OJSC and KZD agreed to continue organising the operation of trains consisting only of luggage wagons in the Moscow-Zabaikalsk-Manchuria service. The carrier of these trains from the Russian side will be the FPC JSC, while the operator of luggage wagons will be the RZD Logistics JSC.

In the reporting period, the OSJD railways of Group I coordinated on a bilateral basis the timetables and coach sequence indicators of passenger trains in international traffic for 2024-2025.

At the same time, the proposals of the Byelorussian Railway to the PKP JSC/ PKP Intercity JSC regarding the resumption of the operation of international passenger trains formed by the PKP Intercity JSC on the routes Warsaw – Brest, Krakow – Grodno and coordinating the schedule of these passenger trains for 2024-2025 in a bilateral format were not supported by the Polish side.

Meanwhile, the final meeting of the OSJD Commission noted the importance of holding meetings to coordinate the train timetables on the OSJD platform, using the format of bilateral and multilateral negotiations only as an auxiliary tool to the main format.

At the meetings held by the OSJD Commission on Passenger Traffic, the issues of the expected dates for the resumption of international passenger trains were constantly discussed. The process of resuming international passenger traffic in the Asian region began in 2022 with the operation of trains No. 306/305, formed by the FPC JSC and UBZD JSC, on the route Irkutsk – Ulan-Bator. On 31 August 2023, the operation of train No. 22/21 on the route Ulan-Bator – Erlian was resumed, and on 15 March 2024, through coaches on the route Ulan-Bator –

Hohhot resumed their operation. In accordance with the decisions taken at the meetings of the OSJD Commission, on 15 December 2024, the operation of train No. 402/401 Suifenhe – Grodekovo, formed by KZD, was resumed, and a new train No. 645/646 Tumangan – Khasan, formed by ZC, was appointed three times a week.

The issue of resumption of passenger train service in international traffic remains one of the important tasks for the Commission.

In the reporting period, the OSJD Commission continued to update legal and regulatory documents related to the international passenger traffic.

For this purpose, the OSJD Commission organised and held a meeting of the representatives of OSJD railways – Parties to the Agreement on the International Railway Passenger Tariff (MPT Agreement) from 15 till 17 May 2024 in the OSJD Committee. The representatives of the Parties to the MPT Agreement from BC, VZD, KZH, ZC, KRG, UBZD, RZD OJSC, UTI, UZ and EVR took part in the meeting.

Based on the consideration of proposals from the Parties to the MPT Agreement and the working staff of the OSJD Commission, amendments and additions to the MPT Agreement were agreed upon, namely:

- to certain clauses of Articles 5, 8, 9 of the MPT Agreement;
- in certain clauses of paragraphs 14, 15 and 16 of the MPT;
- in the headings of columns in Table 5 of the MPT.

The OSJD Committee, as the depositary of the MPT Agreement, informed the Parties to the MPT Agreement about the entry into force from September 1, 2024 of amendments and additions to the MPT Agreement and the MPT itself, as well as about the entry into force from May 1 to December 31, 2024 of the indexation coefficients of RZD OJSC and Ufa Railway to the table of base rates for calculating freight charges for the carriage of passengers.

The OSJD Committee issued and sent to the Parties to the MPT Agreement certified copies of the updated text of the MPT Agreement as of 1 January 2025.

The OSJD Commission also held a meeting of the expert group of the representatives of the Parties to the Agreement on the “Rules for the use of passenger coaches in international traffic” (PPW Agreement) from BC, KZH and RZD OJSC in the OSJD Committee from 19 till 20 March 2024 in videoconference mode and a meeting of the representatives of the OSJD railways – Parties to the PPW Agreement from 27 till 29 May 2024, which was attended by the representatives from BC, KZH, ZC, KRG, CFM, UBZD, RZD OJSC, TDZ, UTI and EVR.

At the meeting, the representatives of the Parties to the PPW Agreement made decisions to amend and supplement the text of the PPW Agreement and Annex A thereto, as well as individual clauses of paragraphs 1, 11 and 12 of the PPW Rules. The OSJD Committee, as the depositary of the Agreement on the PPW, informed the Parties to the Agreement on the PPW about the entry into force from 1 January 2025 of the agreed amendments and additions to the PPW Agreement.

The OSJD Committee issued and sent to the Parties to the PPW Agreement

certified copies of the updated text of the PPW Agreement as of 1 January 2025.

The main result of this work in the reporting period was the adoption of a decision to update the PPW Agreement. Almost all articles of the PPW Agreement were revised. The task for the next year is to do similar work to update the Rules for the use of passenger coaches in international traffic, taking into account the decisions taken at the meeting.

In the reporting period, the OSJD Commission continued its activities on improving the quality of information services provided to passengers. In accordance with the Work Plan for 2024 of the OSJD Commission within the framework of the subject “Systems for seat reservation, passenger information services, provision of services and generation of financial reports”, three meetings were held in the OSJD Committee, including two expert meetings (28-29 February and 26-27 September 2024) in person and one expert meeting (10-11 June 2024) in videoconferencing mode. The representatives of AZD CJSC, ARA, BC, VZD, GR, KZH, KORAIL, KRG, CFM, UBZD, RZD OJSC, TZD, UTI and UZ took part in the meetings.

During these meetings, an exchange of experience took place on the application of new digital services in passenger traffic, as well as on the development and implementation of new-generation intelligent systems to improve passenger service, better passenger transportation management technology and ensure the interaction of electronic seat reservation systems. The concerned OSJD railways provided the following information on this subject.

The Byelorussian Railway reported an increase in the share of sales of electronic travel documents (tickets) (hereinafter referred to as ETD) for the trains with numbered and unnumbered seats.

In 2024, 11.7 million ETDs for the trains with numbered seats were sold through the single section “Passenger Services” of the official website of the Byelorussian Railway (pass.rw.by) and the mobile application “BC. My Train”, which is 9.7 % more than in 2023. The share of ETDs was 76.4 %.

3.2 million ETDs were sold for the trains with unnumbered seats, the share of which was 6.7 %, which is 2.2 % higher than in 2023.

In addition, 8.1 million tickets or 16.8 % of the total number of passengers transported were issued using self-service terminals.

In order to improve the quality of information services for passengers on the territory of the Orsha-Central station complex, a modern hardware and software complex was put into operation in 2024, operating as part of the Unified System for Informing Passengers about Train Movements, and the ability to use the online scoreboard service for the Orsha-Central station complex was also implemented on the official website and in the mobile application.

In 2024, the following works were carried out:

- modernisation of 122 units of portable ticket printing machines, which provide a combination of a ticket printing machine for issuing travel tickets, a terminal for accepting payments by bank payment cards and a travel control terminal (laser reader of two-dimensional codes);

- improvement of the software and hardware systems of self-service terminals to ensure the possibility of selling travel documents on a thermal receipt tape for trains with numbered seats (testing of a prototype is underway);

- modernisation of the server software of the Automated Passenger Boarding Control System (ACKПП/APBCS) and the software of mobile document control terminals (ПО МТКД/MDCT software) in terms of implementing the functionality of the third mode (international transportation), used in the electronic registration of passengers.

The Unified Passenger Day has been transferred to the online principle, which provides for receiving information without visiting a railway station.

A new type of hand luggage storage room with a wider functionality has been introduced.

The “Kazakhstan Temir Zholy National Company” JSC informed that in the reporting period, works were in progress to continue the development of the electronic ticket sales system by introducing the following innovations:

- a new ticket form was developed and implemented;
- the process of paying the difference in the fare when changing a coach/train category at ticket offices was automated;
- the third mode of electronic registration for trains formed by the Passenger Transportation JSC in interstate traffic was launched.

By the end of 2024, the share of electronic ticket sales increased to 80 %.

One of the main tasks in the field of passenger transportation is still to meet the growing needs of passengers for services that ensure a comfortable trip, starting from the planning and purchase of tickets.

For this purpose, the largest network for sales of travel documents has been deployed in Kazakhstan, including:

- traditional ticket offices at railway stations;
- Railway’s own website and mobile application, as well as many alternative websites and mobile applications for the sale of electronic tickets;
- the ability to purchase tickets in the personal account of banking applications (kaspi, halyk bank);
- a wide network of ticket agencies;
- the ability of purchasing tickets in all branches of the Kazpost JSC.

At KZH, the Waiting List service has been put into operation and is widely used, allowing to register in an electronic queue in the absence of free seats. Due to the high demand of passengers for this service, in 2024 new sources of filling the pool of seats for the Waiting List queue began to be added due to returned seats and seats from unused reservations and extra added coaches. Passengers can join the Waiting List queue and buy tickets obtained through this service both at ticket offices and online.

There are several options for purchasing discounted tickets for people with disabilities. These are: registration of the Meyirim electronic discount card for passengers with various disability groups, which makes it possible to issue discounted travel documents (tickets) for socially significant trains with a discount of up to 50 %. The discount card is personalised, issued by the passenger

at the ticket office upon presentation of documents confirming the right to a discount, and provides for issuing discounted tickets only for the cardholder. The card can be issued for both an adult and a child. In the latter case, the discount applies to the child's fare. Using an electronic discount card allows people with disabilities to buy discounted train tickets through all available sales channels, including remotely, without leaving home.

In addition, the task of integrating the electronic ticket sales system with the systems of government agencies has been implemented to enable online ticketing for preferential categories of passengers using their individual ID (IIN). During the ticket issuance process, the database of the Ministry of Labour and Social Protection of the Population of the Republic of Kazakhstan is accessed to confirm the right to a privilege. In case of positive verification, the passenger is given a 50 % discount for a train ticket.

Since 2021, KZH has been implementing the “women's coach” project, which provides for a possibility of buying tickets for these coaches to only women and children under 7 years of age. The “women's coach” attribute is set for coaches specified by the carrier and is valid for the entire route. The gender of the passenger is verified when issuing a travel document. Due to the demand for this service, the number of trains including “women's coaches” is increasing every year. By the end of 2024, this service was implemented on 11 routes, and since the implementation of this project, about 500 thousand people have used the service.

In addition to preferential cards, the KTZ NC JSC also issues the discount cards. The Sayakhatsky card is issued free of charge to regular customers and provides a discount, the amount of which depends on the amount spent by the passenger on travel over the past 12 months. With the Zhastar discount card, passengers from 15 to 25 years old can travel with a 25 % discount on commuter trains and a number of commercial trains. The Kumis and Altyn cards are issued on a paid basis to passengers aged 15 and older. The Kumis card provides a 25 % discount for travelling on socially significant trains, and the Altyn card – a 25 % discount on all trains.

Since 2023, the Travel with a Transfer service has been launched on the bilet.railways.kz website and at ticket offices. For a comfortable trip and saving the passenger's time, the system will select possible travel options to the destination with a transfer from train to train. More than 8000 passengers have already used this service.

In order to develop domestic tourism, the depth of reservation of railway tickets for Kazakhstani tour operators has been increased to 180 days. In addition, a 5 % discount is provided for early booking. To implement this task, a certain quota of coaches has been allocated in trains on popular tourist destinations, intended for the registration of organised groups of passengers. Unsold seats from the allocated quota are open for free sale 45 days in advance along with the basic standard of seats.

The functionality of the official website bilet.railways.kz and the mobile application is constantly expanding by implementing the following options for passengers:

- travel with a transfer as part of the same train by connecting “coach + coach” or “seat + seat”;
- receiving a boarding pass for completed trips: if it is necessary to confirm the fact of travel (business trips, reimbursement of expenses, legal proceedings, etc.), owners of electronic tickets after having registered boarding with the train conductor can receive a boarding pass for their electronic ticket in their personal account within 30 days after completing the trip;
- checking the legitimacy of an electronic ticket. The ticket is searched for by its number;
- receiving a duplicate of the electronic ticket to the email address;
- ordering a transfer from the railway station to the door of the house: the cost of the trip is fixed and does not depend on the passenger’s address. You can order either the required number of seats or the entire transfer;
- purchasing electronic tickets for intercity buses (this service is available for buses departing from Astana): passengers can get information about the bus schedule, independently choose a seat on the required route; payment can be made by Visa, MasterCard or American Express bank cards, as well as through the Kaspi.kz mobile application; when boarding the bus, it is enough to produce to the inspector an identity document;
- receiving up-to-date information from the online timetable of passenger trains movement and about the delays of passenger trains;
- submitting an application for reserving seats on passenger trains for organised groups of passengers;
- familiarisation with information about the sights of Kazakhstan and useful information for tourists, including photographs, description of infrastructure and travel options.

The RZD OJSC provided information that due to the development of digital services, the share of electronic ticket sales is steadily increasing. According to the outcomes of 2024, it reached more than 80 % for long-distance trains, and 13 % for commuter trains.

For cashless payment via the Fast Payment System (FPS), it is now possible to purchase tickets for long-distance and suburban trains in the mobile application and on the company’s official website.

The artificial intelligence implemented in the operation of the contact centre on the RZD OJSC website and in the mobile application helps to quickly provide answers to a number of standard questions.

Services such as searching for lost items on the FPC JSC trains, food delivery to the train, transportation of unaccompanied animals in specialised compartments allocated for the transportation of luggage on the FPC JSC trains, and storage rooms at train stations are popular with passengers.

For convenience during the trip, passengers are informed about the following:

- the location of seats relative to the direction of travel (in the direction of travel/against the movement) on fast-speed Lastochka trains;
- the display of transfer services and luxury lounges on the travel document in the form of pictograms;
- various promotions within the framework of the RZD Bonus programme, which makes it possible to accumulate points for trips and spend them for the new trips.

All services and accommodations are taking into account the features for passengers with disabilities on a mandatory basis.

The RZD OJSC continued to develop a special section “Passengers with disabilities” on the company’s website. There, one can apply for services to passengers with disabilities, learn about the procedure for receiving them, and also video instructions have been posted in order to duplicate audio and visual information.

The company continued to improve the accessibility of Internet resources for visually impaired passengers together with the experts from the All-Russian Society of the Blind.

On the company’s website, in the section “Passengers with disabilities”, a “Station Accessibility Map” was launched, with the help of which it is possible to be informed about the infrastructure of the railway stations and to plan an accessible route throughout the station facilities, taking into account the physical limitations of the passenger.

In order to provide high-quality services to customers in 2024, work continued to improve the following services:

- development of mobile application and corporate portal services;
- passenger support from the moment the desire to travel arises until the end of the trip directly at the destination. For this purpose, the Unified Passenger Relationship Management System (ECYBII/UPRMS) of the company has been launched, which will store information about passenger trips, preferences, and will also provide personalised offers, including discounts, special promotions or additional services along the way;
- implementation of a service for paying for tickets and services using MirPay in the mobile application;
- implementation of the Travel Constructor, which allows the user to issue a composite route for a train and another type of transport with one order;
- implementation of an updated concept of the RZD Bonus Loyalty Programme with division into levels and expansion of the list of services provided to Programme participants.

Since July 2024, the official website rzd.ru has offered users a free service “Waiting List” for long-distance trains in domestic traffic of the carriers FPC JSC and RZD OJSC’s Directorate for Fast-Speed Traffic (DOSS).

The Waiting List service makes it possible to leave a request indicating the necessary requirements for seats on the train in the desired direction if there are no seats available on the train. The service accepts requests for tickets and then automatically tracks seats that meet the criteria specified when creating the

request. If seats appear, the ticket is booked and the user who left the request is notified. A reserved ticket can be purchased within two hours. The cost of the tickets issued in this way does not differ from the cost of the tickets on open sale at the time of booking.

The Waiting List service is available to registered users of the RZD OJSC's website and can only be used for the purposes for which it is intended – to meet the demand for transportation for individuals. The first version of the service contains a number of limitations, but the functionality of the service will be expanded in the future, including taking into account the wishes of users.

Meanwhile, specialists from the RZD OJSC have developed and implemented a new online service, Transfer inside the Train, which allows a passenger, if there are no through seats on the desired train along the entire route, to buy a ticket for it with a transfer to another seat. The new route planning service makes it possible to find a travel option where seats are available for different sections of the journey on the same train. The passenger will only need to change to another seat on the same train.

To find such a transfer, the duration of the train's stop at the station is taken into account – at least 5 minutes, so that the passenger has time to move to a new seat inside the train or along the platform outside the train. When creating a composite route, the system can offer seats in coaches of the same or different service classes that are free at the time of the search. The options found with a transfer inside the train are marked with a special warning "Transfer inside the Train". When booking a travel option with a transfer inside the train, the passenger receives several tickets – separate for each train.

The RZD OJSC continues to develop the tourist service by rail, which is very popular.

The RZD OJSC holding sells tourist packages, which include transportation by rail (the "mobile hotel" or "hotel on wheels" format), transfer by other modes of transport to attractions and recreational areas, excursions and meals. The ability to combine services during the ticket purchase process allows passengers to quickly and conveniently arrange a tourist trip. Together with the "seamless" payment process, this provides a high level of convenience and eliminates the need to go to the third-party resources to arrange additional services, as well as reduces the overall time for processing and paying for orders. In 2024, the RZD OJSC continued its works on the implementation of the new-generation Express intelligent system (Express NP) and the Express International interstate system.

In order to preserve and expand the unified information space, as well as to develop international passenger transportation, the RZD OJSC is developing a module for international integrations "Contact". This module is designed to ensure the exchange of regulatory and reference information, the possibility of information services for passengers and the sale of railway transport services through integration with national sales systems (Express NP, Express-3 and other national systems).

The development of documentation for the formalisation of the technology and interfaces for interaction of national sales systems through the “Contact” module is planned for 2025.

Based on the Express International system, it is planned to implement a Complex that provides for the data collection from national systems to generate the reports on mutual settlements between railway companies within the framework of the Rules for integrated settlements. At the meetings held with the representatives of the railway administrations regarding this reporting, key decisions were made to change the methodology for generating reports for mutual settlements, taking into account modern trends in the development of railway companies. The implementation of the above Complex is at the final design stage.

The Byelorussian Railway informed that in July 2024, the Concept for the creation of the Express NP national core system was approved providing its inclusion into the system of international integration of passenger transportation Express International (hereinafter referred to as BC Express ACS), which fully takes into account the technical and technological capabilities of the phased transfer of the functionality of the Express-3 ACS to the itineraries of the BC Express ACS. In accordance with the Concept, the BC Express ACS is built on a modular principle. Modules that ensure the functioning of one or more business processes of the passenger complex are combined into subsystems, each of which should be responsible for a certain set of business functions of the passenger complex.

When developing the BC Express ACS, it is envisaged to use ready-made licensed modules of the RZD OJSC and modules elaborated by the Byelorussian Railway.

The concept provides for a phased transfer of the existing functions of the passenger complex to a new platform. At all stages, for all types of information, it should be possible to synchronise new subsystems with the Express-3 ACS to ensure a seamless transition to the BC Express ACS.

The first stage of transferring functions to the new platform is scheduled to start in 2025.

The Ukrainian Railways JSC has informed that it has been working on a permanent basis to improve and develop online services for passengers, due to which the share of electronic ticket sales in the sales structure of the Ukrainian Railways JSC has reached 85 %, to include those sold through the official website, mobile application, chat bots and partner sales channels. The share of ticket sales through the mobile application has increased from 25 to 42 % over the year. For commuter trains, the share of electronic sales is about 13 %.

The Ukrainian Railways JSC, with the support of Mastercard, has developed and launched an updated website for purchasing train tickets, created using modern design and IT solutions for the maximum comfort of all users.

In the mobile application of the Ukrainian Railways JSC for authorised users, a function for monitoring free seats has been implemented, which allows passengers to track the free seats released, including indicating the signs (in the

same compartment, not near the aisle, not near the toilet, nearby, near the window). Two types of tracking are available:

- monitoring of free seats on trains for which sales are open;
- monitoring of free seats on the specified route for the dates beyond the reservation scope.

In addition, when monitoring, it is possible to enable the function of automatic purchase of tickets with auto-redemption (with advance payment). If monitoring is cancelled by the user or the required seats are not found, the funds will be returned to the user's bank card automatically.

The Ukrainian Railways JSC has ensured the interaction with the Unified Portal of the State Services “Дія” and implemented the “Дія.Підпис” service to verify the user account in order to eliminate the resale of tickets.

The integration with the “Дія.Підпис” service makes it possible to expand the range of possible actions for verified users. Thus, purchasing tickets through the application for the most popular trains in the traffic with Poland, Hungary, Austria is available only to those users who have verified their account through the “Дія.Підпис”. In addition, such users will also be able to return by one click the tickets purchased in the application for all international routes.

The “Railway Friends” loyalty programme has been implemented, which provides for accumulating bonuses for each kilometre of travel by train and exchanging them for bonuses from partners. If there are enough accumulated bonuses to exchange for a promo code from a partner, the participant of the promotion will have access to the corresponding activated partner offers. In 2024, children's compartment coaches, adapted for comfortable and safe travel of the youngest passengers, began to operate. The project was developed and financed in collaboration with UNICEF Ukraine and with the financial support of the Government of Belgium.

The coaches are suitable for families with children of any age, but are best suited for transporting children aged between 0 and 8 years.

The Ukrainian Railways JSC continued to develop online services for the convenience of passengers. The portal <https://services.uz.gov.ua/> has implemented:

- registration of an electronic version of the claim form for ticket refund (when online refund is already closed or unavailable) for the users verified using the “Дія.Підпис” service;
- online service for special ordering of tickets for military personnel;
- ordering of group transportation from 10 people.

In the context of increased demand for international railway transportation, the Ukrainian Railways JSC is actively implementing the practice of issuing electronic travel documents in international traffic.

In 2024, an Agreement on cooperation in the provision of services for the registration and mutual recognition of electronic travel documents for trains running in international passenger traffic Ukraine – Hungary – Austria was concluded.

As part of this project, a new form of electronic travel document for international traffic was implemented, which is generated in accordance with the International Railway Solution UIC IRS 90918 for the A4 RT format with visualisation of security elements for control. The new form of electronic ticket is used in the traffic Ukraine – Hungary – Austria and Ukraine – Slovakia.

It is possible to issue electronic tickets for travelling with a transfer to agreed trains in the traffic Kyiv – Warsaw via the Rava-Ruska station and Kyiv – Vienna via the Chop station. When issuing a trip with a transfer, the passenger selects seats on two trains and two separate electronic travel documents are automatically generated.

The Ukrainian Railways JSC continued its activities towards improving the services based on customer feedback.

This function was implemented through the “Revizion” international comprehensive feedback service.

By scanning a QR code with the feedback function at stations and in train coaches, the customers of the Ukrainian Railways JSC can instantly provide feedback on the quality of service, share their impressions of the trip, and evaluate the level of service.

In order to improve the service of passengers on trains, the Ukrainian Railways JSC has introduced a permanent competition called “Power of Service”, the purpose of which is to reward the personnel by identifying the best passenger trains and employees based on the results of received feedback and reviews from passengers through a mobile application for the sale of electronic travel documents of the Ukrainian Railways JSC.

The awards provided for by the “Power of Service” project are paid to the employees who become winners of the competition during the month in which the winners are determined.

In order to improve the customer satisfaction by increasing the quality of services provided at station buildings, the OSJD Commission included a new subject “Management of passenger railway stations and station buildings” in the Work Plan in the reporting period. Within this subject, an expert meeting was organised and held at the OSJD Committee from 23 till 24 January 2024 to exchange the experience and prepare a workshop programme, which was attended by the representatives of the AZD CJSC, BC, VZD, GR, KZH, KORAIL, KRG, CFM, UBZD, RZD OJSC, UTI and UZ.

In order to exchange the experience and apply the best practices, the meeting agreed on the following priority areas of activities within this subject, namely:

- 1) Management and operation of passenger railway stations:
 - asset management;
 - outsourcing (types of production activities that can be transferred to other companies);
 - use of energy-saving technologies;
 - transition to new environmentally friendly models.

- 2) Digital transformation of railway stations, including digital services.
- 3) Security systems for railway station complexes:
 - luggage control systems;
 - video surveillance systems.
- 4) Navigation and passenger information systems at railway stations:
 - information booths;
 - train timetable boards;
 - sound notification system;
 - direction signs, diagrams;
 - Internet, mobile applications, etc.
- 5) Organisation of assistance services for people with limited mobility.
- 6) Commercial activities, to include:
 - development of retail trade;
 - development of the catering sector;
 - leasing of premises to companies providing other services to the population not related to the railway activities (travel agencies, car rental, hotel services, telephone operators, etc.);
 - advertising services.
- 7) Modernisation of existing station buildings that do not meet passenger requirements, taking into account their intermodality and urban integration. Design of stations as part of urban infrastructure with an emphasis on the development of high-speed traffic.
- 8) Study of modern methodological approaches to assessing the quality of station operation.

The representatives of concerned OSJD railways attending the meeting discussed the following issues: which types of stations and to what extent certain technical and technological solutions, as well as services for passengers, should be used. Based on the discussion outcomes, it was decided that each railway company independently determines the functionality of railway stations, taking into account the passengers' needs, national standards and the city specifics.

On 22 August 2024, an online workshop was held in the OSJD Committee premises on the subject "Management of railway station complexes", which was attended by the representatives of the AZD CJSC, BC, VZD, KZH, KORAIL, KRG, CFM, UBZD, RZD OJSC, TDZ, and UTI, as well as OSJD affiliated enterprises – Russian University of Transport (RUT (MIIT)), Railway Research Institute (Republic of Poland), South-West Jiaotong University (People's Republic of China); international organisations – Eurasian Economic Commission (EEC), Council for Railway Transport of the Commonwealth Member States (CSZT), as well as representatives of the OSJD Committee.

The workshop participants were delivered the following presentations:

- presentation of the RZD OJSC on the subject "Railway station as a point of attraction for passengers, taking into account the integration into the urban environment";
- presentation of the AZD CJSC on the subject "Station building as a meeting place";

- presentation of KORAIL on the subject “Progress in the implementation of the railway station development project by KORAIL”;
- presentation of BC on the subject “Railway station complex as an integral part of the transport system”;
- presentation of the South-West Jiaotong University (People’s Republic of China) on the subject “Development, innovation and practice of integrated passenger transport hubs on the high-speed railways in China”;
- presentation of the Railway Research Institute (Republic of Poland) on the subject “Adaptation of Polish railway stations to the TSI PRM technical requirements”.

The workshop was held at a high organisational level. The information that was provided in the presentations aroused great interest among the workshop participants. The OSJD Commission on Passenger Traffic will continue to hold workshops on the most pressing subjects in the field of passenger traffic in the Eurasian region.

3.5. Infrastructure and Rolling Stock

The OSJD Commission on Infrastructure and Rolling Stock (hereinafter referred to as the V Commission) continued its activities in 2024 to address the technical and technological challenges set by the decision of meeting XXXVIII of the Conference of General Directors (Authorised Representatives) of OSJD Railways, as well as in rule-making activities in accordance with the Work Plan of the V Commission for 2024.

In 2024, experts continued to work on the following subjects:

- “Rolling stock dimensions in international traffic, taking into account the interoperability requirements”;
- “Railway track and engineer structures”;
- “Signalling, interlocking and communications networks”;
- “Power supply and power traction facilities”;
- “Rolling stock for railways. Technical requirements as to its elements”.

On the subject of “***Rolling stock dimensions in international traffic, taking into account the interoperability requirements***”, the experts discussed the draft material presented by ZSR as the duty holder on the subject of “Development of a new methodology for assessing the existing (operated) rolling stock (RS) in order to determine its suitability for operation, and recommended parameters for the designed new RS (wagons transferred between 1520/1435-mm railway gauges) in interoperable international traffic running on OSJD railway sections with a 1435-mm track gauge”, taking into account comments and proposals from the KTZ NC JSC, Ukrainian Railways JSC and RZD OJSC. The participants reviewed the draft new version of the material with the working title “Methodology for assessing the width of the rolling stock gauge, in terms of the interaction of the rolling stock with passenger and freight platforms, in order to determine the suitability for operation in interoperable international traffic of 1520 mm/1435-mm track gauge”.

During the consideration of the issue of developing contrailer transportation in international traffic from the point of view of the rolling stock dimensions, loading gauge and obstruction clearance, the representative of BC provided information on the organisation of contrailer transportation on the Byelorussian Railway.

The representative of the KTZ NC JSC, having presented information on the issue of contrailer traffic, noted that at present the organisation and dispatch of contrailer transportation in the Republic of Kazakhstan is not in progress. At the same time, the transit and reception of contrailer trains is organised on the railway infrastructure of the Republic of Kazakhstan.

The Ukrainian Railways JSC representative informed about the contrailer transportation in interstate railway traffic (with a track gauge of 1520 mm), which is in operation in accordance with the requirements of the “Regulations for the transportation of oversized and heavy cargo on the railways of the CIS member states, Republic of Latvia, Republic of Lithuania, and Republic of Estonia”. The transportation of unconventional (oversized) cargo in international railway traffic with the participation of 1435-mm and 1520-mm railways is organised in accordance with OSJD Leaflet O 502-3 “Transportation of unconventional cargo in international railway traffic with the participation of 1435-mm and 1520-mm gauge railways.

The RZD OJSC has submitted comments and proposals to this version of the material, taking into account the outcomes of the discussions, and the meeting agreed to continue working on the material with a new title “Methodology for calculating new rolling stock dimensions in interoperable international traffic on the 1520-mm/1435-mm track gauge of the European railways of the OSJD member countries.”

The works within the subject “*Railway track and engineer structures*” were subdivided into four subtopics.

For the subtopic “*Development of a set of issues on rails, rail fastenings, continuous welded track, mechanisation of track works*”, the RZD OJSC as a duty holder has produced a revised draft of Leaflet “Recommendations as to the organisation and technology of rail repair in the tracks and at rail repair plants”.

The leaflet contains the main requirements for the organisation and technology of restoring rails of types R50, R65 and R75 both in the tracks and at rail repair plants. The Leaflet includes the description of rail build-up welding technologies:

- aluminothermic build-up welding using the THR technology of Elektro-Thermit Ltd.;
- build-up welding using the thermite method of ATN-2;
- build-up welding using self-shielding wire;
- electric arc build-up welding using the automatic method;
- build-up welding of defects in the welded joint area.

The Leaflet provides permissible deviations from the straightness of the rails in the area of the welded joint (after grinding the rail head), in curved

sections of the track depending on the established speed of movement, recommended values of the depth of irregularities for the purpose of grinding, and requirements for rail milling.

The Leaflet includes the areas of application of used heat-strengthened rails reused on the track without repair in a rail welding plant (RWP) and in a railway track, areas of application of old heat-strengthened rails of the R65 and R75 types, repaired in an RWP with profile processing of the head; recommended areas of rational application of rail grinding and milling.

The annual meeting of the V Commission approved the Leaflet with the amended title “Recommendations as to the organisation and technology of repair of rails used on the 1520-mm gauge railways”.

The leading duty holder – the KTZ NC JSC presented an analysis of the Leaflet “Ultrasonic testing of rails welded by the aluminothermic method”, taking into account the proposals and amendments received from BC, NRIC and UZ. The Leaflet establishes the procedure for conducting ultrasonic acceptance testing of joints of rails of the P75, P65, P50, UIC60 (60E1), S49 and 49E1 types, welded by the aluminothermic method (using hand-held ultrasonic transducers). The ultrasonic testing of rail joints applies to the rails welded by the aluminothermic method in main, receiving-departure and hump tracks. The Leaflet is recommended for use in ultrasonic testing of rails belonging to railway enterprises of the OSJD member countries. The Leaflet provides general requirements for ultrasonic acceptance testing (preparation of the flaw detector, equipment, materials and auxiliary devices used), the technological process of testing, including its methods, as well as assessment and registration of testing results.

The annual meeting of the V Commission has approved the Leaflet “Ultrasonic testing of rails welded using the aluminothermic method”.

The leading duty holder – the KTZ NC JSC presented an analysis of Leaflet R 744 “Recommendations as to the terminology of ‘Rails’ and ‘Rail fastenings’”, taking into account the proposals and amendments received from BC, NRIC, MAV Co. and UZ. The Leaflet establishes terms and definitions of track superstructure elements – rails and rail fastenings: baseplates, angle fishplates, and clamps, as well as the main elements of the specified products that are used for the track superstructure.

The terms mentioned in the Leaflet are recommended for the countries that are OSJD members to be use in regulatory, reference, scientific and methodological documentation and periodicals.

The annual meeting of the V Commission approved the Leaflet “Recommendations as to the terminology of ‘Rails’ and ‘Rail fastenings’”.

The leading duty holder – the MAV Co. presented an analysis of the Leaflet “Requirements as to the geometric parameters of rails for fast-speed and high-speed traffic, including straightness and control methods”, which included suggestions and comments from BC, KTZ NC JSC and RZD OJSC. The works for updating the Leaflet have been included into the Work Plan of the V Commission for 2025.

The leading duty holder – the RZD OJSC presented an information material on the subject “The impact of removing the surface layer of rail metal under stationary conditions by milling on the intensity of contact fatigue defects”. The presented information material contains a comparative analysis of the operation of typical rails and rails with a decarburised layer removed by milling on the inner thread of curved track sections.

Within the framework of the sub-topic “*Consideration of a set of issues on the track formation and engineer structures*”, the MAV Co. presented the Leaflet “Application of drones in supervision of engineering structures” in terms of supplementing supervision of track formation structures and taking into account the experience of OSJD railways, which contains the basic principles and conditions for working with drones within the framework of their application in supervision of engineering structures, possible tasks performed within the framework of supervision, including:

- identification of locations, nature and size of defects in bridge structures;
- determination of locations and volume of the works to be done to eliminate the consequences of emergency cases;
- inspection and determination of the volume of construction works;
- survey of the track formation with subsequent construction of an orthophotoplan;
- the photographs shot with the help of drones provide for the certification of infrastructure facilities, etc. The leaflet describes an example of legal regulation of the use of drones, which in OSJD member countries may differ depending on the legislative system of the country, technical requirements and equipment of the drones used, and the basic rules for controlling drones.

The Leaflet contains an example of legal regulation for the use of drones, which in OSJD member countries may differ depending on the legislative system of the country, technical requirements and equipment of the drones applied, as well as the basic rules for controlling drones.

The annual meeting of the V Commission approved the Leaflet “Application of drones in supervision of engineering structures”.

The leading duty holder – the Ukrainian Railways JSC presented a draft updated Leaflet “Recommendations for the use of high-strength bolts in the construction, maintenance and strengthening of metal bridges”.

Due to the fact that the current Leaflet indicated specific grades of bolts (110 and 110XJI) that should be used and their characteristics (in particular, the tightening coefficient of 0.17), it has been agreed to exclude this information from the Leaflet to be able to use all possible grades of high-strength bolts that are available on the market.

The annual meeting of the V Commission has agreed on the Leaflet “Recommendations as to the use of high-strength bolts in the construction, maintenance and strengthening of metal bridges” and has submitted it for approval by CGD meeting XXXIX.

The leading duty holder – the Ukrainian Railways JSC presented a draft Leaflet “Recommendations as to the protection of metal railway bridges from

corrosion”, providing for the possibility of painting bridges with anti-corrosion protection materials using oil, alkyd, perchlorovinyl, epoxy, polyurethane and bitumen paints and varnishes.

The annual meeting of the V Commission approved the updated Leaflet.

The leading duty holder – the Ukrainian Railways JSC presented the information material on the subject “Repair of metal span structures of railway bridges using welding with high-frequency mechanical forging”.

The leading duty holder – the Ukrainian Railways JSC introduced high-frequency mechanical forging (HFMF), which is one of the methods of pulsed mechanical action on the surface of metals, aimed at implementing local surface post-yield deformation in them. Such technologies are used to improve the performance properties of various products and structures operating under cyclic loads, as well as in aggressive environments.

The leading duty holder – the Ukrainian Railways JSC presented an updated Leaflet “Recommendations as to the design of ballastless bridge decks used on railway bridges”, taking into account previously received proposals and comments from the KTZ NC JSC.

Ballastless bridge decks have been used on railway bridges since the beginning of railway construction. The first railways used classic systems using wooden bridge beams attached to the structures of the spans.

Currently, the following types of bridge decks are used on the railway bridges:

- with wooden crossbars (bridge beam) – $V_{\max} \leq 120-160$ km/h;
- with metal crossbars – $V_{\max} \leq 140$ km/h;
- with precast reinforced concrete slabs – $V_{\max} \leq 140-160$ km/h;
- with a monolithic reinforced concrete slab – V over 160 km/h;
- with direct attachment of rails to a steel orthotropic slab – V over 160 km/h.

Other types and designs of ballastless bridge decks may be applied as individual design solutions. The annual meeting of the V Commission has approved the Leaflet.

The leading duty holder – the RZD OJSC informed the meeting participants about the draft updated Leaflet “Diagnostics of engineering structures”, taking into account the presented information material on the subject “Diagnostics of metal superstructures of railway bridges”.

The Leaflet has been amended, namely in the section “Terminology and Definitions”, and information on the diagnostics of the main elements and structures of bridge crossings and tunnel intersections has been supplemented.

The annual meeting of the V Commission approved this Leaflet “Recommendations as to the terminology of ‘Railway bridges’”.

The leading duty holder – the RZD OJSC presented a Leaflet with the working title “Allocation of repairs, inter-repair periods during the service life of engineering structures (bridges and track formations)” with proposals on the principles and methods of assigning major repairs and reconstruction of artificial structures and track formations.

The annual meeting of the V Commission decided to continue these works in 2025.

The leading duty holder – SZ (Správa železnic – Railway Infrastructure Manager of the Czech Republic) presented a material on the subject “Technical conditions for crossing railway tracks with utility pipelines”, which was prepared on the basis of the documents of KZH, SZ and ZSR. The content is focused on an overview of the main technical conditions for resolving the issues of crossings between the utility pipelines and railway tracks in railway infrastructures, which are determined on the basis of national regulations and experience. The purpose of the established requirements is to ensure the stability of the railway track and safe operation of the railway.

Within the framework of the subtopic “*Comprehensive diagnostics of the railway track*”, the leading duty holder – the RZD OJSC presented the material on the subject “Verification of infrastructure facilities using video monitoring systems”. The work aimed at verifying the infrastructure facilities on the railways of the RZD OJSC’s facilities are provided with the use of 132 mobile diagnostics tools equipped with video monitoring systems, which are operated by 239 inspectors-decoders. The minimum frequency of track inspection and video information processing is determined depending on the class, specialisation of the track and train speeds and can be from 1 to 24 times a year.

Currently, an automatic video decoding system “Videocontrol AS” with the use of machine learning elements has been put into operation, which operates on the infrastructure of the RZD OJSC. The main technical shortcomings in the operation of the “Videocontrol AS” are as follows: limited capacity of software and hardware systems, low throughput and difficulties in interfacing the networks of the RZD OJSC. When the automated system is brought to all the conditions, it will be ready for full use and will make it possible to achieve the planned effects laid down during its elaboration:

- no missed faults at infrastructure facilities requiring speed restrictions for the train traffic;
- high accuracy of detection and assessment of violations in track maintenance (at least 99 %);
- processing of video files of checks of all manufacturers of diagnostics equipment. The report was taken into account and the work was completed.

The MAV Co. presented a material on the subject “Removable diagnostics tools used on participating railways”.

The material presents removable measuring tools used in diagnostics of the Hungarian Railways. For each presented device, their purpose, operating principle, brief technical characteristics are indicated, some of them are presented in several versions.

The OSJD affiliated enterprise – the “Firma TVEMA” JSC presented a document on new mobile, removable and portable means of flaw detection and track measurement supplied to the Russian and foreign railways. The main features of the track measuring trolleys RDK-PT-12 M, PT-12-01, the electronic track template SHEP, the removable gauge measuring device GABARIT-S, the

removable ultrasonic flaw detector SPRUT-2 are the automation of the processes of setting up devices, processing and decoding measurement data and transferring them to information and analytical systems to optimise the planning of maintenance works of the track infrastructure.

The information has been presented on the subject “Innovative solutions in the field of non-destructive testing of rails by mobile tools” and the Integrated automated system of combinatorial data analysis (CASCADE RP) for calculating the frequency of rail testing by mobile and removable defectoscopes. The “Firma TVEMA” JSC presented to the participants the material on the subject “Information and analytical automated systems for complex processing of diagnostic data, assessment of the infrastructure condition, forecast of its changes and planning of works”.

The CASCADE system was developed for monitoring and forecasting the degradation of infrastructure elements, performing complex assessments and justified assignment of repairs.

The “Firma TVEMA” JSC delivered an updated presentation on the diagnostic system “CASCADE: effective management of the safe maintenance of railway infrastructure”.

The purpose of the CASCADE system is to manage effectively the safe condition of the railway infrastructure. The main principles of the system include the use of only objective measurement information for all calculations and the execution of all calculations only automatically.

Based on diagnostic data on the actual and predicted condition of the track, the CASCADE system generates tasks for eliminating track faults, then monitors the quality of the execution of these works. This technology of the operational control loop of the infrastructure condition allows for the most effective planning of works on the tracks.

Within the sub-topic “*Reinforced concrete sleepers, beams, turnout switches and their diagnostics*”, the MAV Co. presented a Leaflet under the title “Maintenance of rail elements of turnout switches” with the inclusion of the definition of permissible parameters for performing works, technology and maintenance tools with the identification of:

- thematic sorting of permissible parameters for a track of 1435 mm/1520 mm. An annex thereto contains standards and other regulatory documents specific to each country. The Leaflet contains information on the wearouts and defects of metal elements of turnout switches, including frame rails, tongues, connecting tracks, frogs, blind intersections, as well as methods for their elimination. The annual meeting of the V Commission approved this Leaflet.

The leading duty holder – the RZD OJSC presented a material on the subject “Calculations and testing of reinforced concrete sleepers with various reinforcement options”. The material contains an analysis of the results of modelling and laboratory testing of reinforced concrete sleepers with various reinforcement options designed for the application on high-traffic sections with axle loads of up to 27 t/axle.

The leading duty holder – NRIC (National Railway Infrastructure Company of Bulgaria) presented a material on the subject “[R]ecommendations as to the preparation of documents required for the technical acceptance of turnout switches used on the Bulgarian Railways’ network”. The material contains information related to the documents and technical inspection performed in Bulgaria as regards new turnout switches after being laid in the railway tracks and before their commissioning.

The RZD OJSC presented a document on the subject “Impact of the category of a turnout frog (physical and mechanical properties) and the presence of hardening on the performance properties of the frog and its service life”.

The material contains updated information on the characteristics of frogs of various categories, including those with surface hardening by blast wave energy, used by the RZD OJSC and the results of their operational indicators. The data obtained confirm the high operational indicators of frogs with a hardened rolling surface and the feasibility of their use on freight-intensive railway lines.

Within the subject “*Signalling, interlocking and communication networks*”, the leading duty holder – the RZD OJSC issued a Leaflet “Symbols on information display devices for computerised signalling, interlocking and telemetry systems”, which provides for the establishment in the OSJD space of uniform recommendations for conventional graphic images and indications for information display devices in automated workstations based on the microprocessor technology in railway automation and telemechanics systems. The uniform recommendations apply to centralised dispatching systems, train traffic control systems, microprocessor and relay-processor centralisation of switches and traffic lights, hump automation systems, interval control systems for train traffic on sections, technical diagnostics and monitoring systems and other systems that include information display devices based on monitors. The Leaflet was approved by the annual meeting of the V Commission.

It was decided to develop a new Leaflet under the title “Recommendations as to the terminology: ‘Signalling, interlocking and communications networks’”. The works are included in the Work Plan of the V Commission for 2025.

The leading duty holder – the KTZ NC JSC presented a Leaflet “Operational and technical requirements for track circuits used in control devices and ensuring the safety of train traffic”. The Leaflet contains operational and technical requirements for track circuits used in the control devices and ensuring the safety of train traffic. After the inclusion of proposals received from BC, RZD OJSC and the affiliated enterprise – the Railway Research Institute (Republic of Poland), the works on updating the Leaflet was completed and approved by the annual meeting of the V Commission.

The leading duty holder – the RZD OJSC presented the material of the “Glossary for an innovative railway signalling system based on 4G/5G technology”.

A representative of Huawei Technologies Co. Ltd. informed about how the FRMCS (Future Railway Mobile Communication System) solution/standard is to

ensure the digital transformation of railways, as well as about the company's experience in the successful implementation of innovative railway signalling systems based on 4G/5G technology.

For a systematic approach to the use of broadband digital railway radio communications systems in the OSJD space, it was agreed to originate an individual sub-topic "Development of an innovative railway telecommunications system based on 4G/5G technology" within the subject "Signalling, interlocking and communications networks" of the V Commission with the participation of concerned OSJD railways and with the involvement of developers and manufacturers of telecommunications equipment and scientific organisations in the communications industry. A representative of the RZD OJSC informed in his presentation about the development process of a digital infrastructure for broadband radio communications of the LTE standard, including in the course of a high-speed railway network elaboration. The presentation dwelt on the developing process within the framework of the V Commission works on the subject "Signalling, interlocking and communication networks", on an innovative railway telecommunications system based on 4G/5G technology and on the tasks being solved in the transformation of railway telecommunications, experimental zones of technological networks based on LTE-TDD in the RZD OJSC.

The railway companies are on the verge of an inevitable evolutionary change in technologies from analogue radio communications to digital broadband radio communications (4G/5G). The leading duty holder – the RZD OJSC presented, taking into account the proposals received from BC, KTZ NC JSC and the Railway Research Institute of the Republic of Poland, a draft of the "Glossary for an innovative railway telecommunications system based on 4G/5G technology", which provides recommendations in terms of terminology for an innovative railway telecommunications system based on 4G/5G technology, including networks and systems of railway telecommunications, lines, systems, transmission channels, digital radio communication systems, quality of user service, provision of services, network operations, digital transformation.

Having discussed the draft Glossary, the expert meeting agreed on the draft "Glossary for an innovative railway telecommunications system based on 4G/5G technology", and proposed to formalise it as a Leaflet of obligatory-recommendatory nature with an amended title "Terminology for the innovative railway telecommunications system based on 4G/5G technology".

The annual meeting of the V Commission agreed on the obligatory-recommendatory Leaflet "Terminology for the innovative railway telecommunications system based on 4G/5G technology" and has submitted it for approval by CGD meeting XXXIX.

The leading duty holder – the RZD OJSC presented a document under the title "Development of the innovative railway telecommunications system based on 4G/5G technology", which contained information about the actual condition of telecommunications systems, prospects for the development of a new-generation railway telecommunications system, prospects for the development of information and control systems, including stages of creating a new-generation

railway telecommunications system based on broadband radio communications.

The RZD OJSC put forward the proposals for the development of an innovative railway telecommunications system based on 4G/5G technology, which contained functional requirements for a new-generation railway telecommunications system. They are intended for multifunctional (multiservice) use in combination with technological radiotelephone communications (onboard, station-based and repair-operational) systems, automatic train traffic control systems that ensure traffic safety, video information transmission, with automated control systems, railway infrastructure control systems, industrial Internet of things, warning and control systems during maintenance and repair and restoration works at railway infrastructure facilities, etc.

The new generation railway telecommunications system is designed to provide the ability of organising the main types of technological railway radio communications and data transmission for existing and future information and control systems.

The annual meeting of the V Commission decided to develop a new Leaflet “Innovative railway telecommunications system based on 4G/5G technology for OSJD railways. Operational requirements”. The works are included in the Work Plan of the V Commission for 2025. The invited representatives of Hyundai Rotem Company delivered a reported on the train traffic control system based on LTE-R technology.

The annual meeting of the V Commission decided to update the Leaflet “Operational and technical requirements as to the technical diagnostics and monitoring systems of railway automation and telemechanics equipment”, as well as a Leaflet under the title “Systems and equipment of railway automation and telemechanics. Terminology and definitions”, having included these works in the Work Plan of the V Commission for 2025.

On the subject of “***Power supply and power traction equipment***”, the leading duty holder – the RZD OJSC informed about the updating process of the Leaflet “Terminology of railway power supply equipment. Part I. Power Supply”, containing recommendations as to the terminology for power supply for railways, including railway power traction systems, railway overhead catenary and rail traction networks, power transmission lines for power supply of non-traction consumers, railway traction and transformer substations, distribution points, linear devices of the traction railway power supply system.

The annual meeting of the V Commission approved the Leaflet.

After conducting an analysis, the annual meeting decided to update the Leaflet “Recommendations as to the standards and technology of external lighting of the territory of railway facilities”, “Recommendations as to the automation and telemechanisation of power supply equipment of electrified railways” and the development of the material “Technology in overhead catenary network operation on the high-speed railway lines”, having included these works in the Work Plan of the V Commission for 2025.

The works within the subject “***Rolling stock for railways. Technical requirements as to its elements***” are organised in the frameworks of two subtopics: “Locomotives” and “Wagons and coaches”.

Within the framework of the subtopic “*Locomotives*”, the leading duty holder – the RZD OJSC informed about the updating process of the Leaflet “Terminology of electric, diesel and alternative types of traction. Part II. Traction rolling stock”, which contains the terminology of electric, diesel and alternative types of traction. The leaflet was approved by the annual meeting.

The meeting participants were informed about the work progress on the subject “Changes in the Polish market for the production of electric and diesel trains after 1989”, prepared by the OSJD affiliated enterprise – the Railway Research Institute (Republic of Poland). The material provides a comparative analysis of the rolling stock produced for the Polish market in 1989-2022.

The annual meeting decided to reformat the list of OSJD Leaflets. By analogy with the existing sections of the list “Power supply and electrification”, “Track and engineering structures”, “Signalling, interlocking and communications”, it is advisable to combine all the Leaflets located in the sections “Wagons and coaches”, “Coupling and buffer gear”, “Body and frame”, “Brakes”, “Lighting, heating and ventilation”, “Unification of types, units and parts of passenger coaches”, “Unification of types, units, parts of freight wagons”, “Inscriptions and designations”, “Containers and pallets. Technological issues”, “Traction rolling stock” into one general section “Railway rolling stock”. The working staff of the V Commission completed this task.

It was agreed to reformat the working structure of this subject into a larger number of subtopics, by analogy with the subject “Railway track and engineer structures”.

In order to improve the works on this subject, it was decided to apply the following approach: organise the work of this subject under one general section “Rolling stock for railways. Technical requirements as to its elements”, with the inclusion of subtopics on the following categories of rolling stock:

- 5.1. Traction rolling stock (mainline, shunting);
- 5.2. Freight rolling stock (freight wagons, refrigerated, isothermal and other types of specialised rolling stock (track repair machines, mobile diagnostic complexes, laboratory wagons, etc.);
- 5.3. Passenger rolling stock (long-distance passenger coaches, multiple unit rolling stock (urban, suburban), high-speed rolling stock). The annual meeting of the V Commission included this work in the draft Work Plan of the V Commission for 2025.

Within the subtopic “*Wagons and coaches*”, the meeting participants did not discuss any proposals to update the Leaflet “Freight wagons for the chassis with the replaceable wheel sets between 1435 mm/1520-mm gauge tracks” since the leading duty holder for further works was not determined, therefore this issue was excluded from the Work Plan for 2025.

The leading duty holder – the RZD OJSC presented the draft Leaflet “Unification of axle box housings”. The following updates have been made to the Leaflet:

- the main dimensions of axle box housings and adapters for three-element bogies of four-axle freight wagons with rolling bearings have been analysed and brought into compliance with the requirements of the design documentation development system;
- sketches of axle box housings have been included.

The Leaflet has been revised taking into account the proposals of the KTZ NC JSC. The annual meeting of the V Commission has agreed on the Leaflet and has submitted it for the approval by the CGD meeting.

The leading duty holder – the RZD OJSC presented to the meeting participants the draft Leaflet “Unification of axle boxes and rolling bearings of freight wagons for a 1520-mm track gauge”, which defines the unification requirements applicable to axle boxes and rolling bearings of wheel sets of freight wagon bogies of a 1520-mm track gauge with a maximum static load from the wheel set on the rails of 230.5 kN (23.5 tf) and 245.0 kN (25.0 tf).

The following updates have been introduced into the Leaflet:

- the main dimensions of axle box housings and adapters for three-element bogies of four-axle freight wagons with rolling bearings have been analysed and brought into compliance with the requirements of the design documentation development system;
- new types and main dimensions of bearings, axle box housings and adapters for three-element bogies of four-axle freight wagons with rolling bearings have been included.

The annual meeting of the V Commission has approved this Leaflet.

The leading duty holder – the RZD OJSC presented the draft Leaflet “Solution as to the unification of types and main dimensions of rolling bearings in the wagons running in international traffic”, which provides for a solution in order to create the necessary conditions for the maintenance and repair of wagons, as well as to facilitate and reduce the cost of production.

The annual meeting of the V Commission agreed on the draft Leaflet and has submitted it for approval by the CGD meeting.

The leading duty holder – the MAV-START Co. introduced the draft Leaflet “Unification of requirements for a passenger coach intended for the transportation of passengers in wheelchairs”, which contained technical requirements for the design, equipment, systems and devices of passenger coaches for the transportation of passengers with impaired musculoskeletal functions, moving in special wheelchairs.

Taking into account the proposals received for the draft Leaflet, the annual meeting of the V Commission decided to continue works in 2025.

The leading duty holder – the MAV-START Co. introduced the draft Leaflet “Brakes (electro-pneumatic brakes) for passenger coaches”. The draft Leaflet contains updated general conditions for the electro-pneumatic brakes of the coaches operated in international traffic, minimum requirements for the

brakes of passenger rolling stock with pneumatic control for admission to operation on the railways, as well as the parameters of the electro-pneumatic brakes.

The annual meeting of the V Commission agreed on the draft Leaflet and has submitted it for approval by the CGD meeting.

Based on the analysis of the List of OSJD Leaflets, the RZD OJSC gas proposed to update the Leaflet “Solution as to the unification of wheel sets for passenger coaches and freight wagons with roller bearings”. The annual meeting of the V Commission included this issue in the Work Plan for 2025.

4. Administrative and Publishing Activities of the OSJD Committee

4.1. Publishing activities

In 2024, the OSJD Bulletin journal was continued to be published in accordance with the schedule in three languages – Chinese, Russian and English. The total number of copies amounted to 2790 copies of each issue in all three languages. The practice of sending electronic versions of the journal to the recipients in PDF format was also continued.

The topics and subjects of the published materials addressed mostly the key resolutions, decisions and recommendations adopted by the OSJD Ministerial Conference, the Conference of General Directors and the meetings of the OSJD Commissions and Permanent Working Groups, expert and working groups, various aspects of activities pursued by the OSJD members, observers, affiliated enterprises, as well as other railways and companies. The issues of cooperation and participation in international exhibitions, seminars, workshops, conferences and other events were dwelt on.

It is worth mentioning that the concern and interestingness of the OSJD participants and partners on cooperation for publishing articles and other information materials in the OSJD Bulletin journal has been growing with every passing year, together with the volume of the information material.

In 2024, the OSJD Bulletin was dispatched to all the ministries, responsible for railway transport, and railways of the OSJD member countries, OSJD observers and affiliated enterprises, international organisations and individuals by subscription. Cooperation and free exchange of printed and electronic publications was continued with the publishing agencies specialised in railway transport of the OSJD member states and the countries of the Eurasian space and beyond, to include: Zheleznodorozhnik Belorussii (Railway Worker of Byelorussia) publishing house (Republic of Belarus); International Railway Journal and Railway Gazette International (United Kingdom of Great Britain and Northern Ireland); Eisenbahningenieur, LOK Report, Signal & DRAHT, Zeitschrift für Eisenbahnwesen und Verkehrstechnik, Bahnfachverlag and Deine Bahn (Germany); Trans-Express-Kazakhstan (Republic of Kazakhstan); World Railway Magazine (People’s Republic of China); editorial boards of RZD-Partner, Gudok, Eurasia-Vesti, Railways of the World, World of Transport,

Transport Innovations (Russian Federation); Educational and Methodological Centre for Railway Transport (UMC ZDT) (Russian Federation); Routes and Roads Journal (French Republic); Organising Committee of the Golden Chariot international award (Russian Federation); publishing houses Kurier Kolejowy, Raport Kolejowy, Organising Committee of the TRAKO International Railway Exhibition (AmberExpo, Republic of Poland); Organising Committees of the International Transport Exhibitions IT-Trans and InnoTrans (Germany), Zeleznicar weekly (Czech Republic), Zhelezno Vmeste Journal (Estonia) and others.

Moreover, the OSJD Bulletin and printed publications were distributed, in addition to the meetings held within the OSJD framework, during various international events in the field of transport, held in face-to-face and hybrid formats: the 11th Asia-Pacific Forum on Trade Facilitation under the auspices of UNESCAP (03-04.04.2024, Samarkand, Uzbekistan), International Conference organised by CCTT, RUT (MIIT) and the Association of Transport High Schools “Innovations for Sustainable Transport Development. Personnel for the transformation and development of transport and logistics chains and international transport corridors” (12.04.2024, Moscow), UNESCAP Round Table on Accelerating Digital Transformation of Railway Transport in the Asia-Pacific Region (21-22.05.2024, Moscow), the First Meeting of BRICS Transport Ministers (06.06.2024, St. Petersburg, within the framework of SPIEF-2024), International Railway Exhibition “Rail Business Days” (11-13.06.2024, Ostrava, Czech Republic), Business Forum of the Eurasian Development Bank (27-28.06.2024, Almaty, Kazakhstan), Forum “Cooperation of railways: ensuring the leading positions of railway transport in the global transport services market”, organised in connection with the 100th anniversary of the Kyrgyz Railway (29-30.07.2024, Cholpon-Ata, Kyrgyzstan), International railway exhibition InnoTrans-2024 (24-27.09.2024, Berlin, Germany), 4th Conference of coordinators of the Secretariat of logistics cooperation between China and Central and Eastern Europe (27-29.09.2024, Yibin, China), XXXIII (33rd) Tariff Conference of railway administrations (railways) of the CIS states – parties to the Tariff Agreement as of 17 February 1993 (29.10-01.11.2024, Almaty, Kazakhstan), XI (11th) International exhibition of transport and logistics TransLogistica Poland (05-07.11.2024, Warsaw, Poland), Joint round table of the EEC – CCTT “Development of the transport and logistics complex in modern economic conditions” (14.11.2024, Moscow), CCTT round table “Efficient multimodal logistics: horizons of the future” (19.11.2024, Moscow), XVIII (18th) International forum and exhibition “Transport of Russia” within the framework of the “Transport Week – 2024” (19-21.11.2024, Moscow), XXXIII (33rd) CCTT Plenary Session and other.

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

- mobile stands (roll-up) about OSJD were prepared and released (“OSJD Railway Transport Corridors”, “XXXVIII meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways”, “LI session of the OSJD Ministerial Conference”);

- the “OSJD Activities Report for 2023” in Russian, Chinese and English was prepared for posting on the OSJD website and published in print;
- the OSJD reference book was published (twice a year) in Russian, Chinese, English and German, and its electronic version was kept up to date on the OSJD website;
- within the framework of the OSJD Commission on Transport Policy and Development Strategy, the “Bulletin of OSJD Statistical Data on Railway Transport for 2023” was published in four languages – Russian, Chinese, English and German;
- calendar plans of OSJD meetings for the next year have been posted on the OSJD website and printed;
- the OSJD Committee has printed a collection of information “Improving the efficiency of border (transfer) stations in international rail transport in the Eurasian space” in three languages – Russian, Chinese and English, prepared by the OSJD Commission on Transport Policy and Development Strategy;
- the OSJD Committee has printed an “OSJD Information Directory: Multimodal, Intermodal, Combined, Piggyback Transportation” in three languages – Russian, Chinese and English, prepared by the OSJD Commission on Freight Transportation;
- work continued on filling the OSJD website in Russian, Chinese and English.

In the first half of 2024, joint work with the UIC Terminology Group was continued (2 meetings were held in videoconference mode in April and June), which was subsequently suspended due to newly emerging structural changes in the UIC. Technical meetings were also held with individual members of the Terminology Group during the year, at which some details were discussed on improving the RailLexic electronic dictionary and preparing for publication of illustrated dictionaries on the terminology of the Rail Baltica Project and Turnouts. The issue of further work in this area is again under consideration by the UIC, the results of which will be sent to the OSJD Committee.

Representatives of the editorial board, within the framework of cooperation with the UIC, have been participating in the work of this group since 2012. The group is engaged in the development and updating of the multilingual RailLexic electronic dictionary and glossaries on railway topics in order to generalise and standardise the terminology used in translations into working languages in international cooperation activities in various fields of rail transport.

4.2. Financial activities

The financial activities of the OSJD Committee in 2024 were carried out on the basis of the Budget adopted by the OSJD Ministerial Conference, as well as in accordance with the “Procedure for planning, accounting and reporting of income and expenses of the OSJD Committee Budget”.

5. Participation of OSJD observers and affiliated enterprises in the work of OSJD

5.1. Cooperation with OSJD observers

OSJD and observers maintain close contacts. One of the most important areas of OSJD activity is aimed at strengthening and further developing cooperation with current observers and attracting new members to the Organisation, through popularisation and expansion of the scope of application of OSJD fundamental documents. As in 2023, by the end of 2024, 5 companies have OSJD observer status, namely: the German Railways JSC (DB AG), Organisation of Greek Railways (OSE), National Society of French Railways (SNCF), Serbian Railways JSC and Federal Passenger Company JSC (FPC).

OSJD observers mainly participated in such works as border crossing practices by rail transport, creation of a list of OSJD railway freight stations, organisation of large-capacity container transportation in Europe-Asia communication, improvement of border station operations, coordination of timetables and passenger train formation schemes, organisation of ticket sales in the context of developing new sales technologies, paperless technology for freight transportation in international rail communication, development of technical OSJD Leaflets, as well as tariff and commercial issues.

5.2. Cooperation with OSJD affiliated enterprises

The form of participation of companies in OSJD activities as an affiliated enterprise reflects the business nature of the Organisation, open to cooperation with enterprises from any country, with various profiles of activity, regardless of the form of ownership or type of enterprise. One of the main criteria for the possibility of cooperation as an OSJD affiliated enterprise is a statement of interest in this by the enterprise. The OSJD Ministerial Conference at session XL decided to grant access to OSJD affiliated enterprises to participate in the work of OSJD working bodies created not only by the CGD, but also by the Ministerial Conference.

In previous periods, OSJD affiliated enterprises were mainly suppliers of railways in the field of transport construction and services, as well as the production of technical equipment. In recent years, the accession of a number of enterprises that are licensed carriers, rolling stock operators or forwarders has become noticeable. In this regard, affiliated enterprises are increasingly involved in work on freight and passenger transportation and seek to participate in the consideration of transport law issues.

Some national railway companies participate in cooperation with OSJD as an affiliated enterprise due to the lack of unanimous support for their country's accession to OSJD. Affiliated enterprises not only participated in the work and meetings of OSJD working bodies, but in some cases they themselves were the organisers of such events. Representatives of affiliated enterprises regularly

participate in the meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways.

As a result of cooperation with affiliated enterprises in 2024, in particular, the following occurred.

The work of the Ad Hoc Working Group on the issues of vocational education/training in the field of railway transport, which was created in 2015, is attended by two members of the OSJD Ministerial Conference, eight OSJD railways and five OSJD affiliated enterprises. The Deputy Chairman of the AWG is a representative of the Russian University of Transport (RUT (MIIT)), which is an OSJD affiliated enterprise. Three meetings of the AWG were held during 2024.

The number of affiliated enterprises that have a valid Cooperation Agreement with the OSJD changes from year to year. By the end of 2024, the number of affiliated enterprises was 38.

6. Cooperation with international organisations

6.1. Cooperation with the United Nations Economic Commission for Europe (UNECE)

In 2024, OSJD interacted with the United Nations Economic Commission for Europe (UNECE) within a number of Working Parties of the Inland Transport Committee of the UNECE ITC, namely:

- on Rail Transport (SC.2);
- on Transport Trends and Economics (WP.5);
- on Transport Statistics (WP.6);
- on the Transport of Dangerous Goods (WP.15);
- on Intermodal Transport (WP.24);
- on Customs Issues Related to Transport (WP.30).

On 20-23 February 2024, at the invitation of the UNECE Executive Secretary, a delegation of the OSJD Committee consisting of the OSJD Committee Chairman and OSJD Committee Deputy Chairman from the People's Republic of China took part in the 86th session of the UNECE Inland Transport Committee in Geneva, Switzerland.

During the event, the OSJD Committee Chairman made a report on the works carried out within the OSJD framework and called for active cooperation to develop railway transport and increase its share in the transport market as the most sustainable, efficient and environmentally friendly mode of transport.

On the sidelines of this event, a meeting was held between the OSJD Committee Chairman and the OTIF Secretary General, Mr. Wolfgang Küpper.

6.2. Cooperation with the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)

An expert of the OSJD Committee took part in the final meeting of the expert group on digital transformation of rail and multimodal transport in North and Central Asia, which was organised by the Subregional Office for North and Central Asia and the Transport Division of the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) on 12 and 13 March 2024 in Tashkent online and made a presentation (information on the activities of OSJD in the development of multimodal transport).

The UNESCAP Secretariat presented the final version of the analytical report on the subregional inventory of national policies, strategies and programmes on digitalisation of railway and multimodal transport in North and Central Asia, as well as the analytical report prepared on its basis, containing draft recommendations for promoting the digital transformation of railway transport and multimodal transport in North and Central Asia.

At the invitation of the Office for North and North-East Asia of the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) No. ENEA/CECP, the delegation of the OSJD Committee took part in the 11th Asia-Pacific Trade Facilitation Forum under the auspices of the United Nations Economic and Social Commission for Asia and the Pacific from 3 till 4 April 2024. The Asia-Pacific Trade Facilitation Forum (APTFF) is the leading regional platform for sharing best practices and knowledge in the field of trade facilitation. APTFF has been organised since 2009 jointly with the Asian Development Bank (ADB) and the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) in collaboration with a growing number of partners.

The Forum has attracted over 250 participants from over 30 countries, including representatives from over 10 international organisations, for a broad opportunity for capacity building and collaboration.

The OSJD delegation made a report in which extensive works were noted carried out by OSJD in the field of electronic data exchange for the development of international railway transport using paperless technology in international railway freight traffic in the OSJD area, which contributed to a wider use of digital technologies on railways during the pandemic, when paperless technology and electronic document management became a priority for international railway freight transport.

The Economic Affairs Officer of the Transport Connectivity and Logistics Section of the UNESCAP Transport Division expressed gratitude to OSJD for its desire to further cooperate with UNESCAP in ensuring the efficiency of international railway transport.

The representative of the OSJD Committee took part in the UNESCAP Round Table on accelerating the digital transformation of railway transport in the Asia-Pacific Region, which was held on 21-22 May 2024 in Moscow under the auspices of the Economic and Social Commission for Asia and the Pacific.

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

In 2024, cooperation between OSJD and OTIF was continued both in the form of information exchange and in the form of participation in the events performed within the framework of the two organisations.

The basis for cooperation between OSJD and OTIF is the agreement on cooperation signed by the heads of both organisations on 5 June 1991 and the document “Cooperation between OSJD and OTIF. Common Point of View”, signed on 12 February 2003 (approved at session XXXI of the OSJD Ministerial Conference, 17-20 June 2003, Georgia, Tbilisi).

In 2024, OSJD and OTIF continued cooperation and exchange of information on the improvement and application of the provisions of international legal acts in the field of international passenger and freight traffic.

The cooperation between OSJD and OTIF continued in the field of the Rules for the Transportation of Dangerous Goods. OTIF representatives took part in the work of the AWG, meetings of experts and of the OSJD Commission in the field of the Rules for the Transportation of Dangerous Goods.

Experts from the OSJD member countries and railways took part in the joint meetings of the RID Committee of Experts and the WP.15 Working Group, as well as in a meeting of the RID Committee of Experts, where, among other things, issues of harmonisation of RID and SMGS legal documents related to the transportation of dangerous goods were discussed.

As part of the implementation of cooperation on legal issues between OSJD and OTIF, OSJD was granted the status of a permanent observer in the Ad hoc Committee on Legal Affairs and International Cooperation of OTIF. A representative of the OSJD Committee took part in the 6th session of the Ad hoc Committee, which was held in April 2024. During the meeting, the participants exchanged relevant information on the works being carried out, in particular, information was presented on the works performed within the OSJD to update the SMGS Agreement in terms of the application of a document with a function of a document of title, as well as on the activities carried out by OTIF, including the preparation of the Guidelines for International Railway Freight Traffic (contract law, operational documents and instruments) and the work programme for 2025-2027.

In 2024, the cooperation and information exchange between OSJD and OTIF continued in the field of technical requirements for infrastructure and rolling stock, as well as the joint work of the OTIF standing working group of technical experts (WG TECH) and the OSJD Commission on Infrastructure and Rolling Stock.

During 2024, three meetings of the OTIF standing working group of technical experts (WG TECH) and the final meeting of the OTIF Committee of Technical Experts were held. During the meetings, the experts reviewed and updated the documents, the so-called unified technical regulations (UTR), and their annexes concerning telematic applications for freight traffic, for passenger traffic, for noise issues, and others. The documents were updated and proposals from the participating experts from the OTIF member countries were included thereto. A representative of the OSJD Committee – Chairman of the OSJD

Commission on Infrastructure and Rolling Stock, took part in one meeting of the OTIF standing working group of technical experts (WG TECH).

An OTIF representative took part in a videoconferencing format in the final meeting of the OSJD Commission on Infrastructure and Rolling Stock, informing the OSJD participants about the news and outcomes of the OTIF meetings for the reporting period.

6.4. Cooperation with the International Coordinating Council on Trans-Eurasian Transportation (CCTT)

In accordance with the Cooperation Agreement between OSJD and CCTT, the cooperation was continued within the framework of the activities of the OSJD Commissions on Transport Policy and Development Strategy, on Transport Law, on Freight Traffic and the PWG on Coding and Information Technology.

The plans of these Commissions provide for participation in the work of the CCTT Plenary Session and CCTT working groups as follows:

- on the development and enhancement of the competitiveness of transportation along the West-East and North-South corridors;
- on the issues of facilitating border crossing procedures by rail in international freight traffic;
- on the development of information technologies.

In April 2024, Mr. Sui Ruizheng, Deputy Chairman of the OSJD Committee, took part in a videoconferencing format in the CCTT and RUT (MIIT) joint conference on the subject “Innovations for sustainable development: personnel for the transformation and development of transport and logistics chains and international transport corridors”.

6.5. Cooperation with the Eurasian Economic Commission (EEC)

The cooperation between the OSJD and the EEC is based on the Memorandum of Understanding signed by the Parties on 21 January 2016 and provides for the following areas:

- exchange of experience and existing practices by concerned OSJD and EEC member countries on organising and improving the efficiency of preliminary notification of freight transportation in the volume of consignment notes and accompanying documents and preparing recommendations based on them;
- exchange of experience in the implementation of pilot projects related to the transition to the use of an electronic railway consignment note when implementing the transport of goods;
- exchange of experience in eliminating shortcomings related to the organisation of train traffic, including in terms of coordinating transportation, and the introduction of paperless technologies for organising and processing freight traffic, as well as the application of the mechanism and practice of interaction between the participants in the transportation activities and government agencies;
- preparation of proposals to facilitate border crossing procedure, eliminate

barriers, simplify procedures affecting the unimpeded movement of passengers and goods, in order to eliminate the causes affecting delays in passenger and freight trains based on existing international experience;

- preparation of proposals for elaborating coordinated approaches to improve the quality of passenger transportation in international traffic by, among other things, optimising the train timetables, reducing the time for conducting checks en route, updating the rolling stock fleet, within the framework of scientific research and the introduction of best international practices;

- preparation by concerned OSJD and EEC members of proposals for the creation and development of fast-speed and high-speed passenger service between the member states of the EAEU, taking into account the specific features in the development of railway traffic and the geographical location of each of the member states;

- holding consultations on the development and improvement of international railway traffic;

- participation of EEC representatives in the events held under the auspices of the OSJD and OSJD representatives in the meetings of the EEC Advisory Committee on Transport and Infrastructure.

6.6. Cooperation with other international organisations

In accordance with the invitation of the European Commission, the OSJD Committee Chairman with a delegation took part in the “Global gateways investors forum for EU-Central Asia transport connectivity”, which was held from 29 till 30 January 2024. The purpose of the Forum was to initiate practical actions and take concrete steps in the implementation of infrastructure and other projects identified in the final report of the Study on Sustainable Transport Corridors between the EU and Central Asia, prepared by the European Bank for Reconstruction and Development and financed by the EU. In particular, it is proposed to implement 33 hard (infrastructure) and 7 soft projects (digitalisation of the transportation process, harmonisation of customs and other control procedures, market liberalisation, involvement of the private sector, etc.) for a total of over 18 billion euros.

By the invitation, on 12 April, 2024, the OSJD Committee Deputy Chairman took part in the videoconference format in the Conference “Innovations for sustainable transport development. logistics as a science and sphere of professional activities”, organised jointly by CCTT, RUT (MIIT) and the Association of Transport High Schools, which was held in a hybrid format in Moscow. In his speech, the representative of the OSJD Committee informed the Conference participants about the impact on the effective development of the capacity of transport corridors, activities for the training and education of personnel within the OSJD Academy, about digitalisation and the development of the industry regulatory framework, and about the preparations for CGD meeting XXXVIII.

The OSJD Committee Chairman took part in the EDB Business Forum,

held on 27-28 April 2024, and made a report as a speaker. In his speech, the OSJD Committee Chairman briefly introduced the Organisation and focused on outlining the main areas of OSJD's activities, such as improving transportation and developing OSJD railway transport corridors, ecology, application of the SMGS and unified CIM/SMGS consignment notes, simplifying border crossing procedures, increasing the efficiency of electronic data exchange between the transportation process participants and organising container trains in China-Europe traffic.

At the invitation, a representative of the OSJD Committee took part in the 44th session of UNCITRAL Working Group VI (negotiable cargo documents) (6-10 May 2024, New York).

The OSJD Committee Deputy Chairman took part in the first meeting of BRICS transport ministers, held on 6 June 2024 in St. Petersburg. The main topics of the meeting were the development of the transport industry of the BRICS countries and the promotion of industry cooperation within the association, as well as the future of the transport industry in the digital era.

As a result of the joint productive work carried out over the past 3 years, on 20 June 2024, within the framework of session LI of the OSJD Ministerial Conference in Warsaw, a Memorandum of Cooperation was signed between the Permanent Secretariat of the Intergovernmental Commission TRACECA and OSJD.

The two organisations held joint workshops related to the application of the CIM/SMGS consignment note on TRACECA railway routes, completed the preparation of a prototype of the electronic CIM/SMGS consignment note and the first virtual piloting of the exchange of the electronic consignment note between the railway carriers took place.

The signed Memorandum is an important step towards strengthening partnerships aimed at strategic cooperation between TRACECA and OSJD, ensuring the exchange of advanced technologies, experience and resources for the effective implementation of transport projects within the framework of the activities of the executive bodies of the two organisations.

The representative of the OSJD Committee took part in the work of the XXX (30th) Tariff Conference of Railway Administrations (Railways) of the Commonwealth of Independent States – member states of the Tariff Agreement of 17 February 1993 in Almaty from 29 October till 1 November 2024, and presented information on the organisation of container transportation in the directions of China – European countries and China – Central Asian countries, including container block trains, on the adopted changes to the ETT and MTT Tariffs concerning the application of uniform rules for calculating freight charges for the transportation of a loaded large-capacity container 10 feet long with an actual gross weight of 12 tonnes or more, the establishment of uniform tariff rules (procedure for calculating charges) for the transportation of goods in various types of specialised and special containers, the calculation of freight tariff rates for the transportation of dangerous goods in containers, the establishment of a

new additional fee for changing the transportation contract, which comes into effect on 1 January 2025.

By the invitation, the OSJD Committee Chairman took part in the 80th meeting of the Council on Railway Transport of the Commonwealth Member States, as well as in the event on the occasion of the 30th anniversary of the Uzbek Railways JSC's (O'zbekiston temir yo'llari) foundation.

By the invitation, a representative of the OSJD Committee took part in the Ministerial Round Table "Sustainable, digital Middle Corridor and Beyond" within the framework of the 29th session of the United Nations Climate Change Conference (COP29) on 20 November 2024 in Baku. The round table brought together ministers and heads of organisations from different countries in the region and beyond to discuss the latest achievements and upcoming initiatives aimed at promoting the sustainability of digitalisation within the Middle Corridor and other corridors around the world.

The round table was a high-level platform to consider the development of sustainable and resilient transport networks, strengthening regional cooperation to expand connectivity and combat climate change. Discussions focused on digitalisation, decarbonisation and the use of advanced technologies to improve operational efficiency and overall sustainability of transport corridors.

The round table also featured a presentation by the OSJD Committee Chairman on the works performed by OSJD in the field of sustainable development, elaboration of corridors, digitalisation and ecology.

СПРАВКА
об участии членов ОСЖД в действующих
в рамках ОСЖД соглашениях и договорах
(по состоянию на 10.03.2025 г.)

№ п/ п	Наименование страны	Сокращенные обозначения членов КГД	Участие									
			СМПС	СМГС	Договор о МПГ	Договор о МТТ	Договор о ЕТТ	Договор о ППВ	Договор о ПГВ	Договор о Правилах	Соглашение по вагонам	Соглашение о перевозке контейнеров в составе
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Азербайджанская Республика	АЖД	да	да	нет	да	да	нет	нет	да	нет	да
2.	Республика Албания		да	да	нет	нет	нет	нет	нет	нет	нет	нет
3.	Исламская Республика Афганистан	АРА	да	да	нет	нет	нет	нет	нет	нет	нет	нет
4.	Республика Беларусь	БЧ	да	да	да	да	да	да	да	да	да	да
5.	Республика Болгария	Холдинг БДЖ	да	да	нет	нет	нет	нет	да	да	да	нет
6.	Венгрия	МАВ	нет	да	нет	нет	нет	нет	да	да	да	нет
7.	Социалистическая Республика Вьетнам	ВЖД	да	да	да	нет	да	нет	нет	да	нет	нет
8.	Грузия	ГР	да	да	нет	да	да	нет	нет	да	нет	нет
9.	Исламская Республика Иран	РАИ	нет	да	нет	нет	нет	да	да	нет	нет	нет
10.	Республика Казахстан	КЗХ	да	да	да	да	да	да	да	да	да	нет
11.	Китайская Народная Республика	КЖД	да	да	да	нет	да	да	да	да	да	нет
12.	Корейская Народно-Демократическая Республика	ЗЧ	да	да	да	нет	да	да	да	да	нет	нет
13.	Республика Корея	KORA IL	да	нет	нет	нет	нет	нет	нет	нет	да	нет
14.	Кыргызская Республика	КРГ	да	да	да	да	да	да	да	да	да	нет
15.	Лаосская Народно-Демократическая Республика	ЛНДЖ	да	да	нет	нет	нет	нет	нет	нет	нет	нет
16.	Латвийская Республика	ЛДЗ	да	да	нет	да	да	да	да	да	да	нет
17.	Литовская Республика	ЛГ	да	да	нет	да	нет	да	да	да	нет	нет
18.	Республика Молдова	ЧФМ	да	да	нет	да	да	да	да	да	да	да
19.	Монголия	УБЖД	да	да	да	да	да	да	да	да	да	нет
20.	Республика Польша	ПКП	да	да	нет	нет	нет	да	да	да	да	нет
21.	Российская Федерация	РЖД	да	да	да	да	да	да	да	да	да	да
22.	Румыния	ЧФР	нет	нет	нет	нет	нет	нет	да	да	нет	нет
23.	Словацкая Республика	ЖСР	да	да	нет	нет	нет	нет	да	да	да	нет
24.	Республика Таджикистан	ТДЖ	да	да	да	да	да	да	да	да	нет	нет
25.	Туркменистан	ТРК	да	да	да	да	да	нет	нет	нет	нет	нет
26.	Республика Узбекистан	УТИ	да	да	да	да	да	да	да	да	да	нет
27.	Украина	УЗ	да	да	да	да	да	нет	да	да	да	нет
28.	Чешская Республика	ЧД	да	нет	нет	да	нет	нет	нет	да	нет	нет
29.	Эстонская Республика	ЭВР	да	да	да	да	да	да	да	да	да	да
Всего количество участвующих			26	26	13	16	17	15	20	23	16	5