

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



**REPORT  
ON THE ACTIVITIES OF THE ORGANISATION  
FOR COOPERATION BETWEEN RAILWAYS  
IN 2015**

**Warsaw  
2016**



1956-2016

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## List of Abbreviations Used in the Text

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



Heads of delegations at session XLIV of OSJD Ministerial Conference (7-10.06.2016, Baku, Republic of Azerbaijan)



Heads of delegations at meeting XXXI of the Conference of General Directors (Authorized Representatives) of OSJD Railways (25-29.04.2016, Cholpon-Ata, Kyrgyz Republic)

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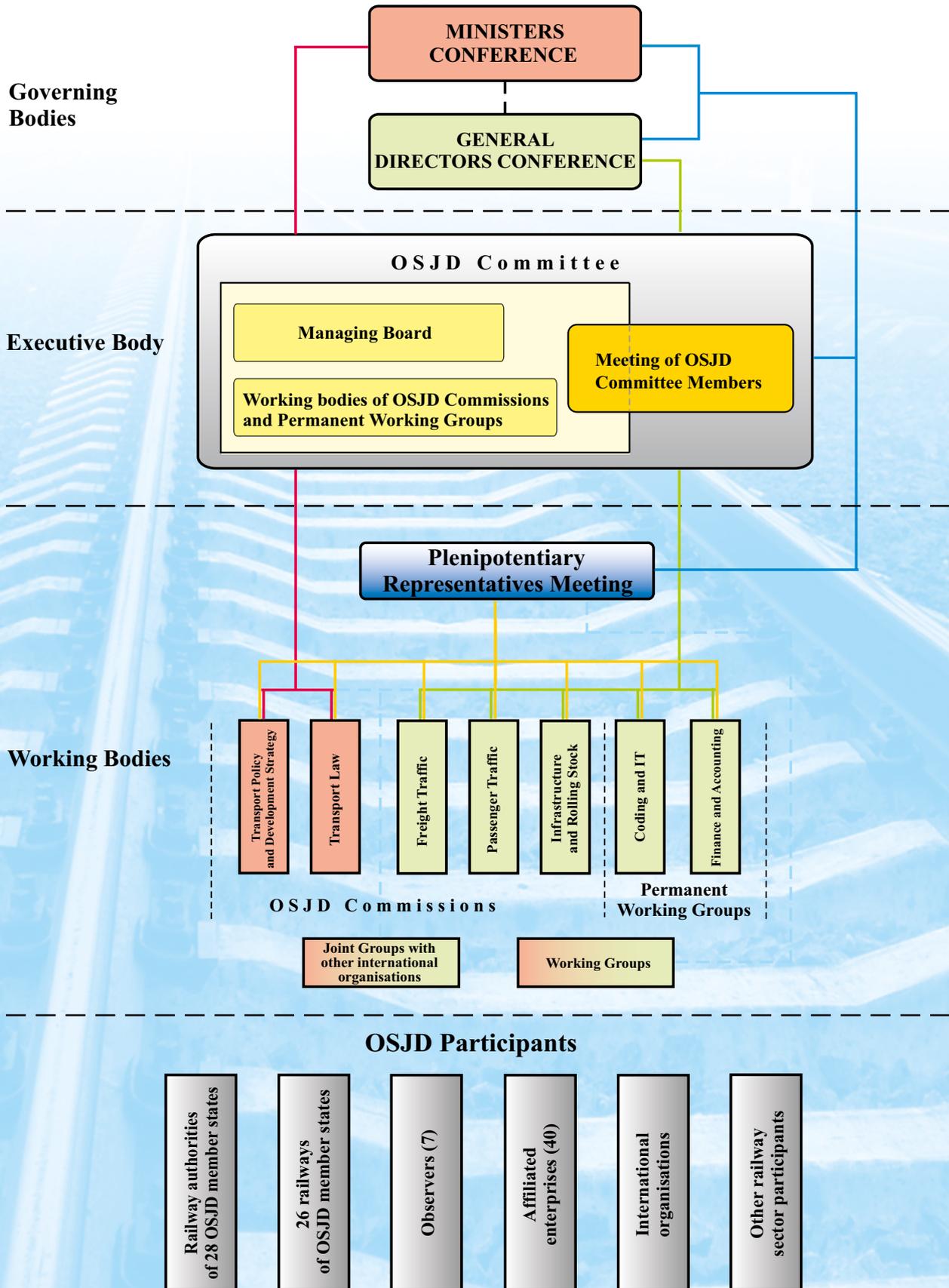
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# Structure of the Organisation for Co-Operation between Railways

(As of 1 September 2015)



# Introduction

In 2015, the activities of the Organisation for Cooperation between Railways (OSJD) were focused on meeting targets related to further development of international rail traffic between Europe and Asia, improvements in the legal and regulatory framework with the purpose of increasing the competitiveness of rail transport sector and meeting the requirements of the OSJD member countries in carrying goods and passengers.

It should be noted that, in 2015, the railways of the OSJD member states carried out its activities in difficult conditions resulting from the complications in the economic sector, which required from them additional efforts to be made in order to solve the subsequent problems. Meanwhile, railway transportation has shown its leading role in the common transport system in Eurasian space.

For the past years, most railways of OSJD member countries have undergone essential reforms and modernisation of their managerial structure for its adaptation to the modern conditions and the requirements subject to the trends of significant technological advance in the railway transport development.

In 2015, according to the measures and recommendations developed by OSJD in cooperation with ministries and railways, a great amount of work has been carried out to reconstruct the railway lines and modernise the infrastructure within the OSJD transport corridors which resulted in the increase of freight transportation volumes on the railways of OSJD member countries. The harmonious and purposeful operation of all railways of OSJD member countries has facilitated such results.

The above achievements are a result of the effective and well-coordinated work of all of the OSJD railways.

In 2015, the **Azerbaijani Railways** carried 17.09 million tons of goods, including 13 million tons carried as international operations. Special attention is paid to the modernisation of the railway infrastructure in section Bejuk-Kjasik – Ganja. Baku – Sumgait section was reconstructed.

In 2015, two container block trains China – Kazakhstan – Azerbaijan – Georgia and China – Kazakhstan – Russia – Azerbaijan – Georgia were put into service.

2838 new freight wagons, 4 new electric multiple units and 8 new diesel locomotives were purchased.

In 2015, the volume of cargo transportation on the **Byelorussian Railway** made up 131.4 million tons of goods.

The number of regular container block trains running between China and West Europe has been steadily grown.

8 trains run on the Byelorussian Railway between Belarus and Germany, Poland, Czech Republic and Lithuania.

Due to the improvement of the methods of train handling, the handling time at the Brest railway junction reduced from 36 to 10 hours with transshipment and to 6 hours without transshipment.

The Belarus Railways are completely opened for transportation of freight in all directions using the CIM/SMGS consignment note. 29050 containers run under such a consignment note during the year.

In 2015, as part of development of the railway infrastructure, the projects: "Extension of the receiving-departure



Within the framework of session XLIV of the OSJD Ministerial Conference (Baku, Republic of Azerbaijan, 7-10 June 2016) a number of events were organised to mark the 60<sup>th</sup> anniversary of the OSJD foundation (in the photo: a new double-decker passenger EMU of Azerbaijani Railways passing in front of the Haidar Aliyev Center)

lines of Orsha-Centralnaya railway station and Sitnitsa railway station” and “Development of the second stage of construction “Electrification of the 86 km of Gomel – Zhlobin section” were successfully completed.

In 2015, 279 new freight wagons were purchased.

The Byelorussian Railway, jointly with the Russian Railways JSC, implements the project of passenger Moscow – Brest – Warsaw – Berlin traffic using Talgo (Spain) high-speed rolling stock.

In 2015, **the Bulgarian Railways** continued reconstruction and modernisation of OSJD Railway Corridor No. 6, and modernised Septemvri – Plovdiv and Plovdiv – Burgas sections. Now, Plovdiv intermodal terminal is under construction.

In 2015, the National Railway Infrastructure Company (NRIC) entered the TIS (the Train Information System) of the International Organisation of Rail Infrastructure Managers on a routine basis; that enables Bulgarian and foreign operators to monitor their international trains on a real-time basis. Besides, the train information system makes it possible to monitor train delays at the border stations and causes thereof.

**The Hungarian State Railways (MÁV)** continued reconstruction and modernisation of Budapest – Záhony railway line that makes a part of OSJD International Railway Transport Corridor No. 5 to enable the speed of 160 km/h with the commissioning of its section Szolnok – Püspökladány, a single-track railway line on the south shore of Balaton overloaded in the summer high season and single-track suburban railway line Budapest – Esztergom of the metropolitan agglomeration transportation system. Reconstruction of Vác station was successfully completed. Vác station has not only operational importance, but also a historical one as a terminal depot the first Hungarian railway line opened 170 years ago, and administrative and economic centre of Southern Transdanubia, Pecs, as well as important Püspökladány eastern terminal located along OSJD International Railway Corridors Nos. 4/6 and 5, respectively, as well as some other small railway stations.

The total freight and passenger traffic remained unchanged as compared to the previous year.

As to the Győr - Sopron - Ebenfurth railway (GySEV CJSC/ROeEE GAG), Csorna – Porpac section essential for North – South transit was electrified. The first phase of the comprehensive traffic safety programme that includes rail crossing improvement, including by means of equipping thereof with a so-called “video witness”, diagnostic devices (sensors) for detection of overheated hotboxes, dynamic axle load balance, and loading gauge controls. A control center was established to manager these diagnostic devices. Reconstruction of the electric multiple unit stock workshop with an overall area of about 2,000 m<sup>2</sup> at Szombathely railway station has been successfully completed.

The total volume of both freight and passenger – inland and international – transformation remained practically unchanged as compared to the previous year. To facilitate the border crossing at some most important border crossing points, the most important international high-speed trains continue to run without locomotive changing and receive-transmit. In cooperation with the relevant adjacent railways, the service regulations and other documents that regulate the train running through the state border are regularly reviewed and updated.

In 2015, **the Chinese Railways** carried 2.71 billion tons of cargo and 2.53 billion passengers.

9531 km of new railway lines were put in operation, of which 3306 km are high-speed ones.

The number of passenger coaches increased by 4000 units and 723 thousand freight wagons are in operation.

The Chinese Railways have introduced the principle of independent administrative and economic functions.

In order to promote the innovative structural systems and acceleration of the railway construction, measures were developed aimed at:

- further transformation of the governmental functions;
- simplification of the administrative procedures;
- consolidation of the railway transport control and management;
- further improvement of the social investment environment;
- promotion of railway tariff reform;
- facilitation of further railway transport development.

**The Kyrgyz Railway** has modernised above 150 km of railway lines of the northern and southern sections with the laying of new reinforced concrete and timber sleepers for the



Main-line electric locomotive BKG1 of Byelorussian Railway



A new commuter passenger train of Hungarian Railways

past four years.

Six new modern TE33A Evolution fifth generation diesel locomotives were put in service. Two car-repair plants were established for the purpose of modernisation and repairs of freight wagons and passenger coaches that allows extending the life of wagons.

Fibre-optic communication line is laid at Lugovaya – Bishkek – Rybachye section.

The strategic projects of construction North – South trunk railways are being successfully implemented as part of the Russia – Kazakhstan – Kyrgyzstan – Tajikistan project and China – Kyrgyzstan project.

In 2015, the **Latvian Railway** carried 55.6 million tons of goods, of which 53.9 million tons were carried in the international transport.

The new Bolderāja-2 – Krievu railway line was put in service, with the construction of new Bolderāja -2 railway station.

47.2 km of railway lines were modernised. The second 56 km track at Skrīveri – Krustpils section was opened. 93.8 km of the permanent ways were reconstructed.

In 2015, **the Lithuanian Railways** carried 48.1 million tons of goods and 4.2 million passengers.

1,435 mm gauge railway line of 115.2 km from the state border with Poland to Kaunas railway station was put in service as a result of implementation of the project “Rail Baltic”.

The projects of modernisation of the railway infrastructure of OSJD corridor No. 9 (Kena – Vilnius – Siauliai – Klaipėda), construction of the second track on Kyviskes – Valciunai section, as well as on Pavenciai – Raudėnai, Telšiai – Dusaikai and Kūlpėnai – Kretinga sections were successfully completed.

As a result of modernisation of 1,520 mm gauge infrastructure, 53.7 km of new lines and 4 bridges have been constructed and 44.1 km of the existing tracks have been reconstructed.

7 new railway engines were purchased for the purposes of renewal of the traction electrical equipment.

A computer-based system of commercial inspection of trains and wagons was installed at Kena and Kibartai border stations, as a result of which the duration of commercial inspection of trains was significantly reduced and made more exact, with the recording of all cases of incorrect loading and load securing, technical and commercial condition of wagons and coaches and cargo shortage in case theft.

In 2015, **the Moldova Railway** spent more than 30 million Romanian leus (1.5 million US Dollars) for capital repair and entered into a loan agreement with the European Bank for purchase of 10 new main-line locomotives, modernisation of locomotive depots, and recovery of the railway infrastructure for 100 million euros in aggregate.

The Railway of Moldova State Enterprise and the State Administration for Railway Transport of Ukraine signed an Agreement for electronic data exchange in the international freight transport. A significant progress is availability of all types of control (border control, customs check, sanitary inspection, veterinary inspection, etc.) on the principle of “the single window” at all railway border stations of Moldova.

24583 consignments were carried over the territory of the Republic of Moldova using the CIM/SMGS consignment note in 2015.

In 2015, the volume of freight transit through **the Ulan-Bator Railway** increased by 101.38%. Two new container lines



Electric locomotive of “Skoda” production in the composition of a double-deck passenger train on the Railways of the Slovak Republic



A passenger train of the Vietnamese Railway

Chengdu (PRC) – UBZD – RZD – Łódź (Poland), Zhengzhou (PRC) – UBZD – RZD – Duisburg (Germany) were opened.

A new 24.5 km railway line for iron ore transportation was put in operation in Mongolia.

Three new remote control crossing loops were constructed and put into operation.

Annex No. 9 to the International Convention on Harmonisation of Frontier Controls of Goods is successfully implemented, that is witnessed by reduction by 45 minutes of the time of border control of freight trains between Russia and Mongolia.

In 2015, **the Polish Railways** carried 31.19 million passengers, 117.59 million tons of goods, including 48.26 million tons in international transport. Over 800 km of railway lines were modernised due to which the train en route time in Trójmiasto – Wrocław, Poznań – Kraków, Warsaw – Bielsko-Biala, Olsztyn – Bydgoszcz sections significantly reduced. The transit time between Warsaw and Gdańsk has been significantly reduced due to Pendolino trains.

Thanks to the launch of the new product “Express Intercity Premium”, modern Pendolino trains significantly reduced the transit time between the main cities of Poland (from Warsaw to Gdańsk, Wrocław, Kraków and Katowice).

The PKP InterCity JSC permanently improves its offers for passengers through development of interregional lines using the latest DART and FLIRT trains manufactured in Poland. Besides, the company purchased 10 Gama electric locomotives.

The PKP Cargo JSC has been effectively developed the container terminals at Poznań-Franovo station in Poland (owned by PKP Cargo), as well as in Czech Ostrava-Paskov (a terminal owned by Advanced World Transport, an affiliate of PKP Cargo Group).

The PKP Cargo JSC actively participates in the stimulation of the railway traffic from China to West and South Europe as part of the New Silk Road (to more than 10 trips weekly).

The PKP Cargo JSC has purchased 15 Siemens Vectron multisystem freight locomotives, ten Gama passenger electric locomotives for service on the trans-border lined. For the purposes of strengthening of the cargo protection and security and train monitoring, unmanned aerial vehicles are now used, as a result of which losses have been reduced almost by 60%.

The cargo turnover of **the Russian Railways JSC** made up 2.302.738 million tons (100.3%), of which 1.304.478 million tons (100.7% to 2014) – in the international transport. 25 new container train routes: Duisburg – Korla, Värtsilä – Korla, Sergeli – Nakhodka, Hefei – Hamburg, Nakhodka-Vostochnaya – Khovrino, Koity – Novorossiysk, etc., were put into operation.

In 2015, 3.4 km of new railway lines were put into operation. Reconstruction of Babaevo station of the Oktyabrskaya

Railway and construction of new Chernyshevskoye border station of the Kaliningradskaya Railway were successfully completed.

Technical upgrading of Petushki – Nizhni Novgorod section of the Gorkovskaya Railway was in progress. Tunnelnaya station of the Northern Caucasian Railway, Cherepovets-II station of the Northern Railway, Volkhovstroy-I station of the Oktyabrskaya Railway, Kinel stations of the Kuybyshevskaya Railway, Ekaterinburg-Sortirovochnaya station of the Sverdlovskaya Railway are under reconstruction.

500 new locomotives, 240 rolling stock units and 185 passenger coaches were purchased.

Railway infrastructure facilities were modernised for high-speed running of trains at Moscow – Saint Petersburg, Moscow – Smolensk – Krasnoe, and Moscow – Nizhni Novgorod sections.

The development of market relations and competition in the freight wagon operations encouraged investments in the construction and modernisation of the carriage rolling stock: private investments of over 600 billion rubles were attracted, as a result of which the freight car fleet was significantly renovated and the total number of wagons reached 1 million 124 thousand units.

**The Slovak Railways** (Železnice Slovenskej Republiky) successfully completed the construction of the new inter-modal transport terminal at Žilina station and integrated passenger terminal at Moldava nad Bodvou station.

The lines at Nové Mesto nad Váhom – Púchov section were modernised to enable the running speed of up to 160 km/h.

6 railway engines and 31 passenger coaches have been modernised.

17 new modern air-conditioned passenger coaches and 17 double-stored interregional trains were purchased.

**The Rohi Ohani Tojikiston State Unitary Enterprise (Tajik Railway)** carried 6.1 million tons of goods in 2015.

The construction of the new Vahdat – Yavan railway is in progress; the railway lines at Rahaty – Vahdat – Elok and Kurgantube – Yavan sections are being modernized; the construction of 40.7 km Vahdat – Yavan section is expected to be completed in 2016, on the occasion of the 25<sup>th</sup> anniversary of independence of Tajikistan.

In 2015, the **Romanian Railways** carried 23.821 million tons of goods (103% to the previous year level). CFR-Marfa carried 19922 carriage operations using the unified CIM/SMGS consignment note.

The railway lines Câmpina – Predeal, Bucharest – Braşov, Curtici – Simeria, Braşov – Simeria were actively modernised to cause train running at the maximum speed of 160 km/h.

16 railway stations: Giurgiu, Slatina, Bistriţa Nord, Botoşani, Vaslui and other, have been modernised.

In 2015, the freight traffic on the **Uzbek Railways** made 81.8 million tons, and passenger traffic made 20.63 million passengers. The first stage of electrification of 140.8 km Marakand – Karshi railway section was successfully completed with the organisation of high-speed passenger train service at Samarkand – Karshi railway line. 55 railway engine sections and 1258 freight wagons were successfully modernised, 11 new freight electric locomotives (PRC), 650 freight wagons and 22 passenger coaches. Two “Talgo-250” high-speed passenger coaches may be purchased.

**The Ukrainian Railway** was effectively involved in the installation of new container train lines: European countries – Ukraine (Chop), Batevo/Izov – Ilyichyevsk-Paromnaya – Georgia (Poti/ Batumi – Gardabani) – Azerbaijan – (Bejuk-Kjasik – Alyat) – Kazakhstan (Aktau-Port – Dostyk) – China through ferry crossing Ilyichyevsk – Poti/Batumi and Alyat – Aktau – Aktau-Port.

Operation of the checkpoints is now based on the principle of the “single window”, when all public control services are accessible.

The transport infrastructure of the international transport was actively developed; the amount of works totalled to 650.47 million grivnas.

In 2015, 76128 carriage operations were made under the unified CIM/SMGS consignment



A new double-deck passenger train of Georgian Railway



In recent years the Czech Republic have been undergoing a process of railway infrastructure modernisation on the routes of the railway transit corridors

note that is by 10% more than in 2014.

**The Czech Railways** have put into service a new container block train Česká Třebová – Brest.

Preparation of the project of modernisation of 200 km/h railway line Brno – Přerov is in progress.

New rolling stock (multisystem electric locomotives) was purchased both for passenger and freight railway operations.

In 2015, **the Estonian Railway** carried 15.39 million tons of goods, of which 11.3 million tons (73.4%) were transit traffic, 0.29 million tons were export and 1.29 million tons - import.

The annual volume of domestic passenger traffic of the Estonian Railways made about 5.5 million passengers. In 2015, 57 thousand passengers were carried in the international transport trains.

In 2015, totally 1.31 million euros were invested in the Estonian Railways infrastructure, and the 2016 investment programme made 39.6 million euros.

The unified CIM/SMGS consignment note is widely used, in particular, in railway operations with the Russian Federation, where the unified CIM/SMGS consignment note is used in 90% of all carriage operations.

The work was conducted on use of Annex 9 to the International Convention on the Harmonization of Frontier Control of Goods (1982).

Activities are being carried out aimed at creation of paperless technology. Currently, over 98% customs entry forms are in electronic format.

The railways of Belarus, Kazakhstan, China, Poland, Russia, Slovakia, Uzbekistan, Czech Republic and other countries were focused on the implementation of the High speed passenger service development approved by the XXX session of the OSJD Ministerial Conference. These countries work on stage by stage increase of the average running speed of passenger trains, renovation of the passenger rolling stock with the speed of 160 km/h and higher, that significantly reduces the transit time on many railway routes.

In 2015, The railways of the following countries: Belarus, Bulgaria, Hungary, Latvia, Lithuania, Kazakhstan, China, Mongolia, Poland, Russia, Slovakia, Uzbekistan, Ukraine, Czech Republic, Estonia and other countries successfully continued to create new, container routes, thus having increased the number of container block trains running on the railways of OSJD member countries up to 280, of which 100 run on the regular basis. A positive tendency of an increase in container freight shipment quantity under the use of unified CIM/SMGS consignment note has been noticeable, that testifies to the efficiency of its application in the international traffic between Europe and Asia.

The comprehensive amendments to SMGS came into effect on July 1, 2015.

The work aimed at updating the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS) was continued at the aforesaid meetings in view of the amendments and supplements made to international and national regulations for carriage of dangerous goods.

The facilitation of border crossing by railway transport was high on the agenda of the OSJD activities, which is witnessed by the results of the VIII Interdepartmental Conference on this subject, held in Gdansk in September 2015.

Special attention is paid to the imple-



Main-line electric locomotive 3E55K of Russian Railways

mentation of the memorandum on cooperation in the technical, operational and commercial development of the OSJD corridors.

Fruitful work was carried out to coordinate and approve train timetables, implement and concord the freight transportation volumes in international traffic, to publish and update the PGW Agreement.

Committed work was carried out to develop and approve leaflets relating to the technical questions of railways in the field of rolling stock, gauges, railway track and engineer structures, signalling and interlocking, power supply and power traction, organisation of transportation with the use of paperless technology and in the field of scientific and technical information.

Productive works were performed to improve financial and accounting activities, to consider financial and accounting issues aimed at the reduction of mutual debts of the railways of OSJD member countries.

An actual work of the OSJD/ERA Contact Group for the comparative analysis of technical parameters of 1520/1524 and 1435-mm systems has made it possible to create conditions of interaction between the railway systems of EU and non-EU OSJD member countries.

A high value in the OSJD activities was set to expand the cooperation with the international organisations, such as UNECE, UNESCAP, EU, OTIF, CIT, EvrAzES, ERA, UIC, CCTT and others.

OSJD observers and affiliated enterprises have made a considerable and positive contribution into the OSJD activities. Their number has increased essentially for the past year having reached 7 and 41 accordingly in 2015.

The Ad-Hoc Working Group for Updating the OSJD Fundamental Documents successfully completed the 10 year work, as a result of which a draft Convention on Direct International Railway Traffic was prepared comprising as appendices the SMPS and SMGS Agreements in the form of general provisions of the agreements for the transportation of passengers and goods in the international traffic.

Due to the fruitful and well-coordinated work on implementation of the planned comprehensive measures aimed at the improvement, development and competitive recovery of railway operations, many of the OSJD member states successfully managed the tasks on provision of the 2015 passenger and cargo railway operations.



New passenger rolling stock produced by PESA Bydgoszcz and Stadler companies on the Polish Railways



Datong – Qinhuangdao railway line (Chinese Railways)

# 1. Progress of OSJD Activities by Subjects

## 1.1. Transport Policy and Development Strategy

In 2015, activities aimed at developing railway transport policies were continued with due regard to implementation of extensive measures seeking to improve the carriage system and develop OSJD railway transport corridors as well as simplify border crossing procedures in international passenger and freight carriage and increase the competitiveness of railways, thus engaging extra volumes of carriage and expanding the share of railway transport at the market.

The experts of OSJD member states developed and approved the Integrated Programmes for Improvement of Carriage and Development of OSJD railway transport corridors 9, 12 and 13 (2020) in the reporting year.

The updated comprehensive plans of these corridors were approved at the summary meeting the OSJD Commission on Transport Policy and Development Strategy.

The experts of OSJD member states resolved to review the progress of implementation of the Comprehensive Plans on improvement of railway operations and development of OSJD railway transport corridors Nos. 1, 2 and 3 up to 2020.

The development of the action plan on implementation of the Memorandum on cooperation in the technical, operational and commercial development of OSJD railway transport corridors Nos. 1-13 was continued:

The first meeting between the members states of OSJD railway transport corridor No. 1 regarding implementation of the provisions of the memorandum was held in Moscow (Russia Federation) on March 4, 2015. Special attention was paid to the formation of the Coordination Body. No resolution on the practicability of formation of such a body, its form, functions and financing mechanisms has been passed.

As part of the panel meeting (April 7-10, 2015, Kishinev, Republic of Moldova), a meeting between the member countries of OSJD railway transport corridors Nos. 12 and 13 was held on the implementation of the provisions of the Memorandum. Special attention was paid at these meetings to the formation of the Coordination Board.

According to the Republic of Latvia, the Coordination Board should be focused on the analysis of the parameters of the railway infrastructure of the border cross points and preparation of the plan of the infrastructure development and improvement. The analysis of the key components of the Comprehensive Plan of development of the corridors should make a basis for balanced development of the junction sections of the corridors.



Expert meeting on the subject "Development and implementation of comprehensive measures aimed at improving of transportation and developing of OSJD railway transport corridors" (22 June 2016, OSJD Committee)



Chairman of OSJD Commission on Transport Policy and Development Strategy  
S. Kayumkhodjaev



Specialists of OSJD Commission on Transport Policy and Development Strategy (from left to right): I. Cutieru, Z. Kozmava, A. Mamytov

The chairman of the meeting announced the position of the Republic of Belarus that the functions of management of the transport corridors and coordination of the approaches to their development should be reserved by the OSJD Committee, in particular, by the OSJD Commission on Transport Policy and Development Strategy. This proposal was supported by the delegation of the People's Republic of China.

The delegate from the Republic of Lithuania made a presentation on formation of the

Coordination Board for OSJD railway transport corridor No. 13. The presentation describes a two-stage approach to the formation of the Coordination Board. The first stage includes formation of three expert groups of railways' representatives of the member countries for the relevant corridor on the passenger and transportation and infrastructure in each corridor. Upon completion of the work of the panels of experts who will study the current state and prospects of the passenger and freight operations, as well as demands for infrastructure improvement, proposals on improvement of this corridor will be prepared. This work will be performed, where possible, with the participation of the financial institutions concerned and other market participants.

A resolution on the practicability of formation of the Coordination Board will be passed at the second stage, upon approval of the proposals.

Upon discussion of the proposal made by the Republic of Lithuania on formation of the Coordination Board for OSJD railway transport corridor No. 13, the panel meeting resolved to ask the OSJD members states to study this proposal for the purpose of further application of the said approach to all OSJD corridors.

To improve the efficiency of the OSJD railway transport corridors, the experts studied the possibilities of connection of the new lines to the OSJD railway transport corridors, in particular:

- at the suggestion of the Republic of Moldova, the member states of OSJD railway transport corridor No. 12 and Ukraine have agreed to extend OSJD railway transport corridor No. 12 in the territory of the Republic of Moldova from Ocnîța station to Vălcineț station and then in the territory of Ukraine to Zhmerinka station subject to preservation of the current crossing capacity in the territory of Ukraine at this stage.

The relevant changes in OSJD railway transport corridor No. 12 were approved at the annual meeting of the OSJD Commission on Transport Policy and Development Strategy (October 6-9, 2015, the OSJD Committee).

Besides, the member states of railway transport corridors Nos. 2, 5, 8 and 10 accepted the proposal made by the Republic of Kazakhstan on connection of the following railway lines:

- Ilets'k – Kabdyagash – Nikel'tau – Tobol as a branch line of OSJD railway transport corridor No. 2;
- Zhetygen – Alty'nkol as a branch line of OSJD Railway Transport Corridor No. 5;
- Beyneu – Uzen – Bolashak OSJD Transport Corridor No. 8;
- Dostyk – Mointy – Zhezkazgan – Saksaul'skaya – Beyneu – Aktau-Port OSJD railway transport corridor No. 10.

In this connection, a resolution was passed to update the Comprehensive plans on improvement of the railway operations and development of OSJD railway transport corridors Nos. 2, 5, 8, 10 and 12 up to 2020, as well as the engineering and operational documentation of OSJD Transport Corridors Nos. 2, 5, 8, 10 and 12, and to amend the Memorandum on cooperation in the engineering, operational and commercial development of the OSJD railway transport corridors with regard to the above mentioned corridors.

By letter No. UZM-12/2449 dated October 26, 2015, the Ukrainian party informed the OSJD Committee that the initiative connect port Odessa, port Ilyichyevsk (Ukraine), through the territory of Belarus, with port Klaipeda (Lithuania)



Participants of the annual meeting of the OSJD Commission on Transport Policy and Development Strategy (6-9.10.2015, OSJD Committee)

was supported by the Byelorussian Railway and the Lithuanian Railways, and suggested that existing OSJD railway transport corridor No. 9 should be extended. The working bodies of the OSJD Commission on Transport Policy and Development Strategy commenced the work on this question on the basis of the OSJD regulatory documents.

The engineering and operational documentation of OSJD Transport Corridors No. 1-4 was monitored in the reporting period.

The updated engineering and operational documentation of OSJD Transport Corridors transport corridors Nos. 1-4 were approved at the summary meeting of the OSJD Commission on Transport Policy and Development Strategy.

Pursuant to the resolution of the OSJD Ministerial Conference, the representatives of the OSJD member states took part in the second joint discussion group on interaction of the OSJD railway transport corridors held in Brussels (Belgium) on June 18 – 19, 2015. The discussion group was also attended by the representatives of the EC railway freight corridors, the OSJD Committee, DG MOVE and other international organisations concerned. A number of agreements was reached on further cooperation between OSJD and DG MOVE with regard to the development of the OSJD transport corridors and EC railway freight corridors and the interchange of experience to enhance the competitive power of the railway operations.

Besides, as part of this sub-subject, a meeting of the representatives of the OSJD member states and member states of EC railway freight corridors No. 8 was held on October 13, 2015 at the suggestion of Bureau on control of this EC corridor.

The attendees listened to the reports and presentations made by the representatives of the delegations from the Republic of Lithuania, Republic of Moldova, Russian Federation and Ukraine on the analysis of the causes of delay of passenger trains and waiting of freight wagons at the border transfer stations, as well as on the implementation of the measures on border crossing facilitation.

The summary border crossing analytical data presented by each railway administration basically confirm the performance of the targets for handling of freight and passenger trains at the border cross points subject to the specifics of each border cross point and specifics of customs, border and other types of national control of the passenger and cargo border traffic.

The attendees emphasised the irregular delivery of the agreed freight to the cross points. To prevent accumulation of wagons at the transfer stations, the countries should consider increasing the daily wagon quota.

The OSJD member countries were proposed to revise, if necessary, the bilateral agreements for synchronous joint operations in connection with the crossing by the goods and transport of the railway cross points, including electronic document management.

The Republic of Belarus, Republic of Lithuania, Russian Federation and Ukraine reported on the progress of the practical implementation of Annex 9 of the International Convention on the conditions of cargo border control of 1982 (Annex 9).

Based on the information obtained from the OSJD member states: Republic of Bulgaria, People's Republic of China, Republic of Latvia, Republic of Lithuania, Republic of Moldova, Republic of Poland, Russian Federation, Republic of Tajikistan and Republic of Uzbekistan, the working bodies of the Commission prepared the materials and reports on



Hongqiao railway station in Shanghai (China)



In presidium of the VIII-th OSJD International Interagency Meeting (from right to left): Vice-Minister of Infrastructure and Development of the Republic of Poland S. Żałobka, Chairman of OSJD Committee T. Szozda, Deputy Chairman of OSJD Committee V. Zhukov, General Director of LG JSC S. Dailydka (22-23 September 2015, Gdansk, Poland)

the progress of practical implementation of Annex 9.

The progress of practical implementation of Annex 9 was also discussed at the VIII-th International Interdepartmental Conference “Best Practice in Border Crossing by Railway Transport of the OSJD Member States” (September 22-23, 2015, Gdansk, Republic of Poland).

According to the Lithuanian Railways, due to the close cooperation with the competent control services, piggy-back transportation (by the example of Nemunas / Neman liner train) requires no special legal base, using the common railway cargo transportation principles.

It was noted that, in some OSJD member countries, the main obstacle to piggy-back transportation through border stations is lack of the national border crossing piggy-back transportation regulations, including transit, as well as infrastructure inadaptability.

On April 27-28, 2015, the OSJD Committee hosted a meeting of an informal expert team under the umbrella of UNECE for the development of a new Convention for Facilitation of Passenger and Freight Border Crossing by Rail.

The representative of the Russian Federation made available to the attendees a draft Convention for Facilitation of Passenger and Freight Border Crossing by Rail prepared considering the comments and proposals of the Republic of Belarus, Republic of Kazakhstan, Republic of Tajikistan, and Ukraine subject to the key principal: the Convention should be a frame one, without needless details, and make a basis for fruitful bilateral and multilateral cooperation.

As part of the 11<sup>th</sup> Edition of the TRAKO International Railway Fair 2015, the VIII-th International Interdepartmental Conference “Best Practice of Border Crossing by Railway Transport of the OSJD Member States” was held in Gdansk (Republic of Poland) September 22-23, 2015. The Conference was attended by the representatives of the ministries of transport, border, customs, railway and other relevant authorities, as well as international organisations and the OSJD Committee.

The attendees listened to reports and presentations and agreed that they should share the advanced experience regarding the procedures of facilitation of the border crossing by international railway transport, as well as deep the Cooperation with other relevant international organisations, assist in the implementation of the existing agreements, contracts, conventions, treaties and recommendations of UNECE, UNESCAP, OSJD, OTIF, CIT concerning the facilitations of the procedure of border crossing by railway transport.

The attendees noted that it was necessary to more effectively introduce and use advance control technologies (inspection and examination scanning facilities) in the international railway operations and to create a single information system of the transport systems of the OSJD member states, including customs and border structures, by consolidating the telecommunications systems of these countries to allocate necessary information and telecommunication resources along the international transport corridors to speed up the border crossing and reduction and optimisation of the control and inspection procedures.

It was also notes that the joint coordinated operations of the border, customs and railway services increase the efficiency of fighting the challenges



Expert meeting on the subject “Development of measures aimed at facilitation of border crossing in international railway traffic in the Eurasian Space” (12-14 April 2016, OSJD Committee)



Modernised platform at Koknese station after completion of the reconstruction project (Latvian Railway)

of the 21st century (terrorism, illegal traffic, etc.).

As part of the VIII-th International Interdepartmental Conference, a round table was held regarding the interaction between the railway corridors of OSJD and EC railway freight corridor No. 8. Following the results of the round table, the attendees recognised the need in further implementation of the resolutions passed at the second working group on interaction between the OSJD transport corridors and EC railway freight corridor (June 5-6, 2015, Brussels, Belgium).

The attendees adopted the Declaration of the Participants in the VIII-th International Interdepartmental Conference "Best Practice

in Border Crossing by Railway Transport of the OSJD Member States".

The attendees recognised the importance of and need in such conferences and suggested that the next International Interdepartmental Conference (the Conference) on the facilitation of the border cross by railway transport should be held each two years. The next 9th conference was proposed to be held in 2017.

The work on the railway transport policy has been continued. The strategic task of the work is to coordinate the development of the OSJD railway system and improve the railway competitive power for the purpose of attracting of additional international transit volumes.

The representatives of the OSJD member states reported on the strategic development and railway transport reforms.

The leading duty holder from the Republic of Lithuania made presentation on the progress of work of the OSJD/ERA contact group on interaction of the railway 1,520 mm and 1,435 mm gauge systems.

The 2015-2019 long-term OSJD-ERA Memorandum of Understanding was developed and approved.

The results of the technical analysis were used by ERA in the reviewing of the EC TSI (Technical Specifications for Interoperability) in order to include 1,520/1,524 mm parameters in the current EC TSI versions.

In order to improve the current technical and operational compatibility at the CIS – EC border, a draft Glossary of Terms for Interoperability in the Border CIS – EC Railway Operations".

The attendees of the statistics panel of the experts reviewed the summery materials „Key 2014 Railway Transport Statistical Data" prepared by the leading duty holder from the Uzbek Railways (O'zbekiston temir yo'llari) on the basis of the source data from the countries.

The Summary 2014 statistical data were approved for publication in the OSJD Bulletin of Statistical Data on Railway Transport for 2014.

It was resolved that the countries that have numerous carriers, infrastructure managers and deliver their information to the Table „The Key Performance of the OSJD Member States" should make the following note „\* – including the data of the carriers and infrastructure managers".

It was noted that, in 2014, as compared to 2013, the length of track in use was extended by 407 km and made 281216 km, and the total length of electrified railway lines was extended by 878 km and made 126298 km. In 2014, the volume of freight traffic reduced by 4.69% as compared to the previous year and made 5473 million tons; the cargo turnover reduced by 1.44% and made 5276 billion tons-km. In 2014, 3915 million passengers were carried, that is less by 0.01% than in 2013; the passenger traffic reduced by 0.45% and made 1192 billion passengers-km.

The principal summarized specifications



A train powered by the TE33A series Evolution diesel locomotive of the "Kyrgyz Temir Zholu National Enterprise" State Company

having regard to OSJD railway transport corridor operation (No. 1-13, 2014) were made available for approval. These were reviewed and approved to be published as part of the "OSJD Bulletin of statistical data on railway transport" in a table and graphic format.

The attendees listened to the information provided by the Republic of Belarus, Hungary, Republic of Latvia and Republic of Lithuania „Proposals on Updating of the Guidelines for Completion of Electronic Tables with Statistical Data". On the basis of the proposals made, the attendees developed draft new templates for Group I („Railway Lines", Personnel", „Statistical Key Economic Figures for the Country and Transportation Data for All means of Transport").

When reviewing the templates for Group I, the attendees resolved that Leaflet P 305/1 *Recommendations on the terms. Railway Transport Statistics, A Shorter Glossary* should be updated. The purpose of updating is to bring the document into line with the Agreement on International Goods Transport by Rail (SMGS), the updated version of which became effective on July 1, 2015.

The draft 2016 Action Plan includes the subject „Development of New Templates of Electronic Tables with Statistical Data and Guidelines for Completion thereof for Group II – Carriage of Cargos and Passengers (Tables 51, 61, and 69).

In 2015, the Scientific and Technical Information Centres of the OSJD member states continued to form and develop the national scientific-technical and economic data bases all of which, in aggregate, represent international distributed data bank – OSJD DataBank.

The leading duty holder from the Russian Federation performed an analysis of consolidation and use of the distributed international data bank on the basis of the data obtained from the Scientific and Technical Information Centres which take part in the subject of the OSJD member states.

The analysis was made considering the data provided by the People's Republic of China regarding the consolidation and use of the national data bank for the years 2013 and 2014.

As of December 30, 2014 according to the Scientific, Technical and Economic Data Centres the international distributed data bank included 2.005.539 documents. 68539 documents were added to the international distributed bank in 2014. In 2014:

- the total number of applications to the OSJD DataBank made to 528,167 (+18% to 2013);
- in 2014, the total number of documents obtained from the OSJD DataBank (the number of documents found in the DataBank at the users' requests) made 3,908,361 (+ 3% to 2013).

In general, the analysis of use of the OSJD DataBank demonstrates the growth of the indices of consolidation and use of the national data banks.

The increase of the index "Number of Applications to the OSJD DataBank" demonstrates the increase in the information needs of the railway community and, accordingly, the intensification of operation of the Scientific and Technical Information Centres and increase of the importance of the information activities.

The attendees recognised the need in an annual analysis of the consolidation of the OSJD international distributed DataBank, as this allows determining the dynamics of development of the informational activities in the OSJD member states, as well as the efficiency of specialist use of scientific and technical information resource.

The leading duty holder from the Republic of Lithuania prepared a summary list of reference on the subject "Carriage Improvement and Development of OSJD Railway Transport Corridors" formed on the basis of the data made available by the Scientific and Technical Information Centres. This work was sponsored by the Technical Information Centre of Vilnius Railway Infrastructure, a branch of the Lithuanian Railways. The summary list of references was made on the basis of the materials received from the Scientific and Technical Information Centres of the Republic of Belarus, Hungary, Republic of Kazakhstan, Republic of Lithuania, Republic of Moldova, Republic of Poland and Russian Federation. The collection includes a list of articles on the subject for the years 2012-2014. The references are supported by short abstracts.

The prepared summary list of references was presented to the panel meeting on the subject "Development



Expert meeting on the subject "Directions of railway transport strategic development in OSJD member countries" (24-26 February 2016, OSJD Committee)

and Implementation of the Package of Measures on the Improvement of Carriage and Development of OSJD Railway Transport Corridors” held in the Republic of Moldova in April 2015. The attendees recognised the quality and relevancy thereof and highly appreciated the cooperation of the Scientific and Technical Information Centres of the OSJD members states.

The previously prepared summary lists of references are posted on Website of the Scientific and Technical Information Centres of the OSJD Website.

The panel meeting recognized the practicability of further work in this area and discussed the subject of the next joint bibliography. Upon discussion, the subject Logistics and Marketing in the Freight Transport was accepted or development.

The leading duty holder from the Russian Federation reported on the progress of the OSJD STI USS project.

Currently, most of the member countries in the subject have automated data banks in disposition. However, in accordance with the security policy of the national railway companies, national data banks operate, mainly, within the corporate computer networks. This fact prevents from practical application of the opportunities given by the Universal Scientific and Technical Information Search System of OSJD and makes it impracticable to host the universal search engine on the OSJD Website facilities.

The attendees resolved to suspend this work at the panels until resolution by the national railway companies on publication of the databases of the Scientific and Technical Information Centres on the Internet.

The attendees studies and approved the proposals made at OSJD panel the on the technical, software, information and economic problems (September 16-18, 2014), including:

- posting links to the Websites of railway companies on the home page to facilitate access to the information;
- posting logos of railway companies before the name of the Scientific and Technical Information Centre to ensure easy identification and search of any respective information needed.

A decision was taken to update the data of the Scientific and Technical Information Centres in the Russian and English languages.

The attendees emphasized that the change of the status of the Website of the Scientific and Technical Information Centres of the OSJD member states required revising OSJD Leaflet O+R 905-4 “Management of the Website of the Scientific, Technical and Economic Data Centres of the OSJD member states on the Internet”.

The leading duty holder from the Russian Federation summarized data having regard to the Scientific and Technical Information Centres made available by OSJD member states before June 30, 2015 and sent the updated electronic version of the Scientific and Technical Information Centres’ link reference of the OSJD member states to the OSJD Committee.

The electronic version the 12<sup>th</sup> revision of the link reference is posted on the OSJD Website, section “Documents and Developments” in the format available for downloading and further copying.

The electronic version the 12<sup>th</sup> revision of the link reference is posted on the OSJD Website, section “Documents and Developments” in the format available for downloading and further copying.



OSJD-CCTT consultative meeting relating to the issues of transportation improvement and development of OSJD railway transport corridor No. 1 (15.03.2016, Moscow)



A new passenger platform on the railway line constructed within the framework of Rail Baltica project (Lithuanian Railways)

## 1.2. Transport Law

In 2015, the OSJD Commission on Transport Law performed its activities in accordance with the Work Programme of the Commission approved by the Conference of Authorized Representatives of members of OSJD Ministerial Conference and Conference of General Directors (Authorized Representatives) of OSJD Railways held on December 9-12, 2014, as well as the OSJD 2015 Work Programme on these subjects:

- Improvement of the Agreement on International Passenger Transport by Rail (SMPS) and the Service Instruction to the SMPS (the Service Instruction to SMPS);
- Updating OSJD guides as to international railway passenger service;
- Improvement of the Agreement on International Goods Transport by Rail (SMGS) and the Service Instruction to SMGS (the SI to SMGS);
- Developing the Rules for the Transportation of Dangerous Goods;
- Development of specifications for freight stowing and securing;
- Improvement of Annex 6 "The unified CIM/SMGS consignment note Guidelines" to SMGS.

In 2015, the activities carried out by the SMPS Commission were related to the following two main areas:

1. Improving legal terms and conditions available within OSJD (SMPS) framework and related to international passenger carriage.
2. Developing rules and regulations within the framework of the draft Convention.

In 2015, two meetings of the Ad-Hoc Working Group for SMPS revision were held as well as a meeting of the dedicated expert panel thereof for SMPS and that of SMPS Commission.

Improvement of SMPS and Service Instruction thereto was put on the agenda of all of the above meetings.

Upon review of the proposals made in relation thereto the following amendments and supplements to SMPS and Annex to SMPS were made:

- Article 2. Principle Definitions;
- Article 3. Application of the Agreement;
- Article 4 Obligations of the participants in the carriage operations;
- Article 5. Travel Documents;
- Article 6. Tickets and Receipt for Extra Charges;
- Article 9. Provision of seats in the train. Change of a coach to other class or other category;
- Article 10. Conditions of travel by children;
- Article 13. Control of Travel Documents;
- Article 14. Carriage of Hand Luggage and Pets;
- Article 20. Acceptance of Baggage for Carriage;
- Article 26. Acceptance of Freight Baggage for Carriage;
- Article 32. Repayment of Applicable Charges and Fees;
- Article 33. Joint Liability of Carriers;
- Article 34. Liability for the Harm Inflicted to the Passenger Life and Health;
- Article 37. Liability of Passenger and a Consignor,
- Article 38. Claims;
- Annex 1. Items falling within the Post Office Monopoly;
- Annex 2. Addresses of Organisations



Chairman of OSJD Commission on Transport Law  
N. Nosenko



Specialists of the OSJD Commission on Transport Law (from left to right):  
Je. Antonevič, A. Niinepuu, E. Arfa, O. Khudoyorov



AWG Meeting in the field of the Rules for the Transportation of Dangerous Goods  
(31 May – 3 June 2016, OSJD Committee)

Responsible for Claim Settlement. SMPS was supplemented with agreed upon and approved Articles:

- Contract of carriage;
- Carriage documents;
- Compensation for Harm Caused to the Passenger Life and Health.

As a result of consideration of the proposals made at the meeting of the SMPS Commission, amendments to the following clauses and the Service Instruction to SMPS were approved:

- Clause 2 Registration of passengers, carry-on baggage and animals. Completion of documents;
- Clause 3 Specifics of execution of Travel Documents;
- Clause 4 Rail Car Service in International Traffic;
- Annex 1 Conventions applicable to carriers from the SMPS member states and sample travel and carriage documents;
- Annex 6 List of commonly used stamps and notes made in the travel and carriage documents for travel by passengers, carriage of baggage and freight baggage.

The aforementioned amendments and supplements to SMPS and Service Instruction thereto have been made as appropriate and shall become effective from May 1, 2016.

The proposals on improvement of the draft Rules of transportation of passengers and baggage in the international transport operations and the Agreement on understanding between the carriers in the international passenger operation at all meetings of the SMPS Commission throughout the year 2015.

The said draft documents were approved at the meeting of SMPS Commission. It was stated that the preparation work was successfully completed. The attendees thanked the members of the Ad Hoc Working Group: representatives of the Republic of Belarus, Republic of Kazakhstan, People's Republic of China, Republic of Latvia, Republic of Lithuania, Republic of Poland, Russian Federation, Ukraine, Czech Republic and Republic of Estonia for the work done.

In 2015, in accordance with the assignment given by the XLIII session of the OSJD Ministerial Conference, the Ad Hoc Working Group completed preparation of amendments to SMPS and the Service Instruction to SMPS subject to the agreed provisions of the draft General Provisions, as well as preparation of the draft Rules of Transportation and Mutual Assistance Treaty. The Ad Hoc Working Group has successfully performed the tasks and completed its work that was declared at the meeting of the Authorised Representatives (on December 8-11, 2015).

A resolution on formation of the Ad Hoc Working Group was passed at the meeting of the Authorised Representatives in December 2005. The members of the Ad Hoc Working Group were the parties to SMPS from

the Republic of Belarus, Republic of Kazakhstan, People's Republic of China, Republic of Latvia, Republic of Lithuania, Republic of Poland, Russian Federation, Ukraine and Czech Republic. In 2013, the party to SMPS from the Republic of Estonia became a member of the Ad Hoc Working Group.

In 2006, the basic principles of the SMPS operations developed by the Ad Hoc Working Group were approved and discussed at the meeting the SMPS Commission. The member of the Ad Hoc Working Group from the Russian Federation was authorised to prepare the draft new SMPS version. The basis principals of the SMPS reviewing were adopted at the XXXV session of the OSJD Ministerial Conference in 2007.

The Ad Hoc Working Group started revising SMPS in 2007.



Final meeting of the OSJD Commission on Transport Law on SMGS issues (13-16 October 2015, OSJD Committee)



Inspection of the modernised diesel multiple unit DM-1 of CFM before departure (Railway of Moldova)

At the XXXVI session of the OSJD Ministerial Conference in 2008, the Ad Hoc Working Group was authorised to prepare the draft General Conditions as draft Annex to the draft Convention on the basis of the SMPS revised version.

The work of the Ad Hoc Working Group on the SMPS revision made certain amendments to SMPS and Service Instruction thereto which became effective from May 1, 2010. SMPS developed the terms and proposals corresponding to the amendments in the system of management of the railway transport and organisation of passenger transportation. The SMPS became to demonstrate more exactly the common civil-law regulation of the relations between the carriers and passengers (or baggage consignors/consignees) on the conclusion, performance and change of the contract for carriage, as well as liability questions.

In 2013, it was stated at the meeting the SMPS Commission, that the work on preparation of the draft general provisions is mainly completed. The prepared draft General Provisions was approved at the XLII session of the OSJD Ministerial Conference in 2014.

During 2015, the working bodies of the SMPS Commission exchanged information on the improvement of documents of the international transport law that regulates carriage of passenger in the international railway transport, jointly with OTIF, CIT and DG MOVE. The Commission experts took part in the meetings of the CIV/SMPS Working Group meetings and discussion groups sponsored by CIT, in April and October 2015. The representatives of OTIF, CIT and DG MOVE were invited to take part in the meetings of the Ad Hoc Working Group, panel meetings and meeting of experts of the SMPS Commission.

In 2015, the proposals on amendments to Leaflet O 110 Rules of Control of International Passenger Trains and Wagons Running between by the OSJD Member States and Leaflet O 111 Rules of Issue and Use of OSJD Employee's and Free Tickets were studied and approved at the meeting of the SMPS Commission. These will come in force on May 1, 2016.

Two expert panels of the SMGS Commission and meeting of the SMGS Commission were held in the reporting year, as a result of which the amendments to SMGS and the Service Instruction to SMGS were developed, discussed and approved.

Amendments to the following Articles and Annexes to SMGS were approved and adopted at the meeting of the SMGS Commission:

- Article 27 Suspension of freight loss;
  - Article 31 Payment of carriage charges and penalties;
  - Article 39 Carrier's limit of liability;
  - Article 51 Liability for loss of or damage to the car,
  - Annex 1 Rules of freight transportation;
  - Annex 5 Information guidelines;
  - Annex 6 Guidelines on the unified CIM/SMGS consignment note, as well as on the Service Instruction to SMGS.
- These amendments to SMGS and the Service Instruction to SMGS will come into effect on July 1, 2016.

Besides, the panel meetings and the SMGS Commission reviewed the materials on the development of the draft Electronic SMGS Consignment Note.

The attendees have agreed that it is necessary to amend SMGS and the Service Instruction to SMGS for the purpose of application of the Electronic Consignment Note and relevant documents provided by SMGS and the Service Instruction to SMGS, in electronic format. Taking into account the complexity and scope of this work, it was proposed to form an Ad Hoc Working Group (AWG) consisting of the members of SMGS for the purpose of development of comprehensive amendments to SMGS and the Service Instruction to SMGS which would regulate the application of the electronic consignment note and other SMGS documents in electronic format. It was determined that the AWG purpose is to prepare draft amendments to SMGS and the Service Instruction to SMGS which would regulate the application of the electronic documents in the international railway freight service.

The AWG was entrusted with the following tasks:



Expert meeting of the OSJD Commission on Transport Law concerning SMGS issues (26-29 July 2016, OSJD Committee)



Chairman of the Chinese People's Republic, Xi Jinping and President of the Republic of Poland Andrzej Duda at a ceremony of the first container block train arrival under the family brand of "China Railway Express" in communication between China and Europe (20 June 2016, Warsaw)

1. To perform a comprehensive of the legal provisions of SMGS and the Service Instruction to SMGS subject to the requirements to the cargo transportation using electronic documents;
2. To develop standards for legal regulation of the cargo transportation using electronic documents;
3. To prepare draft amendments to SMGS and Service Instruction to SMGS and submit them to the panel meeting of the SMGS Commission.

The AWG should take into account the results of work on the draft "Electronic SMGS Consignment Note".

At the suggestion of the Commission, the meeting of the Plenipotentiary Representatives (December 8-11, 2015) resolved on the formation of the Ad Hoc Working Group of the OSJD

Commission on Transport Law on SMGS electronic documents consisting of the representatives of the Republic of Belarus, Republic of Kazakhstan, Republic of Lithuania, Mongolia, Republic of Poland, Russian Federation, Ukraine, and Republic of Estonia.

It was planned that the AWG would proceed to work on the project "SMGS Electronic Documents" would start in 2016.

In 2015, Annex 2 "Rules of Transportation of Dangerous Goods" to SMGS continued to be amended in accordance with the amendments made in the international and national regulations for transportation of dangerous goods (UN Recommendations – 19<sup>th</sup> edition, RID, ADR Rules, etc.) subject to the specifics of operation of the railways of the OSJD member states.

Two meetings of the Ad Hoc Working Group, one panel meeting and one meeting of the Commission on the Rules of Transportation of Dangerous Goods were held in the reporting year.

The following works were performed at these meetings:

- Preparation of the version of Annex 2 to SMGS in electronic format as of 01.07.2015;
- Agreement on the requirements to the analysis of the current standards and preparation of the Table for analysis of the parameters of GOST (Russian State Standard), international and European standards for oil cars for transportation of dangerous goods, on the basis of which a comparison table of the relevant standards was developed;
- Preparation of proposals to the UN Subcommittee of Experts on transportation of dangerous goods with regard to:
  - distribution of information about the requirements of special regulation CW36 for EXHALING EXPANDABLE BEAD POLYMER, UN number 2211;
  - amending the package instructions LP 904, P 908, P 909, and P 910;
  - amending Paragraph 5.2.2.2.2 relating the marking in the form of danger signs;
- Review of the List of Principal Differences of Annex 2 to SMGS and RID as amended in 2015 followed by the preparation of materials for making amendments in Annex 2 to SMGS as amended in 2017;
- Consideration of the use of soft containers for bulk transportation of BK3 dangerous goods for the purpose of further improvement of Annex 2 to SMGS;
- Consideration of the draft amendments to Annex 2 to SMGS, to be put in force on July 1, 2017.

A resolution was passed to submit the following questions for further discussion at the meetings of the AWR and panel meeting



Arrival of the first container block train under the family brand of "China Railway Express" in communication between China and Europe (20 June 2016, Warsaw)

of the Commission on the Rules of Transportation of Dangerous goods in 2016:

- draft wording of Chapter 1.4, Annex 2, to SMGS regarding the obligations of the parties to transportation and persons involved in transportation;
- term "danger sign – display panel" as a danger sign symbol;
- transition provisions;
- possible change of the definition "other parties to transportation" to "persons involved in transportation" throughout the text of Annex 2 to SMGS;
- fixation of the transition period (Clause 1.6.3.27 Annex 2 to SMGS) for oil cars manufactured before July 1, 2006 for transportation of toxic liquefied gases;
- use of the definition "capacity of a boiler or boiler compartment" with regard to the necessity of specification of the water capacity;
- thickness of the water layer (as a backing layer) for oil cars for transportation of phosphorus as per special regulation TU21.

In 2015, the experts of the OSJD member states and representative of the OSJD Committee took active part in the joint meetings of the RID Committee of Experts and Working Group WP.15, as well as in the meetings of RID Committee of Experts (November 23-27, 2015, Zagreb, Croatia), at which, as part of the subject "Harmonisation of RID and Annex 2 to SMGS", the principal differences between Annex 2 to SMGS and RID were considered in details using the table prepared by the experts of the Commission.

Harmonisation of legal documents on the transportation of dangerous goods will be continued in 2016.

In 2015, in furtherance of the resolution adopted at the XLIII session of the OSJD Ministerial Conference, the Ad-Hoc Working Group for the Development of Annex 14 Stowing and Securing of Goods in Wagons and Containers to SMGS (the Annex 14 Ad-Hoc Working Group) successfully completed its work, that was reported at the meeting of the Ad-Hoc Working Group for the Development of Annex 14 Stowing and Securing of Goods in Wagons and Containers to SMGS (the meeting of the Annex 14 Ad-Hoc Working Group). A resolution was passed at this meeting that considering the need in further development of the technical conditions of stowing and securing of cargo in 1,520 mm gauge wagons as well as railway containers of the railways of all SMGS participants.

The meeting of the Plenipotentiary Representatives (December 8-11, 2015) resolved to rename the Ad-Hoc Working Group of the OSJD Commission on Transport Law for the Development of Annex 14 Stowing and Securing of Goods in Wagons and Containers to SMGS to the Ad-Hoc Working Group of the OSJD Commission on Transport Law for the Development of Cargo Specifications and Securing (the Specifications Ad-Hoc Working Group).

In 2015, the following provisions were reviewed and approved (and included in Annex 3 to SMGS) at the meetings of the aforesaid Ad-Hoc Working Group, dedicated expert panels and Commission for the development of Annex 14 to SMGS:

- Section 14 Stowing Loose Cargo in Open Rolling Stock;
- Clause 3.10. Stowing and Securing Loose Sheets, Section 11. Stowing and Securing Cargos in Covered Wagons. The following amendments and supplements were approved to Annex 3 to SMGS:
- Section 1. Stowing and Securing Goods in 1,520 mm Gauge Open Rolling Stock;
- Section 2. Stowing and Securing Timber Cargos;
- Section 3. Stowing and Securing Metal Products and Scrap;
- Section 4. Stowing and Securing Construction Materials and Cargos;
- Section 5. Stowing and Securing Flat Bearing Cargo;
- Section 6. Stowing and Securing Cylindrical Cargo;
- Section 7. Stowing and Securing Wheel-Mounted Vehicles;
- Section 9. Stowing and Securing Containers and Movable Loads.;
- Section 10. Stowing and Securing Packages»;



Meeting of the OSJD Commission on Transport Law on developing of Annex 14 to SMGS  
"Rules for Stowing and Fastening of Goods in Wagons and Containers"  
(30 November – 4 December 2015, OSJD Committee)

- Section 11. Stowing and Securing Cargo in Covered Wagons;
- Section 12. Stowing and Securing Auto trains, Vehicles, Semitrailers, Trailers, Track Tractors, and Demountable Car Bodies.

All of the above materials were duly reviewed and approved and should become effective on July 1, 2016.

The Ad-Hoc Working Group on Annex 14 prepared a draft of Section 15 Stowing and Securing Goods in Containers, however, when considering this question, the meeting of the Commission on Annex 14 to SMGS resolved on further development of the provisions of the specifications for cargo stowing and fastening in containers, with the application of them throughout the territory of SMGS (Carriage by 1,520, 1,435 and 1,000 mm Gauge Rail). This works were assigned to the Ad-Hoc Working Group on Specifications, which proceeded with work in 2016.

Pursuant to the resolution adopted at the XLIII session of the OSJD Ministerial Conference those participating in the CIM/SMGS Transport Law Harmonization project and representing OSJD continued to improve CIM/SMGS Consignment Note Guide and contributed to further promotion of CIM/SMGS in carriage by rail. Besides, it is expected that, in 2016, the CIM/SMGS consignment note form will be amended to bring it into line with SMGS consignment note form for ease of use. In this connection, a joint resolution on practicability of this work as part of the Transport and Legal Harmonization of CIM/SMGS project in 2016 and 2017 was passed.

Taking into account that the Memorandum on Cooperation between OSJD and CIT is signed and comes into effect on June 4, 2015, further works on improvement of Annex 6 CIM/ SMGS Consignment Note Guide to SMGS in cooperation with CIT will be performed in accordance with the provisions of the Memorandum.

In the reporting year, the amendments to Annex 6 to SMGS were prepared and discussed at the meetings of the legal, coordination and steering groups as part of this project and then approved at the meeting of the SMGS Commission; the amendments will come in force on July 1, 2016.

It should be noted that the participants of the Transport and Legal Harmonization of CIM/SMGS project were extremely interested in the eventual railway carriage of the e-commerce mail cargo under the CIM/SMGS consignment note. Organisation and legal support of such transportation, in particular, between China and European countries, could attract significant cargo volumes to the railway transport of the Eurasian countries.

For the purpose of promoting carriage with execution of CIM/SMGS Consignment Notes the relevant notices were repeatedly served with OSJD member states, namely, People's Republic of China, Republic of Tajikistan, Turkmenistan, and Republic of Uzbekistan, evidencing the advantages made available by the aforesaid carriage and specifying proposals as to the formal introduction of CIM/SMGS Consignment Notes throughout the entire rail network or with respect to specific routes only (as the case may be).

Improvement of Annex 6 to SMGS and wider application of carriage under the CIM/SMGS consignment note will be continued in 2016.



A freight train of the Ulan-Bator Railway JSC in Mongolia

### 1.3. Freight Traffic

The work of the OSJD Commission on Freight Traffic in 2015 was carried out in the following directions:

- updating the existing international agreements and contracts in the field of combined transport organisation in the direction of Europe – Asia;
- implementing tariff conditions in regard to the transit freight transportation;
- updating the existing rules on mutual use of freight wagons in the international traffic for the purpose of ensuring their harmonization with similar international regulating documents;
- revising the rules for the use of freight wagons in the international traffic;
- harmonising the uniform system of cargo description and coding in the international traffic across the OSJD railways;
- planning and organising container block trains in the traffic Europe – Asia – Europe, including piggyback transportation;
- extending the practical application of uniform CIM/SMGS consignment note in the traffic Asia – Europe – Asia;
- collaborating with the international organisations in the field of railway operation, connected with the efficiency and competitiveness increase of the international railway traffic against other modes of transportation.

The subjects being considered within the framework of the Commission were discussed during the meetings, seminars and conferences according to the approved Work Plan of the Commission for 2015.

Tariff questions were discussed within the subjects **“Improvement of the Agreement on the Uniform Transit Tariff (ETT) and Updating the ETT”** and **“Improvement of the Agreement on the International Railway Transit Tariff (MTT) and Updating the MTT”**.

According to the provisions of the ETT Agreement the OSJD Committee being depositary of the ETT Agreement has declared the approved changes and amendments into the ETT Agreement and into the ETT Tariff with their coming into effect since 1 October 2015 including those connected with the entry into force of the complex changes and amendments into the SMGS Agreement as of 1 July 2015.

In accordance with the established procedure provided for in the MTT Agreement the agreed changes and amendments into the MTT Agreement and into the MTT Tariff to include, *inter alia*, those connected with the entry into force of the complex changes and amendments into the SMGS Agreement as of 1 July 2015 have been declared by the OSJD Committee being management board of the MTT Tariff with their coming into effect since 1 September 2015.

The OSJD Committee has prepared and published the actual text versions of the ETT and MTT Agreements, ETT and MTT Tariffs as of 1 January 2015 taking into account the agreed changes and amendments. The actual text versions of these documents have been placed on the OSJD Website.

The subjects **“Updating of the Agreement on PGW, changes and amendments into the Rules for the Use of Freight Wagons in International Traffic (PGW)”** and **“Works to revise the PGW Rules”** were considered by the Parties to the Agreement at the meetings of the Expert Working Subgroup (EWG), representatives of the Parties to the Agreement on PGW



Chairperson of OSJD Commission on Freight Traffic  
Z. Aspáyeva



Specialists of OSJD Commission on Freight Traffic (from left to right):  
M. Aizstrauts, Pak Chol Ho, Bayaraa Sanjaasuren



Annual meeting of the OSJD Commission on Freight Traffic  
(13-16 October 2015, OSJD Committee)

and AWG on PGW Revision.

As a result of the works carried to improve the actual Agreement, to update the actual PGW Rules and to revise the PGW Rules, the Parties to the Agreement have agreed on the following:

- the existing annexes to PGW have been updated and put into effect since 1 October 2014: Annex 7 "List of addresses and phone/fax numbers to request and return spare parts for the repair of freight wagons" and Annex 7a "List of addresses, phone/telefax and telex numbers of the railways central bodies, wagon central administrative bodies and central accounting bureaux";
- draft complex changes and amendments into the Agreement on PGW and annexes were considered and unanimously approved and further submitted for the approval by the Parties to the PGW Agreement at meeting XXXI of the Conference of General Directors (Authorised Representatives) of OSJD Railways (25-29 April 2016, Cholpon-Ata, Kyrgyz Republic);
- draft Procedures for the preparatory period have been approved to bring into effect complex changes and amendments into the PGW Agreement and its annexes which were prepared by the AWG on PGW Revision.

The Parties to the Agreement have considered the work of the AWG on PGW Revision completed.

During 2015 the working staff of the OSJD Commission on Freight Traffic have prepared and submitted to the railways being Parties to the PGW Agreement all changes to the existing Rules for the Use of Freight Wagons in the International Traffic (PGW) in the process of their coming into force.

Actual text versions of the PGW Agreement and PGW Rules have been placed on the OSJD Website.

In the accounting period the OSJD railways have updated the Harmonised Commodity Code (GNG). The GNG leading developer in OSJD – Russian Railways JSC has prepared draft changes and amendments into GNG taking into account the proposals of OSJD railways applying GNG.

The changes and amendments into GNG were approved by the decision of CGD meeting XXX and put into effect since 1 June 2015. This work was carried out in cooperation with UIC.

The OSJD Committee published the updated text of GNG as of 1 June 2015 which layout was prepared by the leading developer, and was sent to the OSJD railways, concerned OSJD observers and affiliated enterprises.

The GNG text as of 1 June 2015 has been placed on the OSJD Website.

The OSJD Committee being GNG depositary has submitted changes into the GNG Nomenclature connected with entry into force since 1 October 2015 of changes and amendments into the ETT Tariff with their coming into effect since 1 October 2015.

The actual text of GNG as of 1 October 2015 has been made available on the OSJD Website.

Within cooperation of OSJD and UIC representatives of the OSJD railways of the following countries: Russia (Russian Railways JSC - leading developer), Lithuania, Romania, Czech Republic, as well as OSJD Committee took part in the annual meeting of the UIC Steering Committee concerning NHM/DIUM issues (4-5 March 2015, Paris, France) at which changes and amendments into NHM version of 2015 were approved. During the meeting President of the UIC Steering Committee concerning NHM/DIUM issues noted the importance of work being carried in collaboration with OSJD for harmonizing GNG with NHM, stressing the importance of interaction and effective cooperation between OSJD and UIC.

The subject "**Consideration of issues regarding the creation of a List of freight stations of OSJD railways**" was discussed at the meeting of the Commission level (24-27 March 2015, Sochi, Russian Federation) with participation

of the representatives of CTM LLC – OSJD affiliated enterprise, and International association "Coordination Council on Trans-Siberian Transportation" (CCTT), as well as president of the UIC Steering Committee concerning NHM/DIUM issues.

To fill in the List of freight stations of OSJD railways according to the provisions of Leaflet O 405 "Regulations for creation and support of the List of freight stations of OSJD railways" - second edition, information and updated data was received from the railways of Azerbaijan, Belarus, Bulgaria, Hungary, Vietnam, Georgia, Iran,



A freight train of JSC "Kazakhstan Temir Zholy National Company" (Railway of Kazakhstan)



A modernised electric locomotive of the Romanian Railways

Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Moldova, Mongolia, Poland, Russia, Slovakia, Tajikistan, Uzbekistan, Ukraine, Czech Republic and Estonia. Up-to-date information regarding the List of freight stations of OSJD railways has been disposed on the OSJD Website.

In accordance with the decision of CGD meeting XXX, the OSJD railways of the following countries: China, Democratic People's Republic of Korea, Romania and Turkmenistan, were entrusted according to Leaflet O 405 to provide their data to the OSJD Committee till 15 May 2015 to fill in the List of freight stations of OSJD railways.

Work to create the OSJD Cargo Web portal has been completed with a link to this portal being made available on the OSJD Website. The

Cargo Web portal began its work in December 2015.

Within the framework of the subject "**Organisation of large-container traffic in communication between Europe and Asia**" the following works have been performed.

Experts of the Commission carried out works according to the approved Work Plan of the Commission on this subject for 2015. Information on the performed work in the field of organisation of large-container traffic between Europe – Asia – Europe, including organisation of container block trains in the direction of China – Europe – China has been provided.

In 2015 815 container block trains were organised in the direction of China – Europe – China, of which from China to the countries of Europe - 550 trains, and in the opposite direction - 265 trains (according to the information of the Chinese Railways (KZD)).

The Byelorussian Railway (BC) pay much attention to the development of container train traffic in communication China – Europe – China.

For the past few years the number of regular freight trains running between China and Western Europe has been steadily growing, as more and more wide range of consignors begins to perceive railways as a real alternative to the sea and air traffic.

Nowadays eight container trains have been running in the traffic China – Western Europe – China through the Byelorussian Railway in the direction of Germany, Poland, Czech Republic and Lithuania along the following routes:

- China – Poland (Chengdu – Lodz);
- China – Germany (Zhengzhou – Hamburg);
- "New Silk Way" China – Germany (Chongqing – Duisburg);
- "BMW" Germany – China (Leipzig – Shenyang);
- "Ford" Germany – China (Duisburg – Chongqing);
- China – Germany (Wuhan – Hamburg);
- China – Spain (Yiwu – Madrid).

The running frequency of container trains from China to Europe has already reached 4 times a week, and in the opposite direction - once a week.

Travel time of container block trains through the Byelorussian Railway from the station Krasnoje (state border with Russia) to Brest is less than 12 hours, with an average speed, respectively, of 1400 km/day and with the minimum waiting time



Meeting of the OSJD Commission on Freight Traffic on the subjects "Improvement and Updating of GNG" and "Creation of the List of Freight Stations of the OSJD Railways" (22-25 March 2016, Zamość, Poland)



Meeting of representatives of railways and foreign trade organisations of Vietnam, Kazakhstan, China, DPRK, Mongolia and Russia on coordination of railway transportation volumes of export, import and transit goods for 2016 and actions to be taken to ensure those volumes (29 February – 4 March 2016, Sochi, Russia)

at stations.

Following the results of work for 2015 positive dynamics of container traffic growth between China – Europe – China have been reached up to 28.6 thousand containers in TEU (growth by 1.9 times against the similar period of the previous year).

In 2015 1269 container trains proceeded through the network of the Railway of Kazakhstan in the transit traffic; the number of container trains increased by 255 trains as compared to 2014 (growth by 25%), of which in communication China – Europe – China - 581 trains, grown by 327 trains (or by 2.2 times).

Container trains have proceeded in transit through Kazakhstan along the following main routes:

- Chengdu (China) – Lodz (Poland) - 61 trains (+16 trains against 2014, have been running since 19 December 2012);
- Zhengzhou (China) – Hamburg (Germany) - 49 trains (-22 trains against 2014, have been running since 17 July 2013);
- Chongqing (China) – Duisburg (Germany) - 146 trains (+55 trains against 2014, have been running since 19 March 2011);
- Wuhan (China) – Pardubice (Czech Republic) - 23 trains (+7 trains against 2014, have been running since 5 June 2014);
- Wuhan (China) – Hamburg (Germany) - 62 trains (+61 trains against 2014, have been running since December 2014);
- Yiwu (China) – Madrid (Spain) - 17 trains (+16 trains against 2014, have been running since 8 December 2014);
- Hefei (China) – Hamburg (Germany) - 3 trains (a new route);
- Lanzhou (China) – Hamburg (Germany) - 1 train (a new route);
- Putyan (China) – Terespol (Poland) - 1 train (a new route);
- Duisburg (Germany) – Chongqing (China) - 118 trains (+99 trains against 2014, have been running since March 2013);
- Hamburg (Germany) – Zhengzhou (China) - 32 trains (+24 trains against 2014, have been running since September 2014);
- Hamburg (Germany) – Wuhan (China) - 15 trains (+15 trains against 2014, have been running since December, 2014);
- Lodz (Poland) – Chensyan (China) - 26 trains (a new route);
- Madrid (Spain) – Yiwu (China) - 2 trains (+2 trains against 2014, was organised in December 2014);
- Kotka (Finland) in the direction of China - 7 trains (a new route);
- Hamburg (Germany) – Lanzhou (China) - 32 trains (a new route).

Besides, on 28 July 2015 the first demonstration container train “Nomad Express” was launched through the Trans-Caspian international transport route with participation of railway and sea transport in the direct international railway ferry traffic along the route of Shikhezi (China) – Dostyk (Kazakhstan) – Aktau Port (Kazakhstan) – Kishly (Azerbaijan).

On 29 November 2015 the second container train “Nomad Express” set off along the route Lianyungang (China) – Dostyk – Aktau-Port (Kazakhstan) – Baku (Port Alyat) (Azerbaijan) – Uzlovaya/Poti (Georgia) – Istanbul (Turkey) including the section of Poti – Istanbul with the delivery by road.



The Turkmenistan's section of the new railway line  
Kazakhstan – Turkmenistan – Iran

According to the Lithuanian Railways JSC (LG) a Hoptrans Italy Express container train was organised in April 2015 in the direction of Lithuania – Poland – Czech Republic – Austria – Italy. The Hoptrans Italy Express container train represents the first innovative logistic project connecting the Baltic Sea region to the southern part of Europe (Italy). The project has been implemented by the organiser of the train – Hoptrans Projects CJSC in cooperation with reliable Italian and Polish partners. In April 2015 along the route of Sestokai (Lithuania) – Piatedena (Italy) – Sestokai (Lithuania) two con-

tainer trains were sent. Turnover of containers has averaged 12 days. The container train has transported 72 loaded containers of 45 feet long. The planned frequency of train running is two times a month, further on – once a week.

Since the end of 2014 and till April 2015 the Ulan-Bator Railway JSC (UBZD JSC) together with the railways of the People's Republic of China, Russia, Belarus, Poland and Germany has organised successfully the runs of 18 transit container trains through the territory of Mongolia in the traffic Asia – Europe – Asia in the following directions:

- from Germany to China along the route of Hamburg – Brest – Naushki – Ulan Bator – Zamyn-Uud – Erlian – Zhengzhou (3 trains);
- from China to Poland along the route of Chengdu – Erlian – Zamyn-Uud – Sukhe-Bator – Naushki – Brest – Lodz (6 trains);
- from China to Germany along the route Zhengzhou – Erlian – Zamyn-Uud – Sukhe-Bator – Naushki – Brest – Hamburg (9 trains).

At present negotiations are underway aimed at increasing the number of container trains running both in transit, and in other relations.

According to the Ukrainian Railway PJSC (UZ) transportation of containers as a part of container trains has constituted 27% of the total amount of containers carried through the territory of Ukraine.

For all container trains technical and technological conditions of their operation have been worked out, as well as reduced tariffs for the transportation of goods by the specified trains have been established.

To attract sufficient volumes of container cargoes to be transported by the “Viking” and “Zubr” trains the project participants (railway administrations of Ukraine, Belarus, Lithuania, Latvia, Estonia, Moldova, Romania and Bulgaria) have prolonged tariff rates for 2015 which were in effect throughout 2014.

The train schedule for the “Viking” and “Zubr” trains for 2015/2016 has been worked out according to the time provided for in it the train can run on the daily basis. Frequency of their running has been also established: three times a week for departing of the train from the Black Sea region.

In order to improve the train organisation of the “Viking” combined transport and to expand the geography of its operation a few new participants have joined the project in May 2014: National Society of Railway Cargo Transportation of Romania “CFR Marfa”, and in March 2015 – Georgian Railway JSC.

Container train traffic has been also organised along the route Romania (Dornești) – Ukraine (Vadul Siret – Zernovo) – Russia (Tolyatti) for the transportation of car accessories and spare parts.

Container train has been successfully performed along the route Slovakia (Kosice) – Ukraine (Uzhgorod – Zernovo) – Russia (Perspektivnaya). Car and vehicle accessories are transported by this train.

Along with the trains running in the specified routes, traffic has been organised with large containers to cut the time of goods delivery which arrive into the territory of Ukraine through the Black-Sea ports. Flexible policy is pursued in regard to the departure of the trains: they are sorted and depart upon the arrival of containers in ports.

Moreover, since 2015 Ukrzaliznytsia PJSC have been working towards organising container train traffic along the following route: countries of Europe – Ilyichyevsk-ferry (Ukraine) – Batumi (Georgia) – Bejuk-Kjasik – Buck (Azerbaijan) – Aktau-Port – Dostyk (Kazakhstan) – China through the ferry crossings Ilyichyevsk – Batumi and Alyat – Aktau-Port. Use of this transport route's potential will make it possible to attract additional volumes of container traffic between EU Member States and the countries of Caucasus region, Central Asia and China.

According to the Azerbaijani Railways CJSC, dynamic wagon weighbridges have been installed at the border stations of Bejuk-Kjasik and Yalama by the customs authorities, and X-ray wagon inspection equipment has been installed at Yalama station by the border guard.

Within the framework of this subject works were carried out in the following fields:

The leading duty holder – Kazakstan Temir Zholy National Company JSC (KZH) have updated the database on international container trains and piggyback traffic by using the data provided by the OSJD railways – Belarus, Bulgaria, Georgia, Kazakhstan, Latvia, Lithuania, Mongolia, Russia, Romania, Slovakia, Uzbekistan, Ukraine, Czech Republic, Estonia and South-Caucasus Railway CJSC (OSJD affiliated enterprise).

It should be noted that nowadays 142 container block trains and contrailer trains are organised and run on a regular basis on the railways of the OSJD member countries, and 287 trains set off on request.

Information on Container Trains and Contrailer/Combined Traffic on the Railways of OSJD Member Countries as of 16 October 2015 prepared by the leading duty holder of the subtopic – KZH together with the working staff of the Commission has been published in the OSJD Bulletin journal No. 6/2015 and posted on the OSJD Website.

The leading duty holder – Ukrainian Railway PJSC (Ukrzaliznytsia – UZ) has carried out work in the field of the subtopic “Building of database of volume indices of container traffic” in regard to the database building on the transportation volumes of large containers on the OSJD railways for 2014 on the basis of the data provided by the railways of: Azerbaijan, Belarus, Bulgaria, Georgia, Kazakhstan, China, Kyrgyzstan, Latvia, Lithuania, Moldova, Mongolia, Poland, Russia, Slovakia, Uzbekistan, Ukraine, Czech Republic and Estonia, as well as according to the data analysis in comparison with 2013.

The analysis has shown that in 2014 2273.2 thousand TEU were received and 2614.9 thousand TEU were handed over by the OSJD railways, which is 9.5% and 3.5% less as compared to 2013, respectively.

The annual meeting of the Commission has approved changes and amendments into OSJD Leaflet R 421 “Rules for the use of universal large containers in the international railway traffic” developed by the Commission’s experts, with their introduction since 16 October 2015.

The working staff of the Commission has prepared the updated version of the text of Leaflet R 421 in the form of the III-rd edition which has been posted on the OSJD Website.

The railways have carried out a huge amount of work aimed at organisation of goods carriage with the use of CIM/SMGS consignment note. The purpose of this work is to expand the area of CIM/SMGS consignment note practical application in the Euro-Asian railway space.

The railways representatives have noted that CIM/SMGS consignment note has been actively applied from the moment of its implementation, and interest of clients in implementation of this document in the transportation of goods has been constantly increasing. The number of international shipments under the CIM/SMGS consignment note has been increasing in such projects as: container trains from Chongqing to Duisburg, transportation of car accessories from Western-European countries to Russia (Kaluga, Nizhny Novgorod, Vorotynsk).

Experts of the Commission have developed a table form for providing statistical data of the goods transportation volumes under the CIM/SMGS consignment note (for 2015 in comparison with 2014).

According to the Byelorussian Railway (BC) 29050 containers were carried in 2015 through BC under the CIM/SMGS consignment note, of which in the direction of West – East - 11639 containers (from Austria, Germany, Poland, Slovakia, Czech Republic with a destination of the Russian Federation), in the direction of East – West - 17411 containers.

Sent from the stations of the Byelorussian Railway with a destination to the countries of Western Europe under the CIM/SMGS consignment note were 148 containers, of which 61 loaded containers (to Germany, Poland, Slovakia, Czech Republic), and 863 loaded wagons, of which 757 wagons have been registered in the direction of Romania.

35 wagon loads were carried through the network of the Lithuanian Railways (LG) (in the import traffic only) with the use of CIM/SMGS consignment note within 8 months of 2015.

According to the Railway of Moldova SE (CFM), totally 24583



Meeting of the representatives of the Parties to the MTT Agreement  
(28 June – 1 July 2016, Karlovy Vary, Czech Republic)

loads were carried through the territory of the Republic of Moldova in 2015, of which in the transit traffic – 23160, in import (from Poland, Romania) – 439 loads, in export – 984. The main types of goods transported under the CIM/SMGS consignment note are as follows:

- to the Republic of Moldova – fuel, gasoline, white spirit;
- from the Republic of Moldova – mill products;
- in the transit traffic – iron ore and ferroconcentrates, mill productse, wood pulp, sugar, mineral fertilizers, furniture, salt.

According to the Railway Society of Cargo Slovakia JSC (ZSSK Cargo) 1443 shipments were carried in 2015 under

the CIM/SMGS consignment note, to include: 9553 wagons and 13929 containers. Goods were mostly transported in the direction of/from Russia, Belarus, Kazakhstan along the following routes: Chernyakhovsk – Zilina and in the opposite direction; Brest – Zilina; Osnova – Voyany; Zilina – Zashchita.

According to the RZD JSC, its subsidiary company - the RZD-Logistics - has held negotiations with a Chinese consigner about transportation of goods in containers with the use of the CIM/SMGS consignment note along the route Zhengzhou – Hamburg through the territories of Mongolia, Russian Federation, Republic of Belarus, Republic of Poland.

By receiving a positive answer from the Chinese consigner the RZD JSC will inform the OSJD Committee and the railways participating in this transportation as a result of which the railways involved will appoint responsible coordinators for this project, and contact information will be sent to the leading duty holder and the OSJD Committee.

Nowadays there is also a great concern from the consigners' side in organising of goods transportation with the use of the CIM/SMGS consignment note in the direction of Europe (Hamburg, Duisburg) – China (Chongqing, Zhengzhou).

In total 35807 shipments were carried by the RZD JSC in 2015 under the CIM/SMGS consignment note (in containers and wagons), including 61557 containers. In general there is a decrease observed in the number of the shipments under the CIM/SMGS consignment note in comparison with 2014. With a general decrease in transportation volumes under the CIM/SMGS consignment note transit transportation of goods for 2015 has remained approximately at the same level, as a year ago.

Export-import transportation under the CIM/SMGS consignment note was carried out in 2015 in the traffic between Russia and the following countries: Azerbaijan, Armenia, Hungary, Germany, Georgia, Kazakhstan, China, Latvia, Moldova, Poland, Romania, Serbia, Slovakia, Czech Republic, Switzerland and Estonia.

In total 5460 shipments were carried under the CIM/SMGS consignment note in transit in 2015, of which: 895 wagon loads and 5365 containers; in the import traffic – 15319 shipments, of which 9530 wagon loads and 28441 containers; in the export traffic – 15028 shipments, of which 239 wagon loads and 27751 containers.

Basing on the performed analysis it is possible to conclude that there is a reduction of transportation volumes of the goods delivered under the CIM/SMGS consignment note, to include changes in the structure and amount by countries of departure and discharge of cargo. Positive dynamics in the transportation volumes under the CIM/SMGS consignment note is shown only in the traffic from China to Germany and approximately at the same level remain transportation volumes between Slovakia and Russia.

It is necessary to draw attention to the fact that application of CIM/SMGS consignment note has become noticeable in the traffic between SMGS member countries. For example, traffic in the direction of China – Belarus, China – Poland, Slovakia – Russia and in the opposite direction, Azerbaijan – Russia, Latvia – Russia.

The Czech Railways JSC (CD Cargo JSC) had carried 43307 shipments under the CIM/SMGS consignment for 5 months of 2015 (2673 wagon loads and 40634 containers in the export htraffic). Transportation has been organised in the direction of Russia along the following routes: Mlada Boleslav – Nizhny Novgorod and Mlada Boleslav – Perspektivnaya.

In 2015 the traffic under the CIM/SMGS consignment note amounted to 79128 shipments on the railways of Ukraine (including: export – 56939, import – 1149, transit – 18040), of which: 67972 wagon loads (including: export – 56733, import – 1024, transit – 10215) and container loads – 8156 units (including: export – 206, import – 125, tran-



A freight train of CD Cargo JSC (Czech Republic)



A freight train on the Railway of the Islamic Republic of Iran

sit – 7825). The main types of cargo carried under the CIM/SMGS consignment note in case of container shipments are represented by empty containers sent to be loaded in Romania, timber, chip wood boards, car spare parts, wooden tare (return).

According to the Georgian Railway JSC (GR), nowadays the CIM/SMGS consignment note is not applied in the freight traffic on the Georgian railway network. GR shows its interest in the future application of the CIM/SMGS consignment note in the transportation by rail on the new line Baku – Tbilisi – Kars (Turkey) after its construction is completed and it is put into operation, as well as in case of multimodal transportation of goods in the direction of

China – Kazakhstan – Caspian Sea – Azerbaijan – Georgia – Turkey – Black Sea.

According to the Uzbek Railways JSC (Uzbekiston temir yullari - UTI), possible application of CIM/SMGS consignment note will be considered for the organisation of import, export and transit shipments after the question of application of this consignment note as a transit customs declaration is solved with the relevant ministries and departments of the Republic of Uzbekistan in accordance with the national legislation system.

In 2015 experts of the involved OSJD railways considered the question of further work being carried out to implement the joint UNESCAP-OSJD projects. The leading duty holder on this subject – Kazakstan temir Zholy National Company JSC (Kazakhstan Railway - KZH) has provided information on the work carried out in the field of the joint projects “Planning and organisation of runs of container trains along the Northern Corridor of Trans-Asian Railway (NC TAR)” (Project 1) and “Efficiency increase of Eurasian routes with special attention paid to the landlocked countries of Asia and the Caucasus region” (III-rd stage) (Project 2).

*Project 1.* Container traffic was organised along all planned routes of NC TAR, except for the traffic from the port of Busan (Republic of Korea) to Europe.

According to the Ulan-Bator Railway JSC, 11 transit container trains ran as of April 2015 in the traffic Asia – Europe – Asia, including:

- from the People’s Republic of China to Germany along the route of Zhengzhou – Erlian – Zamyn-Uud – Sukhe-Bator – Naushki – Brest – Hamburg (9 trains);
- from Germany to the People’s Republic of China along the route of Hamburg – Brest – Naushki – Ulan Bator – Zamyn-Uud – Erlian – Zhengzhou (2 trains).

*Project 2.* In 2015, 1305 container trains were organised and passed through the territory of Kazakhstan in the traffic of Europe – Asia as follows:

- Czech Republic/Finland/Latvia/Lithuania – Kazakhstan;
- Aksu – Dostyk (Kazakhstan) – People’s Republic of China;
- Zhinishke (Kazakhstan) – Riga Krasta (Latvia);
- Chengdu / Wuhan / Chzhendou/Chongqing (China) – Dostyk (Kazakhstan) – Lodz (Poland) / Hamburg / Duisburg (Germany);



Expert meeting of the OSJD Commission on Freight Traffic on the subject “Organisation of large-container traffic between Europe and Asia” (28 June – 1 July 2016, Hanoi, Vietnam)

- Muuga (Estonia) – Saryagash (Kazakhstan) – Ulugbek (Uzbekistan);
- Lianyungang (China) – Ablyk (Uzbekistan) / Alamedin (Kyrgyzstan).

Besides, pilot runs of container trains were organised in the direction of China – Kazakhstan – Azerbaijan and China – Kazakhstan – Azerbaijan – Georgia – Turkey with the participation of railway and sea transport in the direct international railway ferry traffic.

The “Kazakstan temir Zholy National Company” JSC (KZH) has informed about the planned set off of container trains in the direction of China – Kazakhstan – Turkmenistan – Iran.



An opening ceremony of the electrified railway line Angren – Pap and the tunnel in Uzbekistan on 22 June 2016

Taking into account the growing interest in mutual trade between the countries of Southeast Asia, Central Asia, the Caucasus and Europe experts of the Commission have considered it expedient to continue cooperation with the UNESCAP towards increasing the efficiency of railway freight traffic between the specified regions with the purpose of attracting additional goods volumes onto the railway transport and ensuring barrier-free transportation.

Train timetables for the freight trains of the European railways and group I of the OSJD railways have been developed and coordinated for the international traffic for 2015/2016. Work is carried out within the framework of cooperation with the international organisation of Forum Train Europe (FTE).

***The results of the gained transportation volumes of the foreign-trade goods for 2014 have been summed up.***

The railways of the Socialist Republic of Vietnam, Republic of Kazakhstan, People’s Republic of China, Democratic People’s Republic of Korea, Mongolia and Russian Federation with participation of the representatives of foreign trade organisations of those countries have approved the transportation volumes for the export, import and transit goods for 2015 with their distribution by year’s quarters and types of goods through each border crossing point, as well as technical and organisational measures have been developed to ensure the agreed volumes be observed.

The OSJD Railway Summit attended by the heads of railway companies of the OSJD member countries and the X-th OSJD International High-Level Freight Conference were held from 27 till 29 May 2015 in the city of Seoul (Republic of Korea). The forum was organised by the National Railway Corporation “KORAIL” – an OSJD affiliated enterprise.

About 190 representatives from the OSJD member countries’ railways and observers took part in the event: Azerbaijan, Hungary, Georgia, Kazakhstan, China, Latvia, Lithuania, Mongolia, Poland, Russia, France, Czech Republic; as well as Ministry of Land, Infrastructure and Transport of the Republic of Korea; a number of OSJD affiliated enterprises – South-Caucasus Railway JSC, GySEV Cargo CJSC, North-East Asia CJSC, Freightliner Group LLC, CTM LLC, TransContainer PJSC, “Association of Transport High Schools” Non-Profit Organisation, PLASKE JSC, E.R.S. JSC; international organisations – OSJD Committee, UNESCAP, UIC, CCTT, Asian Development Bank (ADB); representatives of various corporations, transport institutes, national associations of freight forwarders and operators, transport enterprises and shipping companies of Austria, Germany, Kazakhstan, Korea, Russia and Ukraine; members of mass media: television, international printing agencies and radio, press service of RZD JSC.

The Summit and the Conference were devoted, mainly, to the actual issues of freight traffic development in the Eurasian continent, including in communication with the Korean peninsula.

The summit was held under the chairpersonship of President of KORAIL Railroad Corporation madam Choi Yeon-Hye in co-chairmanship with President of RZD JSC Vladimir Yakunin.

Presentations, reports and speeches of the representatives of railways, international organisations, corporations, transport institutes, national associations of freight forwarders and transport-forwarding companies were offered for the attention of the Summit and Conference participants.

Basing on the results of the discussions and experience exchange the participants of the Summit adopted “The Seoul Declaration”.

The Summit and the Conference participants visited and examined the Central Bureau of Supervisory Control and Data Acquisition (SKADA) and KTX High-Speed Trains Repair and Maintenance Depot (Goyang).

The participants noted the importance of the events for the purpose of further freight traffic development by railways and providing their competitiveness on the Eurasian space.

## 1.4. Passenger Traffic

In 2015, the activities carried out by OSJD Commission for Passenger Traffic were in compliance with the Work Schedule and Programme approved at the Conference of Authorised Representatives of the Ministers and Conference of General Directors and were related to arrangement of passenger train operation, development and approval of applicable timetables, rail transport schemes, rendering all the necessary services to passengers, development of passenger traffic and adherence to international train sheets.

OSJD Commission for Passenger Traffic managed to get an approval of applicable timetables, passenger rail transport and rail car provision schemes in international carriage in the reporting year for 2015-2016 in relation to Group I of railways (BC, BDZ, MAV CJSC, KZH, LG, CFM, PKP, RZD JSC, CFR, ZSSK, UZ, ZS and CD) and for 2015-2016 with respect to Group II railways (VZD, KZH, KZD, ZC, UBZD and RZD JSC).

Based upon materials made available at the aforesaid meetings Eurasia Rail 2016 (International Passenger Train Timetable) was published.

The number of routes where passenger and through trains are used in international traffic between the East and the West continuously decreases. For example, the passenger traffic between the Russian Federation and other OSJD member countries reduced by 37% in 2015 as compared to 2014.

In the new timetable, train No. 115/116 Minsk – Warsaw and No. 10/9 Warsaw – Moscow formed by PKP (Polish Railways) were cancelled because of termination of financing of transit of these trains in Poland (Polish Railways) by the Ministry of Infrastructure and Development of the Republic of Poland. Taking into account the above circumstances, RZD cooperated with the Federal Passenger Company on organisation of carriage of passenger on new, more convenient, routes. To ensure carriage of passengers in the Moscow – Minsk – Warsaw section, BC and PKP arranged for daily whole-year running of train No. 9/10 Moscow – Warsaw “Polonez” by trains of the Federal Passenger Company with a group of direct wagons Moscow – Budapest, Moscow – Sofia, Moscow – Varna, Moscow – Burgas, Moscow – Bar running through Bratislava and Belgrade. The Federal Passenger Company with a group of direct wagons Moscow – Budapest, Moscow – Sofia, Moscow – Varna, Moscow – Burgas, Moscow – Bar running through Bratislava and Belgrade. Running of a group of coaches Minsk – Warsaw, Minsk – Varna, Minsk – Budapest, Minsk – Bar and Minsk – Belgrade formed by BC (Byelorussian Railways) (on instruction) as part of this train has been agreed upon.

7 previously cancelled trains were restored with the acceleration of running by 8 to 14 hours.



Heads of delegations of the meeting of Group II of railways for the development and coordination of timetables of passenger trains for 2016-2017 after signing the minutes (14-18.09.2015, Vladivostok, Russia)



Chairman of OSJD Commission on Passenger Traffic  
V. Kashanau



Specialist of OSJD Commission on Passenger Traffic  
Tran Phi Thuong

The schedule (days) of running of train No. 23/24 Moscow – Paris was changed. Train No. 374/373 Minsk – Varna formed by BC (Byelorussian Railways) was cancelled because of the high cost of transit through Romania (the commercial transit conditions).

The agreed new train Nos. 191/192, 193/194 Warsaw – Grodno was not included in the 2015/2016 schedule of trains because of the lack of financing of Regional Transport LLC by the Ministry of Infrastructure and Construction of the Republic of Poland.

New train No. 835/836

Przemysl – Lvov formed by the UZ (Ukrainian Railways) No. 380/381 Bucharest – Vadul-Siret, No. 384/385 Suceava – Vadul-Siret formed by CFR (National Railway Company), as well as direct coaches Kiev – Prague and Kiev – Bucharest formed by UZ (Ukrainian Railway) have been agreed.

The volume of international passenger traffic (Group II Railways) remained unchanged. At the meeting in Vladivostok, KZH informed that because of EXPO-2017 held in Astana in 2017, it is necessary to organise a train Astana – Urumchi of Talgo coaches formed by KZH (Kazakhstan National Railways). For this purpose, KZH and KZD (Railways of China) should agree upon all technical questions in 2016 and obtain a relevant approval from the PRC border authorities.

At the above mentioned meetings, the adherence to the timetable of border crossing by international passenger trains was discussed. Notwithstanding the improvements available, many trains continue to arrive to PKP – BC and CFR – UZ border checkpoints with delay.

In 2015, train timetable was met as follows: train No. 10 Warsaw – Moscow – 48.3%, No. 18 Nice – Moscow – 35.6%, No. 36 Wroclaw – Lvov – 13.0%, No. 22 Prague – Moscow – 33.3%, and No. 24 Paris – Moscow – 42.1%. The main causes of delays are the operations of the border and customs authorities, technical reason, etc.

The OSJD Commission on Freight Traffic was focused on the interaction of the national electronic booking and ticket sale systems, information and other services for the passengers, due to which the passenger operations becomes more internationalized and accessible for the customers.

The following problems were considered at the railway panel meetings:

- agreement of the rate of seats for return departure by international trains in case of change in the timetable;
- E-tickets and applicability thereof in passenger traffic;
- inclusion of section “Wagon/Coach Owner” in Leaflet OSJD/UIC 918-1;
- provision of services to the passengers on the international transport through MERITS-PRIFIS project;
- update of the information about the officers dealing with the operation (technology, sales and completion of travel documents) of the OSJD booking electronic systems;
- development of e-booking system in terms of provision of services to the passengers, including information services, and improvement of the methods and techniques of management of passenger operations;
- exchange of reference information between RZD - CD, PKP, and MAV booking systems;
- introduction of amendments to Leaflet O 171 Guidelines for making booking lists;
- introduction of amendments to the booking systems in accordance with the updated OSJD/UIC Leaflets 918-0, 918-1, and 918-2.

Since February 12, 2015, **the Byelorussian Railway** has expanded the area of preliminary operation of the automated passenger loading control system. 8 trains of the interregional railway lines are equipped with mobile document control terminals as a result of which ticket clerk labour costs of documentation and transfer of the electronic check-in lists were reduced.

In order to increase the attractiveness of the international passenger railway transport through the Poland-

Byelorussian state border, a list of routes with the fixed fares has been expanded since July 15, 2015 as agreed between the Byelorussian Railway and Regional Transport LLC. The following routes: Grodno – Bialystok, Grodno – Małkinia, Grodno – Ełk, and Grodno – Sokółka have been included.

In 2015, 10% of all travel documents of the Byelorussian Railway were purchased through the e-ticket system at the Website of the Byelorussian Railway; 88.2% of them were purchased with the electronic check-in.



The “Swift” passenger train of FPC JSC in service between Moscow and Nizhny Novgorod (Russia)

For the purpose of diversification of the passenger services on the **Lithuanian Railways**, because of the entry of new passenger trains, a service of electronic check-in for Vilnius – Moscow coaches of train No. 30/29 Kaliningrad – Moscow was launched.

**The Ulan-Bator Railway** introduced a service of booking for international transform trains through UBZD Website with the following printing of travel documents on the approved forms in the booking-offices. The national booking system is currently being improved and updated to bring it into line with the HOSA system.

In 2015, **the Russian Railways JSC** transferred its data on the Federal Passenger Company's international and inland trains to the MERITS database.

The e-sales of tickets for international trains have been significantly increased.

In 2015, the e-sales of tickets for train No. 32/31 Leo Tolstoy (Russia – Finland) made 36.6% of the total sales that was higher by 16.6% than in the previous year. 88% of passengers used the electronic check-in service.

The online sales between Russia and France increased by 10% as compared to 2014 and made 22.3% of the total sales. 84% of the passengers who buy tickets online travel with e-tickets.

In 2015, the online sales of tickets for train No. 21/22 Moscow – Prague "Vltava" and its direct coaches made 20% of the total sales, and 80% of the passengers travel with e-tickets. The online tickets sales increased by 10.9% as compared to 2014.

In 2015, the online sales of tickets for train "Polonez" (Russia – Poland) increased by 3.4% as compared to 2014 and made 11% of the total sales. Currently, electronic check-in for train "Polonez" is under consideration.

In 2015, the online sales of tickets for trains Russia – Latvia made 25% of the total sales; 75% of the passengers travel with e-tickets.

The online sales of tickets for trains Russia – Belarus made 21% of the total sales; 78% of the passengers travel with e-tickets.

The list of trains Russia – Kazakhstan – Russia with the electronic check-in has been expended since June 15, 2015. Currently, 52% of the passengers travel with e-tickets. The share of sales of e-tickets makes 13% of the total sales.

Since September 16, 2015, electronic check-in for train No. 33/34 Moscow – Tallinn – Moscow has been available. Since then, 64% of the passengers have made use of the service. 57% of passengers buy e-tickets.

The total sales of e-tickets for trains of the Federal Passenger Company make 29.3% and 82% of passengers travel with e-tickets.



Presidium of the annual meeting of the OSJD Commission on Passenger Traffic (20-22 October 2015, OSJD Committee)

**The Romania National Railway Company** prepared information of the officers responsible for operation (technology, sales and execution/printing of travel documents) of the OSJD e-booking systems on the basis of the information obtained from BC, MAV, LG, RZD JSC, CFR and UZ.

**The Ukrainian Railways** introduced the sales, including online ones, of special rate tickets to students in the interaction with the electronic data base of the Ministry of Education of Ukraine.

The e-booking technology is being



A passenger train of Ukrzaliznytsia PJSC (Ukraine)



Central railway station in Tallinn (Estonia)

expended due to the establishing of the agency network. A company wishing to join the UZ e-booking system should cause interaction of its own e-system with the UZ e-booking system. The agency agreement and specifications of connection are posted on the official UZ Website and are standard.

E-booking is available for all inland train.

Since 2015, the official Website of the Ukrainian Railways [www.uz.gov.ua](http://www.uz.gov.ua) has been adapted for the visually handicapped people. Besides, the Website the travel document widget on the home page has been adapted, as well.

The international discussion group "Management of Sales of Tickets/Travel Documents in the Conditions of Development of New Sales Technologies" sponsored by JSC Federal Passenger Company, an OSJD observer, was held in Sankt-Petersburg (Russian Federation) on May 25-26, 2015. The discussion group became a platform for exchanging the best practices of processing and sales of travel documents/tickets.

One meeting on the subject **Improvement of the Agreement on International Railway Passenger Tariff (IPT)** was held at the OSJD Committee in 2015.

The attendees studies the proposals made by BC, KZH, KZD, RZD and UZ on the amendments to the Agreement on International Passenger Tariff (IPT) and IPT and approved the new version of the Agreement on IPT and IPT.

At the request of the Railways and in accordance with Clause 3 Article 7 of the Agreement on IPT, the Latvian Railway has withdrawn from the Agreement on IPT since January 1, 2016.

One meeting on the subject **Improvement of the Agreement on the Rules of Use of Wagons in International Traffic (PPW) and the PPW** was held at the OSJD Committee in 2015.

The attendees studies and approved the proposals made by LG, CFM, RZD and EVR on the amendments to the Agreement on PPW and the PPW with regard to determination of and compensation for the costs of repair of damaged wagons, as well as procedure of compensation of the railway, an owner of the wagons, for the costs of lost wagons, which amendments were made available to the parties to the Agreement. BC, CFM and UTI submitted new proposals to the OSJD Committee on the amendments to the Agreement on PPW and the PPW, which proposals were studies at the meeting in June 2016.

RZD asked the parties to the Agreement to study the additional requirements to rolling stock because of the carrying of the Customs Union regulations TPTC 001/2011 "On the Rolling stock Security" into effect in the territory of the Republic of Belarus, Republic of Kazakhstan and Russian Federation in order to make necessary amendments in the Agreement on PPW. Proposals will be studies at the meeting on PPW in June 2016.

## 1.5. Infrastructure and Rolling Stock

The OSJD Commission for Infrastructure and Rolling Stock continued its work in 2015, aimed at addressing pressing and long-run issues related to technical and engineering support. The focus areas thereof were determined based on the results obtained in 2014, and pursuant to the resolutions adopted at the joint meeting of the authorized representatives of the Ministers and Conference of General Directors. In 2015, the Commission continued its work focusing on the following five areas.

- Gauges and Dimensions of Railway Rolling Stock in International Traffic with due regard to Interoperability,
- Rail Track and Engineer Structures,
- Signalling, Interlocking and Communication Networks,
- Power Supply and Power Traction,
- Railway Rolling Stock. Technical Specifications.
- Participation of the railway companies concerned in the review of joint OSJD/UIC Leaflets.

In total, one annual meeting of OSJD Commission for Infrastructure and Rolling Stock and 13 meetings of expert panels were held in the reporting year.

As to the Gauges and Dimensions of Rolling Stock in International Traffic with due regard to Interoperability the work was performed in cooperation with UIC and OTIF. The following leaflets were developed by the dedicated expert panels:

- instructional guidelines on application of the vehicle static and kinematic gauges. This draft will make a basis for work in 2016. The experts successfully completed the work on leaflet "Instructional Guidelines on Application of the Gauges on the Direct Line Sections, Circular and Ease Curves.

Due to a wide range of technical issues and a great variety of materials used in the construction of both the upper and the lower track structure, as well as of the engineer structures, the works within the subject "Rail Track and Engineer Structures" were subdivided into the following four subtopics:

- Development of comprehensive issues in regard to the rails, rail fastenings, jointless track and mechanisation of track works;
- Consideration of comprehensive issues in regard to the roadbed and engineer structures;
- Comprehensive railway track diagnosis;
- Concrete sleepers, timbers, turn-out switches and their diagnosis.



Annual meeting of the OSJD Commission on Infrastructure and Rolling Stock (27-30 October 2015, OSJD Committee)



Chairman of OSJD Commission on Infrastructure and Rolling Stock  
R. Vopalecky



Specialists of OSJD Commission on Infrastructure and Rolling Stock: B. Safarov (left) and N. Barbasumpa

The following draft documents were reviewed, amended and approved at the meetings of dedicated expert panels: Catalogue of Defects in and Damages to Rails. The application of the memo allows clear determining the kind (type) of the damages to a rail and removal thereof and Leaflet "Recommendations on the Line Construction and Maintenance". Leaflet "Line Laying on Big Bridges without a Level Device" gives recommendations on construction of lines on bridges. Leaflet "Methods of Enforcement of the Metal Superstructures of Old Fashioned Bridge Operated



The "New Europe" bridge over the Danube river between the cities of Vidin (Bulgaria) and Kalafat (Romania)

in the Direction Europe – Asia" gives recommendations on technical specifications enabling the operation off Out-of-date Bridges. The experts developed new voluntary leaflets: Common Concept of Construction of the System of Track Facilities Management on the Basis of Comprehensive Diagnosis of the Track Condition, Recommendations on the Procedure and Conditions of Standardization of Track Switches and Allowable Speeds, and Recommendations on Manufacture of Different Structures of Usual Frogs of Special Material.

In the reporting year, the railway experts continued their work related to the **"Interlocking, signalling and communication networks"**. The following voluntary technical documents were successfully developed: Performance Specifications of Track Circuits Used in the Devices for Control and Safety of Railway Operations. The application of this leaflet allows controlling the occupation / freeness of line sections and rail track integrity; Transfer of the Information from a Track to a Railroad Engine and Passage of the Backward Traction Current in Electric Operation. Leaflet: Performance Specifications of Computer-Aided Control Systems represents a common methodological base for development of technical assignments for train running dispatching and contains requirements to newly developed and modernised systems on

the railways of the OSJD member states. Leaflet Performance Specifications on Protection of Railway Automatic and Teleautomatic Equipment Against Switching and Atmospheric Overvoltage and Electro Magnetic Compatibility contains principal performance specifications which should be observed during the designing, construction and operation of the existing and newly developed Railway Automatic and Teleautomatic Equipment.

As to the **"Power supply and power traction"** Recommendations on Selection of LED Lighting Units for the External Territories of Railway Transport Facilities were made in 2015. The Leaflet contains the principal recommendations Selection of LED lighting units (lighting fixtures, headlights) designed to ensure the required level of illumination of the external territories of station tracks and other railway transport facilities.

Quality of the Current Collection. List of the Measures of Quality of Current Collection and Methods of Measurement: this leaflet established the list of the measures of quality of current collection when the railway electric rolling stock collector bow interacts with the railway overhead system and relevant methods of measurement.

Methods and Programme of Formation of a Set of the OSJD Regulatory Documents in the Area of Electrification and Power Supply: this leaflet contains the basic methods and programmes of development and approval of the OSJD regulatory documents in the area of electrification and power supply which documents provides for interoperability and common approach to the train running control systems on the railways of the OSJD member states.



Expert meeting on the sub-topic "Development of a complex of issues on rails, rail fastenings, jointless track, mechanisation of track works" of the subject "Railway Track and Engineer Structures" (17-20 May 2016, OSJD Committee)



Expert meeting participants on the subject "Signalling, Interlocking and Communications Networks" (22-24 June 2016, Paris, France)

General Method of Selecting of Parameters and Evaluation of the Efficiency of Use of the Reactive Power Compensation Facilities in the Electric-Traction AC Network. This leaflet was developed on the basis of the current leaflets: Recommendations on the Reactive Power Compensation Facilities and Sinusoidal Component Cleaning Facilities of the Railway Sub-Station Current 25 kV 50 Hz with Three-Phase Transformers, Recommendations on Compensation of the Reactance Capacity in the Railway Switchgear Systems, Recommendations on the Reactance Capacity Compensation Facilities and Sinusoidal Component Cleaning Facilities of the Railway Sub-Station Current 25 kV 50 Hz with Single-Phase Transformers. This leaflet contains

the common approaches to selection and evaluation of the parameters and evaluation of the efficiency of use of the reactance capacity compensation facilities in the electric-traction AC network.

The work within the subject "**Rolling stock. Specifications of the Components**" was subdivided into the following four subtopics: "*Railroad Engines*" and "*Wagons*". The draft recommendatory leaflet: "Check block Cast Iron. Recommendations" was studied. This leaflet determines the quality of the check block cast iron, hardness and alloy microstructure. The draft obligatory leaflet "Cushioning Units for Rolling stock Traction Coupling Gear. Key Specifications" was presented. This Leaflet was submitted to the XXXI Conference of the CGD for approval. Besides, the draft joint OSJD/UIC Leaflet ("Passenger coaches. Technical specifications of bogies with adjustable wheel-sets designed for 1,435-mm and 1,520-mm gauge tracks) was developed jointly with UIC for further approval of the leaflet at the XXXI Conference of CGD in Kyrgyzstan in 2016.

Three joint OSJD/UIC meetings were held on the subject "**Participation of the Railway Companies in the Analysis of the Joint OSJD/UIC Leaflets**". The members of the Joint Working Group developed the draft Regulations for Reviewing of the OSJD/UIC leaflets for the purpose of the transformation thereof into the international railway standards of free affiliation, as well as presented the first version of the draft leaflet 1501 "Rolling stock Gauges".

In December 2015, at the joint meeting of the Authorised Representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of the OSJD railways, MAV was included as an observer in the OSJD/UIC Joint Working Group on analysis of the OSJD/UIC leaflets with regard to their transformation into the international railway standards of free affiliation.

The use of the above leaflets developed by the experts from 15 railways of the OSJD member states will increase the efficiency of the relevant engineering facilities, as well as dynamics of the development of new technologies and interoperability in relations to the train running control systems, rolling stock and railway infrastructure of the OSJD member states. The following deliverables were made available: 12 new and 6 updated technical specifications (Leaflets of recommendatory and two updated draft (both obligatory and recommendatory and obligatory) Leaflets were accorded for further approval by the 31<sup>st</sup> meeting of the Conference of General Directors to be held in 2016.



Expert meeting on the subject "Rolling stock dimensions and gauges in international traffic with the interoperability in view" (28-30 June 2016, OSJD Committee)

## 1.6. Coding and Information Technology (IT)

In 2015 the OSJD Permanent Working Group on Coding and IT (PWGCI) carried out its work in accordance with the Action Plan and resolutions adopted by the Conference of General Directors (Authorized Representatives) of OSJD Railways in cooperation with UIC, CIT, RailData, observers and OSJD affiliated enterprises.

### **Coding and IT:**

The joint OSJD/UIC Leaflets O 920-6, O 920-7, O 920-11, O 920-13 and O 920-15 were duly updated. Leaflet O 920-13 (IV edition) was approved by the summary PWGCI meeting and submitted to the XXXI CGD meeting for consideration. The coding currently regulated by Leaflets O 920-7 and O 920-11 will be developed subject to the updated OSJD (SMGS, the Service Instruction to SMGS) documents and published in the OSJD Leaflets only. As Leaflet O 920-15 is not used in the practice of the OSJD railways, it will be cancelled. On the basis of the results of analysis of the leaflets relevancy, a resolution were passed on the needlessness of adaptation of Leaflet UIC 428-1 to the conditions of OSJD railways, and it was resolved to update Leaflets OSJD/UIC O 920-1 and O 920/14.

The interaction between PWGCI and UIC is complicated because of the lack of a partner body in the UIC organisational charter, which body control the coding and IT. Even worse, that the UIC structure has no an appointed authority responsible for cooperation with PWGCI. Due to the PWGCI efforts, the 69<sup>th</sup> meeting of the Joint UIC and OSJD Group for Coding and IT was held in the UIC head office which was attended by the representatives of 7 entities. Items were put on the agenda thereof related to collaboration of the aforesaid organisations. An agreement was reached to publish the documents introduced in UIC in cooperation with OSJD:

- List of Railway Codes of Countries as per Leaflet O 920-14;
- Codes of Railway Companies as per Leaflet O 920-1;
- Codes of Border Crossing Points as per Leaflet O 920-2;
- Uniform distance scales for international freight transport operations (DIUM) of the countries the data for which are not included in the List of Freight Terminals of the OSJD member states (totally 20 European countries).

The work on assignment of 4-digit codes upon application of railways has been carried out as part of the joint OSJD/UIC project. Totally 86 new codes were updated or assigned during 2015.

### **Paperless Freight Carriage in International Rail Traffic**

The composition of the consignment note data in the effective agreements on electronic documents was analysed to determine the readiness for transition to the comprehensive amendments to SMGS and the Service Instruction to SMGS from 01.07.2015.

PWGCI experts have come to conclusion that the data processing technologies in the national information systems



Specialist of OSJD PWG  
on Coding and IT  
P. Šabik



Meeting of PWG CI on the subjects "Coding and Information Technology", "OSJD Website" and "Paperless Technology of Railway Goods Transport in International Traffic" (5-8 April 2016, Gomel, Belarus)



Expert meeting of PWG CI (20-21 October 2015, OSJD Committee)

for such tasks as transport planning, carriage charge computations, cargo handling and other require additional data in UN/EDIFACT information messages and others which are lacking in the new SMGS consignment note. Draft document "Structure of the message of IFTMIN Electronic Consignment Note as Part of the Effective SMGS Rules and Comprehensive Amendments to SMGS and the Service Instruction to SMGS" as amended in SMGS and the Service Instruction to SMGS was prepared with coming into effect since 1 July 2015.

PWGCI experts resolved on preparing guidelines for completion of the consignment note and information interoperability in the international railway freight traffic "Recommendations on Processing of the SMGS Carriage Documents" and posting them as a special section on the external Web portal of the OSJD Website. The guidelines were developed by the experts of UZ (Ukrainian Railway) with the editorial support by LDZ and RZD. The guidelines consisting of 3 files in Russian were posted on June 16, 2015 and in Chinese – on June 23, 2015.

The RZD experts developed a draft updated Leaflet R 942. As a result of its consideration, a LDZ offer was made to consider the LDZ proposal to supplement Leaflet R 942 with section "Information Interoperability for securing preliminary notification of the customs authorities of cargos crossing the national borders".

The information about the current status and further development of interaction between the participants of Project "Information Support of International Railways Freight Traffic" was submitted to the PWGCI expert meeting from 11 entities. All information is given in Report "On the PWGCI 2015 Performance". Holding BDZ, KZD, UBZD and CFR Marfa failed to make any relevant information having regard to the electronic data exchange available as appropriate irrespective of several prior requests and resolutions of XXVII, XXIX and XXX meetings of the Conference of General Directors.

RZD experts have developed and PWGCI reviewed and approved OSJD Leaflets O+R 943 and O+R 944 and submitted them for approval by XXXI meeting of the Conference of General Directors.

The 5<sup>th</sup> and 6<sup>th</sup> sessions of the joint "Technical Group on updating of the specifications of the electronic CIM/SMGS consignment note" with participation of the experts of the railways of the OSJD member states under the paperless technology of the international freight railway operations", CIT and RailData were held in interaction between PWGCI and CIT. Such advisory sessions will be held in 2016, as well.

The attendees of the PWGCI panel meeting accepted the report of the CCTT representative "Improvement of the information support of the Eurasian freight railway transport operations under the project "Electronic Train". In 2015, CCTT and PWGCI exchanged the documents of these meetings.

The attendees of the PWGCI panel meeting accepted the report of the CCTT representative "Improvement of the information support of the Eurasian freight railway transport operations under the project "Electronic Train". In 2015, CCTT and PWGCI exchanged the documents of these meetings.

**Information Security and Information and Telecommunication Infrastructure**

The methods of the Authorized Third Party (ATP) of BC, RZD JSC and LG, supported by AED Rail Service (an OSJD



Expert meeting of PWG CI (15-17 September 2015, OSJD Committee)

affiliated enterprise) are currently used for legality of the EP/ECP electronic documents in the international railway operations.

The technical methods of securing the EP/ECP legality were realized between BC and UZ, RZD and UZ on the mutually agreed principle (check by crypto-providers).

Since November 2015 BC and RZD JSC have carried empty private wagons with the use of the electronic SMGS consignment notes signed by EP/ECP in the entire BC-RZD range having declined any paper carriage documents.



Participants of the PRG CI annual meeting (17-19 November 2015, Warsaw, Poland)

The trans-border electronic interaction between RZD JSC and KTZ in September 2015: the project has not been implemented on the initiative of KTZ.

The regulatory, technological and technical framework for introduction and development of different schemes of recognition of trans-border electronic relevant in law documents on the basis of the Web-portal of specifications of the scheme of trans-border interaction of information systems was developed. On September 22, 2015, the panel group approved the posting of the General Description and User's Guide for the Web-portal of specifications on the external Web-portal of the OSJD Website in the section "Documents and PWGCI leaflets".

In accordance with the PWGCI 2015 Action Plan, monitoring and analysis of the projects in the trans-border interaction of the public key infrastructures implemented in the European Union and countries of the Pacific Region were performed. The report "Development of recommendations on creation and modification of the trans-border relevant in law electronic interaction subject to the current international experience (including the countries of the Pacific region) on creation of trans-border space of trust" was approved by the summary PWGCI meeting and posted on the external Web-portal of the OSJD Website on November 25, 2015.

Leaflet O+R 941 was updated and approved by the summary PWGCI meeting and submitted for approval by the XXXI session of OSJD CGD.

The summary meeting updated and approved PWGCI OSJD Leaflet R 941-1 and R 942-2. The leaflets are available at OSJD Website.

Information support of freight and passenger traffic. Technical specifications for interoperability of freight and passenger traffic.

OSJD and UIC jointly held a workshop on the subject: "Information support of freight and passenger traffic. Technical specifications for interoperability (TAF TSI and TAP TSI)" in Paris. The workshop was attended by 17 experts representing 12 entities. 6 reports were delivered to the attendees and 20 items were discussed with the speakers. The OSJD Committee forwarded an Aide-Memoire hard copy to all OSJD railways attaching those reports in electronic format. All the aforesaid documents have been posted to the intranet portal of the OSJD Website.

#### **OSJD Website**

On the initiative of PWGCI, the OSJD Committee discussed the improvements in the OSJD Website at three meetings of members of the OSJD Committee. The editing group for development of the User's Guide for the OSJD Website performed the assigned given by the OSJD Committee and developed 15 proposals for improvement of the OSJD Website and informatisation of the operations of the OSJD Committee.

At the request of the OSJD Committee, the PWGCI panel meeting prepared additional proposals on improvement of the OSJD Website and informatisation of the operations of the OSJD Committee.

Significant progress was made in the work with the documents posted on the external Web-portal. The external Web-portal of the Website in the Chinese language is filled in step-by-step.

The average number of parameters of the use of the internal Web-portal of the Website increased from 4 parameters in 2015 by 27 % that demonstrates the activation of the utilization by the OSJD bodies of the OSJD intranet Website capabilities.

In 2015, PWGCI involved experts from 10 the OSJD member states, 11 international organisations, OSJD observers, affiliated enterprises and IT companies.

## 1.7. Finance and Accounting

In 2015, the activities carried out by the Permanent Working Group on Finance and Accounting (PWGF) were aimed to implementing the resolutions adopted by the Conference of General Directors and complying with the Work Programme thereof for 2015.

The activities carried out by the PWGF were primarily aimed at ensuring repayment and reduction of the amount of mutual debts of the railways involved. As of 31.01.2016, the overall indebtedness made CHF 265.58 million, thus by CHF 21.5 million or by 8.80% higher as compared with the indebtedness due and payable as of 31.01.2015.

Considering payments received in February, the overall indebtedness reduced by CHF 3,967.82 thousand, as a result of which the total indebtedness as of 31.01.2016 reduced by 1.62%.

In 2015, in accordance with the Action plan, one session of the editorial group, two meetings of the railway conference of the member countries of the Agreement on the settlements... and one meeting of the PWGF expert group, as well as one extraordinary panel meeting were held.

In 2015, PWGF continued its work aimed at implementing the resolutions adopted by the Conference of General Directors as to revision of the Agreement for Mutual Accounting with due regard to deregulation of the railway market and structural changes introduced by railways from OSJD member states. This item was continuously put on the agenda of several meetings of the Permanent Working Group; various options were proposed as to creating conditions for mutual accountings to be made as appropriate involving a variety of carriers representing one and the same country.

In order to update the Rules, the application of the articles was revised for further use of the revised Rules in the project.

To enhance the efficiency of work of the panel meeting, PWGF approved the following permanent members of the panel meeting: BC, BDZ, MAV, KZH, LG, LDZ, CFM, UBZD, RZD JSC, CFR, UZ, CD, and EVR.

RZD JSC and LG were appointed as leading duty holders of the panel meeting on updating of the Agreement... and the Rules... considering the participation of numerous carriers.

PWGF continues the improvement of the technology and reduction of terms of payment for international railway transport operations. The relevant amendments to the Rules of settlements... were discussed at the panel meetings and meetings of the parties to the Agreement on Settlements... throughout the year and put into operation in due time.

Subject the adopted amendments, the Agreement on Settlements... was reissued as of March 2015, as well as the OSJD Information Handbook on



Specialist of OSJD PWG  
on Finance and Accounting  
K. Kirkova



Meeting of the representatives of railways – participants to the Agreement on the "Rules on Accounting in the International Passenger and Freight Railway Traffic" (17-19 November 2015, OSJD Committee)



Expert meeting of PWGF (26-28 January 2016, OSJD Committee)

Settlements for passenger and freight international railway transport operations was prepared and posted on the OSJD Website; the Handbook contains updated bank details and registered addresses of the accounting authorities, as provided by the railways being parties to the Agreement on Settlements...

In continuation of the cooperation with UIC in the finance and settlements, an international OSJD/UIC discussion group on finance and settlements was held in Paris (France) on June 4, 2015. The attendees made reports and presentations; and discussed the current problems and positive results of the interaction between the PWGF experts

and UIC Finance Committee. An agreement was reached to continue the cooperation.

The Committee for settlements between the railways being the parties to the Agreement on the Rules of Settlements... was convened twice in 2015 (on March 6, 2015 and November 20, 2015) to consider financial disputes between the railways.



FORWARDIS – a new division of the SNCF Logistics Group (France) has incorporated 5 forwarding subsidiaries (SNCF, OSJD observer)



The ICx new high-speed train of the German Railway JSC (DB AG, OSJD observer)

## 2. Activities of OSJD Governing Bodies

### 2.1. OSJD Ministers Conference

The XLIII session of the OSJD Ministerial Conference was held in Ulan-Bator, Mongolia, on June 2-5, 2015 attended by the delegations of the OSJD member states. Non-member representatives of the Ministry of Land, Infrastructure and Transport of the Republic of Korea and international organisations (DG MOVE), CIT and OSJD Committee took part in the session.

Mongolian Minister for Roads and Transportation, Tumurhuu Namhai, addressed the attendees with the opening

speech and emphasized that OSJD played an important role in strengthening transport links within the continent. He recalled that Mongolia was an initiator of OSJD and that it was Mongolia where, in 1992, the XX session of the Ministers Conference passed a resolution on formation of OSJD railway governing body, the Conference of General Directors.

The Ministerial Conference acknowledged that OSJD Work Programme and Plans for 2014 were implemented as appropriate and approved the Report on the Activities of the Organisation for Cooperation between Railways for 2014, OSJD Work Programme for 2016 and onwards, OSJD Auditing Commission Report for 2014 and OSJD Committee (Budget (final - for 2015 and preliminary - for 2016)).

The Ministerial Conference approved performance of the OSJD Commission on Transport Policy and Development Strategy in 2014 and Comprehensive Plans of Carriage Improvement and Development of OSJD Railway Transport Corridors Nos. 4, 6 and 11 for a period up to 2020.

As regards transport policy and development strategy, the OSJD Ministerial Conference resolved as follows:

- in 2016, to report to the session of the OSJD Ministerial Conference on the progress of the Comprehensive Plans of Carriage Improvement and Development of OSJD Railway Transport Corridors Nos. 9, 12 and 13 for a period up to 2020;
- to continue monitoring of the operations, condition and development of the infrastructure of the OSJD railway transport corridors and to report the results to the session of the OSJD Ministerial Conference from time to time;
- to continue realization of the strategic tasks on enhancement of the efficiency and support of the competitive power of the railways of the OSJD member states on the Eurasian transport market, as well as interchange of experience in the railway transport reforming.

As to the Transport law, the OSJD Ministerial Conference approved the results of work of the OSJD Commission on Transport Law in 2014 and decided to continue the works aimed to the improvement of SMGS and the Service Instruction to SMGS, SMPS and the Service Instruction to SMPS.

The OSJD Ministerial Conference accepted the information on the comprehensive amendments to SMGS and the Service Instruction to



Session XLIII of OSJD Ministerial Conference (2-5.06.2015, Ulan-Bator, Mongolia)



Handing over of a symbolic cup for the head of Azerbaijani delegation to hold session XLIV of OSJD Ministerial Conference in 2016 (June 4, 2015, Ulan-Bator, Mongolia)

SMGS, which come in force on July 1, 2015, and amendments to SMPS and the Service Instruction to SMPS which came in force on May 1, 2015.

The XLIII session of the OSJD Ministerial Conference approved the Report on the progress of works of the Ad Hoc Working Party on improvement of the OSJD fundamental documents and accepted the work of the Ad Hoc Working Party as successfully completed.

The draft Convention was approved and circulated to the OSJD member countries for the purpose of performance of the domestic procedure for further study of its text at the International Conference. For this purpose, the Chairman of the OSJD Committee was authorised to send an official letter to the competent public transport authorities and ministries of foreign affairs of the relevant countries with the attachment of certified copies of the draft Convention on direct international railway transport and annexes thereto, prepared in the OSJD working languages and in English.

The OSJD Ministerial Conference decided to convene the International Conference before the end of 2016 and to fix the exact date of the Conference at the regular session of the OSJD Ministerial Conference in 2016.

When studying the uniform railway law in the All-European region and in the Eurasian transport corridors, the information on the progress of the work performed by UNECE was accepted and a resolution was passed to include the study by the experts of the unified railway transport materials in the General Section of the Action Plan of the OSJD work bodies followed by consideration of the results at the advisory conference in order to formulate the position of the relevant OSJD member states.

The XLIII session of the OSJD Ministerial Conference supported the proposal made by the Ukrainian Railways (State Administration) on the development of a joint position with regard to the professional training in the freight railway transport operations and formed the Ad Hoc Working Party on preparation of recommendations on common approaches to the professional training in the freight railway transport operations.

At the invitation of Republic of Azerbaijan, the XLIV session of the OSJD Ministerial Conference was held in Baku on 7 – 10 June 2016.



Presidium of Session XLIII of OSJD Ministerial Conference  
(2-5.06.2015, Ulan-Bator, Mongolia)

## 2.2. Conference of General Directors (Authorised Representatives) of OSJD Railways

By invitation of the General Director of the Czech Railways, the XXX meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways was held in Prague on 20-24 April 2015. It was attended by the representatives of 24 railways being members of the Conference of General Directors as well as OSJD observers and affiliated enterprises.

The performance of OSJD working bodies carrying out activities falling within the scope of the Conference of General Directors was approved thereat. As well, the following resolutions were adopted:



Presidium of the XXX-th meeting of the Conference of General Directors (Authorised Representatives) of OSJD railways (20-24 April 2015, Prague, Czech Republic)

- amendments and modifications into the Harmonized Commodity Code (GNG) were approved and put in force;
- as concerns infrastructure and rolling stock, coding and IT, several OSJD Leaflets were approved, and the out-of-date ones were revoked;
- at the suggestion of BC, KZH, UBZD JSC and RZD JSC, the joint UIC/OSJD Working Group was formed which consisted of the relevant railway companies on subject 6 of the Action Plan as part of the operation of the OSJD Commission on Infrastructure and Rolling stock on reviewing the OSJD/UIC leaflets with regard to the transformation thereof into international railway standards of voluntary affiliation;
- it was assigned to continue the reviewing of the Agreement on the Rules of Settlements in the International Passenger and Freight Railway Transport Operations subject to the current economic conditions of operation of the OSJD railways.

Taking into account the lasting trend of decline in the internal passenger traffic, shortening of the routes of passenger trains and trailing cars, the Conference asked the railway senior managers to take necessary measures to stabilize and develop the said transport operations with preservation of the competitive power as compared to other means of transport, as well as to avoid cancellation of trains and trailing cars without approval by other railways being members of the route. The Conference asked the ministers of transport and other relevant ministries being participants of the XLIII session of the OSJD Ministerial Conference to suggest that the governments of the OSJD member states should study this question.

The OSJD Programme of Work for 2016 and next years in the relevant area was developed and approved.

The Conference assigned the status of an affiliated enterprise to one company.

The Conference of General Directors reviewed the materials to be delivered for the consideration of the OSJD Ministerial Conference and provided its recommendations related thereto, in particular, with respect to the Report on OSJD Activities for 2014, OSJD Committee Budget and proposals made available by the Working Group for Updating the OSJD Fundamental Documents, as well as at the suggestion of the Ukrainian Railways (State Administration) to prepare proposals on the uniform approach to the requirements to professional training in freight railway transport operations.



On 20-24 April 2015 in Prague the XXX-th CGD meeting took place



Meeting of the heads of delegations at the XXX-th CGD meeting (20-24 April 2015, Prague, Czech Republic)



Representatives of OSJD affiliated enterprises at the XXX-th CGD meeting (20-24 April 2015, Prague, Czech Republic)

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

#### 3.1. Cooperation with Observers

As of the end of 2015, the status of an OSJD observer was assigned to seven railways, namely: German Railway (DB AG), Organisation of Greek Railways (OSE), National Society of French Railways (SNCF), Finnish Railways (VR), Serbian Railways (ZS), Győr-Sopron-Ebenfurt Railway Co. (GySEV - ROEE CJSC), JSC Federal Passenger Company.

Active participation in OSJD activities, in the work of OSJD Commissions and in the expert meetings on individual topics, being part of the Action Plan was noted from the part of



Representatives of international organisations and OSJD observers at the XXXI-st CGD meeting (25-29 April 2016, Cholpon-Ata, Kyrgyzstan)

OSJD observers. In particular, it was remarkable in the field of improvement of SMGS and the Service Instruction to SMGS, operation of the CIM/SMGS steering and coordination groups, on the uniform railway law, on the practice of border crossing by railway transport, on making a list of OSJD freight railways stations, organisation of large-capacity container transportation in communication between Europe and Asia, improvement of border stations' operation, coordination of train schedules and schemes of formation of passenger trains, management of sales of tickets and travel documents under conditions of development of new sales techniques, paperless technology in the international railway transportation, TAF TSI and TAP TSI introduction, development of leaflets in the technical field, as well as on the tariff and commercial issues.

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

#### 3.2. Cooperation with Affiliated Enterprises

The form of participation in the OSJD activities as an affiliated enterprise reflects the business character of the Organisation opened for cooperation with enterprises from any country, of various activity profiles, irrespective of the form of ownership or enterprise type. A starting point and basis of cooperation as an OSJD affiliated enterprise is an application from the company, in which a proprietary interest is expressed. Session XL of the Ministerial Conference took a decision to provide access for the OSJD affiliated enterprises to participate in the activities of the OSJD working bodies not only on the CGD level, but on the level of the Ministerial Conference as well. In the previous periods the OSJD affiliated enterprises, as a rule, were companies in the field of technical equip equipment manufacturing, transport construction and services for railways. For the past few years notable has become association with a number of enterprises which are licensed carriers, operators of rolling stock or forwarding companies. Due to this the affiliated enterprises participate more and more in the fields of freight and passenger transportation and aspire to participate in consideration of the transport law issues.

Some national railways participate in OSJD cooperation projects as affiliated enterprises due to unavailability of a uniform approach and unanimous support in terms of OSJD membership thereof. The affiliated enterprises participated in the work and attended the meetings held by OSJD working bodies, and from time to time arranged the same as well. The duly authorized representatives of affiliated enterprises regularly attend the meetings of the Conference of General Directors (Authorised Representatives) of OSJD railways.

In 2015, the OSJD affiliated enterprises cooperated as follows:

- the OSJD Railway Summit attended by the senior managers of the railway companies of the OSJD member states and 10th OSJD High-Level International Freight Conference was held in Seoul (Republic of Korea) on May 27-29, 2015. The above events were sponsored by KORAIL national railway company, an OSJD affiliated enterprise. The Summit and the Conference were devoted, mainly, to the current problems of development of freight transport in Eurasia, including with the Korean Peninsula. The Summit was chaired by President of KORAIL and co-chaired by President of the Russian Railways;



Representatives of OSJD affiliated enterprises at the XXX-th CGD meeting (20-24 April 2015, Prague, Czech Republic)

- a new Ad Hoc Working Group was formed to prepare recommendations on general approaches in the professional development of staff in the freight railway operations. General Director of PLASKE was appointed chairman of the group and the representative of the Association of the Transport Institutions of Higher Education was appointed deputy chairman (both organisation are OSJD affiliated enterprises);
- the interaction between BC, RZD and AED Rail Service as part of the project of OSJD affiliated enterprise, "TransContainer, Electronic Container Transportation" on Poland – Belarus – Russia route was started and will be successfully finalized in near future;
- as part of the work of the OSJD Commission of Freight Transport, STM LLC developed and prepared a final version of the layout of the OSJD freight Web-portal which is not intended to replace the information Web-portal of the OSJD Website; when the OSJD modern interactive freight Web-portal with visualization tools is created, there the updated regulatory documents will be posted, first of all, total SMGS with the Annexes thereto in a structured form, with a search (for example PGW, ETT, MTT and GNG); a list of freight stations of the OSJD railways with the posting thereof on an interactive map, with a search, determination of possible railway routes between them, as well as necessary

additional information (for example, station code); different databases with a search and export in different formats; other documents available with the OSJD Commission on Freight Transport; the link to the freight Web-portal from, which link is given on the information Web-portal of the OSJD Website became operative in December 2015.



Representatives of OSJD affiliated enterprises at the XXXI-st CGD meeting (25-29 April 2016, Cholpon-Ata, Kyrgyzstan)

The number of companies, associations and firms that are assigned the status of OSJD affiliated enterprise and that entered into an agreement on cooperation with OSJD increases from year to year and will make 41 by the end of 2015.

## 4. Cooperation with international organisations

### 4.1. Cooperation with the UN Economic Commission for Europe (UNECE)

OSJD extensively cooperates with UNECE taking part in the work carried out by the following working groups:

- Working Party on Rail Transport (SC.2),
- Working Party on Customs Transport-Related Issues (WP.30);
- Working Party on Interoperable Transportation and Logistics (WP.24);
- Working Party on Transportation of Dangerous Goods (WP.15);
- Working Party on Transport Trends and Economics (WP.5),
- Working Party on Eurasian Transport Connections.

One of the main directions of cooperation has been to bring the OSJD transport corridors in conformity with the requirements of the European Agreement on Main International Railway Lines (AGC), as well as to work out joint actions to facilitate border crossing in the international transport by rail in the framework of which Annex 9 "Facilitation of border-crossing procedures in the international transport by rail" to the International Convention on the Harmonization of Frontier Controls of Goods of 1982 was developed. The OSJD member countries worked hard to implement this Annex in 2015. The VIII interdepartmental conference attended by the representatives of the ministries of transport, border, customs, railways and other competent authorities and international organisations was held in Gdansk (Republic of Poland) in September 2015. The attendees discussed the facilitation of border crossing and application of Annex No. 9 in the OSJD member states.

The informal expert meeting under the auspices of and subject to prior authorization granted by the UNECE ITC continued its activities in 2015. The meeting prepared the draft Convention for Facilitating Passenger and Baggage Cross-Border Carriage by Rail which was considered at the 141 session of WP.30 in October 2015 and at the 69 session of SC.2 in November 2015.

In 2015, OSJD actively participated in the work towards the Unified Railway Transport Law initiated by the UNECE in 2010. As such, the uniform legal regime based on terms and conditions of SMGS and CIM and Joint Declaration for the Development of Eurasian Railway Carriage and Activities aimed at promoting the Uniform Railway Transport Law was completely developed using the provisions of SMGS and CIM.

In 2015, in order to coordinate the OSJD works on harmonisation and of the Rules of transportation of dangerous goods (Annex No. 2 to SMGS) with the RID Rules, the representative the OSJD Commission took part in the sessions of the Working Group on transportation of dangerous goods of ITC UNECE (WP.15).

The Chairman of the OSJD Committee took part in the 77<sup>th</sup> session of the Inland Transport Committee (ITC UNECE), at which he informed the attendees about the OSJD activities on development of international transport operations and current problem, as well as on the cooperation between OSJD and UNECE.



Meeting of unofficial Working Group under the auspices of the UNECE ITC for the development of the "International Convention for Facilitation of Procedures of Railway Carriage of Passengers and Their Luggage across Borders" (26-27 July 2016, OSJD Committee)

## 4.2. Cooperation with the Economic and Social Commission for Asia and the Pacific (UNESCAP)

A special meeting of the group of experts under the auspices of UNESCAP on simplification of the international railway operations was held in Bangkok (Kingdom of Thailand) on March 11-12, 2015. The meeting was attended by the representative from the OSJD Commission on Transport Policy and Development Strategy. The representative made presentation on the OSJD structure and activities, international contracts and agreements which are deposited with the OSJD Committee. Besides, the representative took part in the discussion of the problems of facilitation of the border crossing by passengers and freight.

In 2015, several rounds of negotiations were held between OSJD and UNESCAP, as a result of which the parties agreed on cooperation on the following projects:

- "Harmonisation of the rules and standards of facilitation of the international railway operations" for the purpose of development of a handbook on the advanced experience in the border crossing by international railway transport and joint minimum standards for the key aspects of the border crossing by railway transport;
- "Development of continuous intermodal transport with focus on the railway transport operations in the North-East and Central Asia for the purpose of strengthening of the Eurasian transport connections" for the purpose of development of proposals on improvement of documentation and simplification of formalities on the railway sections of intermodal operations in the border crossing by railway transport;
- "Determination and enhancement of the efficiency of international intermodal transport corridors in the North-East Asia for sustainable development" for the purpose of reviewing of the existing and potential transport corridors in the North-East Asia and recommendation of measures for effective operation of the intermodal transport corridors in the North-East Asia. This project could include organisation of demo running in the selected corridors;
- Joint UNESCAP/OSJD discussion group on the promotion of international railway transport in the Southern Asia.

Besides, an agreement was reached on the development of the draft renewed Memorandum of Understanding between OSJD and UNESCAP.

The representative of the UNESCAP Transport Team took part in the OSJD Railway Summit attended by the senior managers of the railway companies of the OSJD member states and in the X High-Level International Cargo Conference held under the auspices of OSJD (May 27-29, 2015, Seoul, Republic of Korea) and delivered presentation "Regional Integration and Connection".

The representative of the UNESCAP Transport Team took part, as an observer, in the VIII Interdepartmental Conference "Practice of Border Crossing by Railway Transport" held under the auspices of OSJD in Gdansk (Republic of Poland) on September 22-23, 2015.

## 4.3. Cooperation with Intergovernmental Organisation for International Carriage by Rail (OTIF)

OSJD and OTIF have been collaborating on the basis of a cooperation agreement since June 1991. The basic cooperation document is "Cooperation between OSJD and OTIF. The Joint Standpoint.", signed by OSJD and OTIF in February 2003.

In 2015, OSJD and OTIF continued to cooperate in the preparation in the unified railway law, facilitation of the border crossing, development of the transport corridors, harmonisation of the operating requirements, improvement and further harmonisation of two legal systems,



Representatives of international organisations at session XLIV of OSJD Ministerial Conference (7-10.06.2016, Baku, Republic of Azerbaijan)

improvement and harmonisation rules transportation of dangerous goods, rolling stock technique and other areas that ensure stable and effective development of railway transport.

The OSJD Commission on Transport Policy and Development Strategy and OTIF exchanged information on the progress of development of measures aimed to the facilitation of the border crossing by international railway transport in Eurasia, development interoperability between the railways and development of the transport corridors.

In 2015, OSJD and OTIF continuously exchanged information on the harmonisation of the provisions of the documents of the international transport law in the passenger and freight East – West. The transport legal harmonisation of CIM/SMGS was continued jointly with CIT. The improvement of the Guide for CIM/SMGS consignment note was continued. The experts and specialist from the OSJD Commission on Transport Law took part in the operation of the CIV/SMPS working group set by CIT.

In 2015, OSJD and OTIF continued to cooperate in the updating of the rules of transportation of dangerous goods in accordance with the changes and amendments in the international and national regulations for transportation of dangerous goods (Annex 2 to SMGS, UN recommendations – 19<sup>th</sup> edition, RID, ADR Rules, etc.) subject to the specifics of operation of the railways of the OSJD member states. Great progress was made in further harmonisation of legal documents related to the transportation of dangerous goods.

Throughout the year, the OTF representatives took active part in the meetings held by the OSJD Commission on Transport Law, and the OSJD took active part in the meetings held by OTIF.

The OSJD Commission on Transport Policy and Development Strategy and the Commission on Infrastructure and Rolling stock continued exchanging information on the operations and prospect of cooperation with the OTIF Technical Expert Commission.

A meeting of the management of the OSJD Committee and OTIF was held in the head office of OTIF (Bern, Switzerland) on October 13, 2015. The attendees discussed the problems of harmonisation in Annex 2 to SMGS and RID; possible further cooperation in the preparation of proposals on the interoperability specifications and harmonized electronic data exchange. The representatives of both organisations exchanged views on the results of work of the UNECE Group of Experts on the uniform railway law and appreciated the draft Language of the new legal regulations for Eurasian railway freight operations prepared by the UNECE Group of Experts, as well as agreed that they would continue to cooperate and exchange information.

In 2016, OSJD and OTIF will continue to cooperate in all areas that are mentioned in the Joint Standpoint and that ensure stable and effective development of railway transport.

#### **4.4. Cooperation with the European Railway Agency (ERA)**

The work on the railway transport policy has been continued. The strategic task of the work is to coordinate the development of the OSJD railway system and improve the railway competitive power for the purpose of attracting of additional international transit volumes.

The representatives of the OSJD member states reported on the strategic development and railway transport reforms.

The leading duty holder from the Republic of Lithuania made presentation on the progress of work of the OSJD/ERA contact group on interaction of the railway 1,520 mm and 1,435 mm gauge systems.

In 2015, a long-term OSJD-ERA Memorandum of Understanding for 2015-2019 was developed and approved.

Pursuant to this Memorandum, four meetings of the OSJD/ERA Contact Group were held, at which the following questions were discussed:



The 37<sup>th</sup> meeting of the OSJD/ERA Contact Group (19-21 January 2016, OSJD Committee)

1. Analysis of the key parameters of preservation of the engineering consistency and interoperability in the operation and traffic management (The work has been successfully completed);
2. Review of technical requirements as to the continued technical and operational compatibility of the sub-system *Availability to Disabled and Persons with Reduced Mobility*. The work has been successfully completed;
3. Review of technical requirements as to the continued engineering consistency and interoperability of the sub-system *Freight Wagons*. The works are being finalized and will be completed early in 2016;
4. Updating of the document on review of the technical requirements as to the continued engineering consistency and interoperability of the sub-system *Control, Management and Signalisation* prepared in 2012. The document is updated subject to the new EC requirements to the interface „rolling stock – train detection systems” in the 1,520 mm gauge system. The updating is expected to be completed in the first half of 2016;
5. Review of technical requirements as to the continued technical and operational compatibility of the sub-system “railway tunnel security”. The Contact Group entered on this question in May 2015 as per the calendar schedule; the works are planned to be completed in 2016.

The results of the analysis of technical parameters were used by ERA in the EC TSI reviewing to include 1,520/1,524 mm parameters and included in the EC TSI current versions.

For the purpose of improving the existing technical and operational compatibility at the CIS and EU borders a draft Glossary has been developed which includes terms of critical significance in terms of frontier traffic interoperability as between CIS and EU.

#### **4.5. Cooperation with the International Union of Railways (UIC)**

Joint OSJD and UIC activities were carried out on the basis of the OSJD-UIC Cooperation Programme for 2011-2015. The key principles of cooperation between OSJD and UIC were fixed in the Cooperation Agreement between both organisations signed in 1995. Cooperation between OSJD and UIC was built on the basis of the Programme of cooperation between OSJD and UIC for a period of 2011-2015. The Programme provides for cooperation in various areas and forms, starting from exchange of information and documentation. The key idea behind such collaboration is a global approach to the development of the transport system with regard to the interests of railways, harmonisation of the rail transport, operational and technical requirements with the aim of increasing its interoperability and enhancing efficiency.

In accordance with the resolution of the XXX CGD meeting held in Prague on April 20-24, 2015 at the suggestion of BC, KZH, UBZD and RZD JSC, a joint OSJD/UIC working group (OSJD participation at the CGD level) was created from the railway companies concerned under Subject Matter 6 of the Action Plan as part of the OSJD Commission on infrastructure and rolling stock in order to analyse the OSJD/UIC leaflets with regard to their transformation into the international railway standards (IRS) of voluntary use. In accordance with the Action Plan, three meetings of the joint OSJD/UIC working group were held in 2015.

The joint group developed and approved the draft OSJD/UIC Regulations for consideration of the OSJD/UIC leaflets for the purpose of the transformation thereof into the international railway standards (IRS) of voluntary use.

The meeting approved the procedure of work on the priority leaflets for the purpose of the transformation thereof into IRS.

The attendees were provided with the first version of the IRS draft 1501 “Loading Gauges”.

The cooperation with UIC in the coding and IT, as well as in the finance and settlements continued in the reporting year. The 69<sup>th</sup> session of the OSJD/UIC joint group “Coding and IT”, as well as joint OSJD/UIC discussion group session “Information Support of the Freight and Passenger Railway Operations”, “Technical Specifications for Interoperability of the Freight and Passenger Railway Operations” (TAF TSI and TAP TSI) were held in Paris, in May 2015. The OSJD/UIC joint discussion group session on finance and settlements was held in Paris in June 2015.



OSJD Committee representatives at the XXIV-th CCTT Plenary Meeting (10-11 November 2015, Vienna, Austria)

As the Programme of Cooperation between OSJD and UIC for the years 2011-2015 expired in late August 2015, the draft Memorandum on Cooperation between OSJD and UIC for the years 2016-2020, as well as the draft Programme of Cooperation between OSJD and UIC for the years 2016-2020 were developed and approved.

In 2016-2020, OSJD and UIC will cooperate in the following areas:

- support of creation of the single compatible railway transport system in Eurasia subject the railway interests;
- development of a list and volume of railway transport services in for the purpose of competitive recovery between the counterparties;
- harmonisation of the rail transport operational and technical procedures and other documents as part of the railway sector to improve the interaction and efficiency of railway operations;
- provision of the results of joint developments and proposals to be considered by the governing bodies of both organizations.

On the basis of the 20-year experience in cooperation, the following forms of cooperation have been used since the signature of the Cooperation Agreement:

- interchange of information and documents, including working programmes and annual action plans;
- mutual participation in meetings, sponsoring joint events;
- development of joint regulations (leaflets).

#### **4.6. Cooperation with International Association “Coordinating Council on Trans-Siberian Transportation” (CCTT)**

In accordance with the Treaty on Cooperation between OSJD and CCTT entered into in 2007, a mutual cooperation is permanently enhanced, in particular, with regard to the management of high-capacity containers on the routes Europe – Asia – Europe, creation of transport products, organisation of container trains on new lines, carriage of international cargo on the Trans-Siberian route using the CIM/SMGS consignment note, facilitation of border crossing by freight trains and improvement of the law.

The representatives of the OSJD work bodies and the OSJD Committee regularly take part in the CCTT plenary meetings. The XXIV plenary meeting (November 10-11, 2015, Vienna, Austria) was attended by the representatives of the OSJD Committee. The Round Table of OSJD/CCTT “OSJD Railway Transport Corridor No. 1: Ways of Development and Effective Management Approaches” took place as part of the above meeting.

The first meeting of the member states of OSJD Railway Corridor No. 1 and members of CCTT on the implementation of the provisions of the Memorandum on cooperation in the technical, operational and commercial development of the railway corridors was held at the CCTT meeting in Moscow (Russian Federation) on March 4, 2015.

The Chairman of the OSJD Freight Transport Commission took active part in the CCTT business events (July 7-8, 2015, Tokyo, Japan): I CCTT business-forum “New Opportunities and Prospects of Development of trans-Siberian Freight Transport in the Eurasian railway operations” and B2B business meeting to discuss the implementation of commercial projects for freight transportation from Japan to Russia and Europe through the TSR (Trans-Siberian Railway).

The representatives of the CCTT Secretariat took active part in the activities of the OSJD working bodies, in particular, on the UTT (Unified Transit Tariff), ITT (International Transit Tariff), and GNG update, drawing a list of the OSJD freight railway stations; management of carriage of high-capacity containers between Europe – Asia and implementation of UNESCAP/OSJD joint projects; carriage using the CIM/SMGS consignment note; approval of the volume of international cargo carriage; development of the subject “Information support of freight and passenger traffic. Technical specification of interoperability (TAF TSI and TAP TSI)”; participation in the OSJD international conferences and discussion groups.



Presidium of the XXIV-th CCTT Plenary Meeting  
(10-11 November 2015, Vienna, Austria)

## 5. Activities of the OSJD Committee

### 5.1. Key Issues

In 2015, the activities carried out by the OSJD Committee were focused on achieving the goals specified in the principal documents and resolutions of OSJD governing bodies. The OSJD Committee as an executive body held coordinating events designed to arrange and implement the Work Programme and Plans of OSJD working bodies.

The performance of dedicated Commissions and Permanent Working Groups in the reporting year was reviewed at eight OSJD Committee meetings, including reports having regard to the meetings of OSJD working bodies and other international organisations, attended by the members of the OSJD Committee and draft resolutions related to transport policy and law, passenger and freight carriage, technical, economic and operating issues to be addressed by OSJD governing bodies.

The OSJD Committee also performed the functions of Secretariat responsible for arranging and holding the XXX meeting of the Conference of General Directors (Authorised Representatives) of the OSJD railways in Prague, and XLIII session of the Ministerial Conference in Ulan Bator, as well as Joint Meeting of Plenipotentiary Representatives of Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways.

OSJD continued to improve the OSJD legal base: SMPS, SMGS and other agreements regulating international railway operations. Since July 1, 2015, the comprehensive amendments to SMGS and the Service Instruction to SMGS have become effective.

The XLIII session of the Ministerial Conference in Ulan Bator approved the draft Convention on Direct International Railway Traffic. The Ad Hoc Working Group successfully completed its work on improvement and updating of the OSJD fundamental documents in November 2015.

The OSJD Committee cooperated with the international organisations, observers and affiliated enterprises on the basis of the agreements and on the mutually beneficial basis. Pursuant to the resolution of the XXX meeting of the Conference of General Directors, the OSJD Committee entered in one agreement with the affiliated enterprise –SIGIS LLC (SIGIS TransServiss) (Riga, Republic of Latvia).

In 2015, the representatives of 24 OSJD member states worked in the OSJD Committee, in the absence of the representatives of Afghanistan and Turkmenistan. In the course of the year 2015, the representatives of the OSJD member countries: Azerbaijan, Latvia, Moldova, and Uzbekistan were replaced; the representative of Tajikistan embarked on work on March 2015, after a 10-month absence.

A new Secretary of the OSJD Committee from Hungary took up his duties on 1 May 2015.

On 31 December 2015, the editor of the OSJD Bulletin was replaced with the representative of China.

In March – December 2015, a KORAIL representative worked at the OSJD Committee in Prague on the basis of the agreement signed



Chairman of OSJD Committee, T. Szozda (at the left) and Deputy Chairman V. Zhukov (on the right) meeting with Minister of Railway Transport of Turkmenistan B. Annameredov (5-6 March 2015, Ashkhabad, Turkmenistan)



A working meeting with the delegation of Turkmenistan (27 July 2016, OSJD Committee)

between the OSJD Committee and KORAIL.

In 2015, 90 meetings of the OSJD working bodies were held, of which 57 were held at the OSJD Committee premises.

The OSJD Committee analysed the participation of the OSJD member states in the work of the OSJD Commissions and permanent working groups in order to optimize the OSJD performance.

On January 27-28, 2015, the OSJD Committee was visited by the delegation of the Moscow State University of Railway Engineering (MIIT), which represented the Association of the Transport High Schools, to discuss the problems of mutual cooperation. The parties signed the agreement on the status of the Association of the Transport Institutions of Higher Education as an OSJD affiliated enterprise.

On March 5-6, 2015, at the invitation of the Government of Turkmenistan, a delegation of the OSJD Committee visited Ashkhabad to meet Minister of Foreign Affairs of Turkmenistan, Mr. Rashid Meredov, and Minister of Railway Transport of Turkmenistan, Mr. Bayram Annamerodov and discuss the issues of more active participation of Turkmenistan in the OSJD activities.

On March 10, 2015, the OSJD Committee was visited by the KORAIL delegation to discuss the current cooperation.

The meeting with the CIT senior managers on the current cooperation between the organisations was held at the OSJD Committee in May 2015.

The memorandum on Cooperation between OSJD and CIT was signed at the XLIII session of the OSJD Ministerial Conference (June 2-5, 2015, Ulan Bator).

The joint OSJD/KORAIL workshop on further development of the mutual cooperation as part of the OSJD the OSJD Committee was held on July 29, 2015.

A meeting of the senior management of the OSJD Committee with the newly appointed RZD President, Mr. Belozorov O.V., on the further mutually beneficial cooperation took place in Moscow, on November 25-26, 2015.

The VIII Interdepartmental Conference of the OSJD member states "Practice of Border Crossing by Railway Transport" was held as part of the 11 International Railway Exhibition TRAKO-2015 in Gdansk on September 22-23, 2015.



A joint seminar of OSJD/KORAIL (29 July 2015, OSJD Committee)



A working meeting of the OSJD Committee top officials with the newly appointed President of RZD JSC O. Belozorov (25-26 November 2015, Moscow)



During a meeting of the OSJD Committee top officials with the delegation of the Moscow State University for Railway Engineering (MIIT) which also represented the Association of Transport High Schools the Agreement of granting the status of an OSJD affiliated enterprise to the Association of Transport High Schools was signed (27-28 January 2015, OSJD Committee)

## 5.2. Publishing Activities

In 2015, publication of the 'OSJD Bulletin' journal was carried out in accordance with the schedule. 4 single and 1 coupled (No. 4-5) issues were published in Russian, Chinese and English languages with the total number of 3000 copies.

Topics and subjects of the published materials mostly reflected the key resolutions, decisions and recommendations approved by the Session of the OSJD Ministerial Conference, meetings of the Conference of General Directors, Committees and Permanent Working Groups, OSJD expert and working groups, various aspects of activities pursued by the OSJD members, observers, affiliated enterprises, other railways and companies.

The Bulletin was dispatched free of charge to all the OSJD member countries, observer railways and affiliated enterprises, to international organisations and individual subscribers, as well as, by way of free exchange, to rail transport publications of the Euro-Asian countries. Printed materials were distributed at the railway exhibitions, conferences or other international events. Much assistance at the exhibitions and conferences was provided by the partners in cooperation – publishing houses, such as RZD-Partner, Eurasia-Vesti, ProTransport, Railways of the World, Transport World, Training and Methodological Center on Railway Transport (UMC ZDT, Russia) "Business-Dialog" company (Russia), Bahnfachverlag (Germany) and others.

In addition to publishing the journal, the following work was carried out:

- mobile stands dedicated to the OSJD activities were designed and produced;
- the OSJD Website continued to be supported, materials in Russian, Chinese and English were updated and expanded;
- the biannual OSJD Information Guide was published in Russian, Chinese, German and English;
- 'Report on the Activities of the Organisation for Cooperation between Railways for 2014' in Russian, Chinese, and English was prepared for posting onto the OSJD Website and printed typographically;
- 'OSJD Bulletin of Statistical Data on Railway Transport for 2014' was published in 4 languages: Russian, Chinese, German and English in cooperation with the working staff of the Commission on Transport Policy and Development Strategy;
- 'EuroAsia Rail 2016' timetable for international passenger trains was published in cooperation with the Commission on Passenger Traffic;
- calendars with the OSJD meetings schedule for 2016 were posted to the OSJD website and issued in hard copies.

From 22 till 25 September 2015 the working staff of the OSJD Bulletin editorial board participated in the 11<sup>th</sup> International Exhibition TRAKO-2015 in Gdansk where a full-fledged OSJD exhibition stand in cooperation with Lithuanian Railways JSC was organised for the first time, which presented visual, printed and video materials about the OSJD activities for the exhibition visitors.

As part of activities for the creation of the RailLexic glossary in collaboration with UIC under the OSJD-UIC Cooperation Programme, a representative of the OSJD Bulletin editorial staff took part in the 14<sup>th</sup> meeting of the UIC Terminology Group held between October 22-23 2015 in the UIC headquarters in Paris.

It should be noted that the number of OSJD members, observers and affiliated enterprises has increased for the past years (28, 7 and 40 respectively). As a result of reforms and adaptation of railways to the market conditions there were numerous structural partitions in the countries and the railways: a few companies were formed instead of one ministry or railway administration. As a result of the OSJD Bulletin publication in English which started instead of German since January 2015, the readership has also considerably extended.

All these factors have raised the demand for the journal therefore the OSJD Committee members meeting No. 7/2015 of 16 December 2015 took a decision to increase the general number of printed copies to 3300.



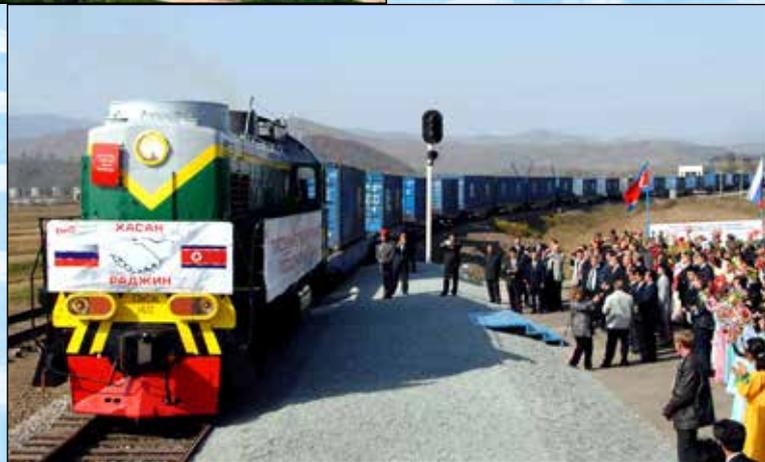
Participants to the 14<sup>th</sup> meeting of the UIC Terminology Group  
(22-23 October 2015, UIC Headquarters, Paris)

Joint Meeting of Plenipotentiary Representatives of the Members of OSJD Ministerial Conference and Conference of General Directors (Authorized Representatives) of OSJD Railways (8-11 December 2015, OSJD Committee)



In the recent years new buildings of the stations of Istiklol, Khujand, Honaka and Dzhalioldini Rumi have been built on the Railway of Tajikistan

The first freight train running between the stations of Hassan (Russia) and Radjin after the reconstruction completion of this 1435/1520-mm combined track (Democratic People's Republic of Korea)



Delegation of OSJD Committee at the XXX-th CGD meeting (20-24 April 2015, Prague, Czech Republic)

## **REFERENCE**

### **on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework (as of 22.02.2016)**

№ n/n	Name of the Country	Abbreviation	Participation								
			SMPS	SMGS	MPT Agreement	MTT Agreement	ETT Agreement	PPW Agreement	PGW Agreement	Agreement on Rules for Accounting	Agreement on Combined Transport
1	2	3	4	5	6	7	8	9	10	11	12
1.	Azerbaijani Republic	AZD	yes	yes	no	yes	yes	no	no	yes	no
2.	Republic of Albania		yes	yes	no	no	no	no	no	no	no
3.	Islamic Republic of Afghanistan	AfRA	yes	yes	no	no	no	no	no	no	no
4.	Republic of Belarus	BC	yes	yes	yes	yes	yes	yes	yes	yes	yes
5.	Republic of Bulgaria	Holding BDZ	yes	yes	no	no	yes	no	yes	yes	yes
6.	Hungary	MAV	no	yes	no	no	no	no	yes	yes	yes
7.	Socialist Republic of Vietnam	VZD	yes	yes	yes	no	yes	no	no	yes	no
8.	Georgia	GR	yes	yes	no	yes	yes	no	no	yes	no
9.	Islamic Republic of Iran	RAI	no	yes	no	no	no	yes	yes	no	no
10.	Republic of Kazakhstan	KZH	yes	yes	yes	yes	yes	yes	yes	yes	yes
11.	People's Republic of China	KZD	yes	yes	yes	no	yes	yes	yes	yes	yes
12.	People's Democratic Republic of Korea	ZC	yes	yes	yes	no	yes	yes	yes	yes	no
13.	Kyrgyz Republic	KRG	yes	yes	yes	yes	yes	yes	yes	yes	yes
14.	Republic of Latvia	LDZ	yes	yes	yes	yes	yes	yes	yes	yes	yes
15.	Republic of Lithuania	LG	yes	yes	no	yes	no	yes	yes	yes	no
16.	Republic of Moldova	CFM	yes	yes	no	yes	yes	yes	yes	yes	yes
17.	Mongolia	UBZD	yes	yes	yes	yes	yes	yes	yes	yes	yes
18.	Republic of Poland	PKP	yes	yes	no	no	no	yes	yes	yes	yes
19.	Russian Federation	RZD	yes	yes	yes	yes	yes	yes	yes	yes	yes
20.	Romania	CFR	no	no	no	no	no	no	yes	yes	no
21.	Slovak Republic	ZSSK	yes	yes	no	no	no	no	yes	yes	yes
22.	Republic of Tajikistan	TDZ	yes	yes	yes	yes	yes	yes	yes	yes	no
23.	Turkmenistan	TRK	yes	yes	yes	no	no	no	no	no	no
24.	Republic of Uzbekistan	UTI	yes	yes	yes	yes	yes	yes	yes	yes	yes
25.	Ukraine	UZ	yes	yes	yes	yes	yes	no	yes	yes	yes
26.	Czech Republic	CD	yes	no	no	yes	no	no	no	yes	no
27.	Republic of Estonia	EVR	yes	yes	yes	yes	yes	yes	yes	yes	yes
<b>Total number of participants</b>			<b>24</b>	<b>25</b>	<b>14</b>	<b>15</b>	<b>17</b>	<b>15</b>	<b>20</b>	<b>23</b>	<b>15</b>

Session XLIV of OSJD Ministerial Conference  
(7-10 June 2016, Baku, Azerbaijan)







**Meeting XXXI of the Conference of General Directors (Authorised Representatives) of OSJD Railways  
(25-29 April 2016, Cholpon-Ata, Kyrgyz Republic)**







## Statistics

### Main indices of railways of the OSJD member countries in 2015

No.	Country	Railway	Code	Length of lines km	Electrified km	Passenger traffic tsd. p.	Passenger- kilometres mln. p-km	Freight traffic in tsd. t	Tonne-kilometres mln. t-km
1	Azerbaijan	AZD	0057	2 067,8	1 232,9	1 893,2	494,7	17 089,6	6 210,5
2	Belarus	BC	0021	5 490,9	1 128,3	87 127,5	7 117,3	131 438,7	40 784,5
3	Bulgaria	BDZ	0052	4 019,0	2 859,0	22 526,3	1 552,2	14719*****	3668*****
4	Hungary	MAV	0055	7896***	3014***	144400***	7607***	49479*****	9958*****
5	Vietnam	VZD	0032	2 347,0	0,0	11 255,0	4 234,0	6 590,0	4 125,0
6	Georgia	GR	0028	1 415,4	1 376,4	2 396,8	464,6	14 142,7	4 261,2
7	Iran**	RAI	0096	6 073,0	224,0	28 560,0	17 877,0	33 104,0	20 247,0
8	Kazakhstan**	KZH	0027	14 767,1	4 170,6	24 712,0	19 125,0	293 602,0	231 248,0
9	China	KZD	0033	67 211,8	38 520,7	1 544 360,0	723 006,0	2 292 700,0	1 977 768,0
10	PDRK**	ZC	0030	4 400,0	0,0	0,0	0,0	0,0	0,0
11	Kyrgyzstan	KRG	0059	417,2	0,0	286,6	40,8	6 615,8	917,8
12	Latvia	LDZ	0025	1 859,6	250,9	17 070,0	591,0	55 645,0	18 906,0
13	Lithuania	LG	0024	1 877,2	122,0	4 226,5	360,7	48 053,2	14 036,2
14	Moldova	CFM	0023	1 150,8	0,0	3 268,3	180,8	4 157,9	959,3
15	Mongolia	UBZD	0031	1 810,0	0,0	2 794,7	996,7	19 150,8	11 462,6
16	Poland	PKP	0051	18 510,0	11 777,0	31187*****	8858*****	117 584,0	31 325,0
17	Russia	RZD	0020	85 262,0	43 424,0	1 020 417,0	120 413,0	1 329 008,0	2 304 759,0
18	Romania*****	CFR	0053	10 770,0	4 030,0	54 987,0	4 612,7	27 769,1	5 134,3
19	Slovakia	ZSR	0056	3 626,4	1 587,4	55 561,5	3 067,3	34 728,7	6 838,4
20	Tajikistan	TDZ	0066	597,8	0,0	424,9	16,0	6 125,6	316,9
21	Turkmenistan**	TRK	0067	3 839,9	0,0	5 595,0	2 326,0	23 928,0	13 327,0
22	Uzbekistan	UTI	0029	4 237,5	827,7	20 633,2	3 757,7	81 843,5	22 934,9
23	Ukraine	UZ	0022	20969,1*	9990*	395 738,0	35 913,0	349 995,0	195 054,0
24	Czechia*	CD	0054	9 568,0	3 237,0	176 632,0	8 303,0	97 401,0	15 254,0
25	Estonia	EVR	0026	1 016,0	132,0	6 660,1	285,9	15 400,0	2 723,9
	TOTAL	OSJD		281 199,5	127 903,9	3 662 712,6	971 200,4	5 070 270,6	4 942 219,5

\* - Data for 2014

\*\* - Data provided before 2014

\*\*\* - Data of MAV + GySEV

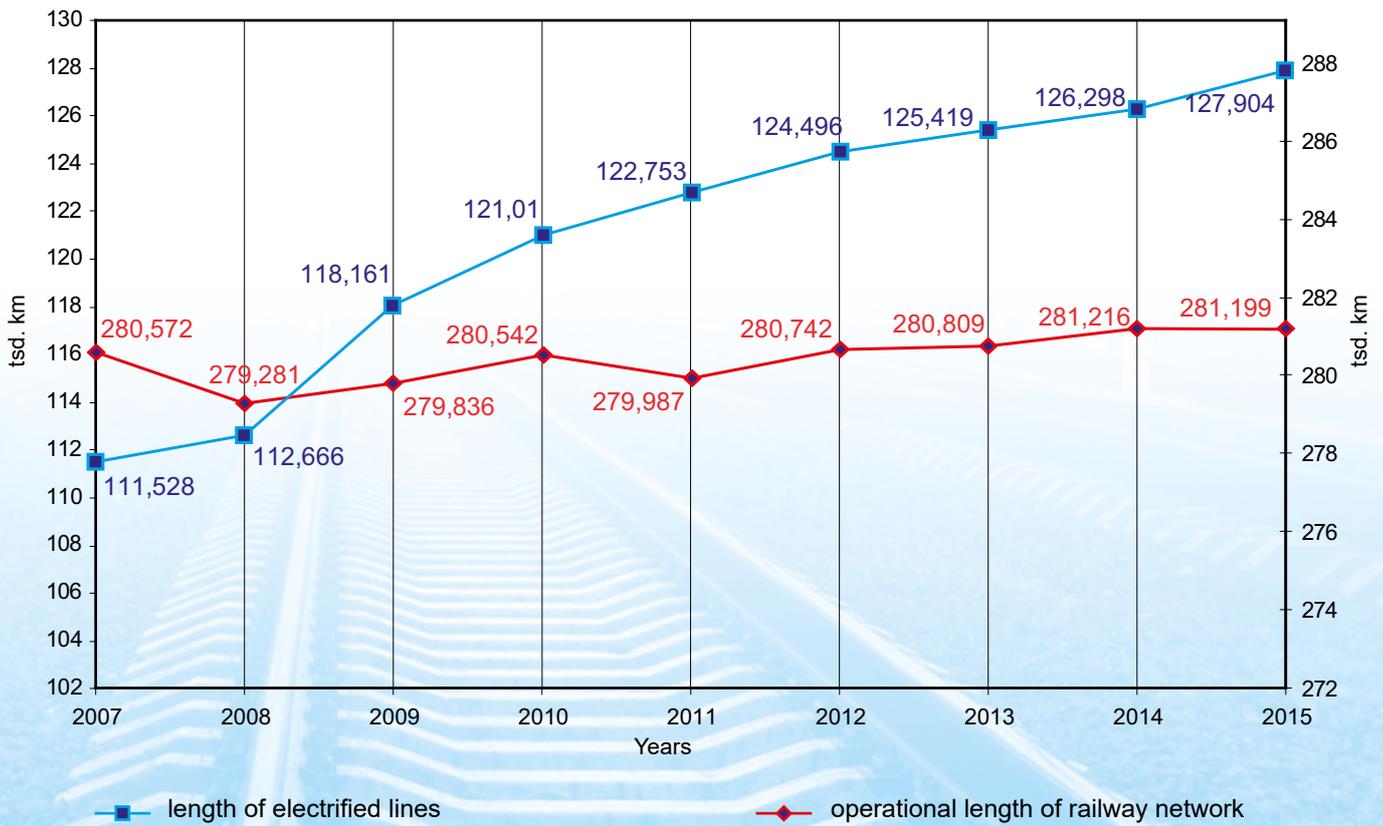
\*\*\*\* - Data of GySEV + carriers

\*\*\*\*\* - Transportation data of PKP Group companies: PKP Intercity JSC and PKP Szybka Kolej Miejska LLC in Trójmiasto

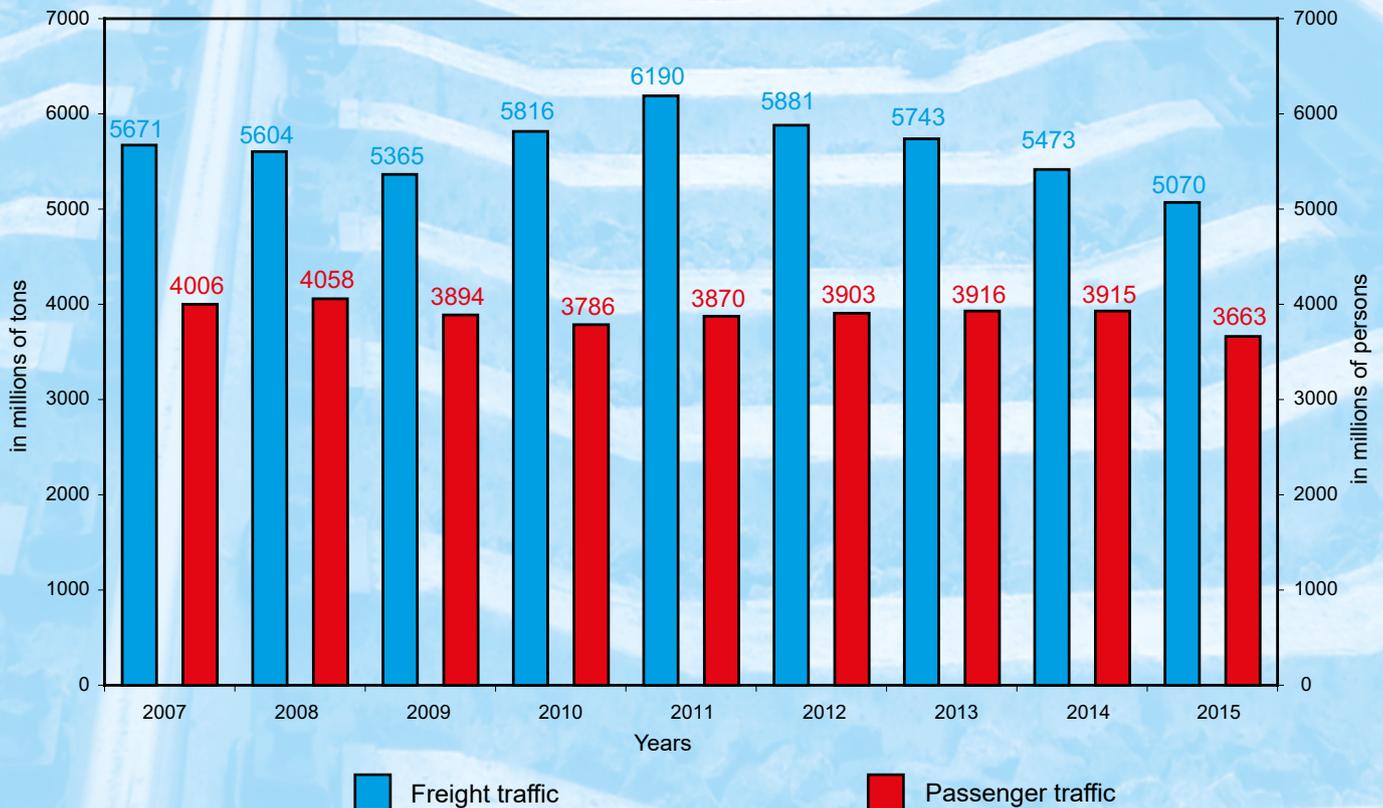
\*\*\*\*\* - Data of railway state companies

\*\*\*\*\* - Data of state companies + carriers

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



## The dynamics of changes in the traffic volume



# Members of OSJD

As of 1 September 2016

## The Countries and Railways - Members of OSJD

Countries	Railways
Azerbaijani Republic	<b>AZD</b> - Azerbaijani Railways CJSC
Republic of Albania	
Islamic Republic of Afghanistan	<b>AfRA</b> - Afghanistan Railway Authority (AfRA) Ministry of Public Works
Republic of Belarus	<b>BC</b> - Byelorussian Railway
Republic of Bulgaria	<b>BDZ</b> - Holding „Bulgarian State Railways“
Hungary	<b>MAV</b> - CJSC “Hungarian State Railways“
Socialist Republic of Vietnam	<b>VZD</b> - Vietnamese Railway State Company
Georgia	<b>GR</b> - “Georgian Railway“ JSC
Islamic Republic of Iran	<b>RAI</b> - Railway of the Islamic Republic of Iran
Republic of Kazakhstan	<b>KZH</b> - JSC “National Company ‘Kazakhstan Temir Zholy’” (Railway of Kazakhstan)
People’s Republic of China	<b>KZD</b> - Chinese Railways
Democratic People’s Republic of Korea (DPRK)	<b>ZC</b> - Railways of the People’s Democratic Republic of Korea
Republic of Cuba	
Kyrgyz Republic	<b>KRG</b> - “Kyrgyz Temir Zholy National Enterprise” State Company (Kyrgyz Railway)
Republic of Latvia	<b>LDZ</b> - State JSC “Latvian Railway“
Republic of Lithuania	<b>LG</b> - JSC “Lithuanian Railways“
Republic of Moldova	<b>CFM</b> - State Enterprise “Railway of Moldova“
Mongolia	<b>UBZD</b> - JSC “Ulan-Bator Railway“
Republic of Poland	<b>PKP</b> - JSC “Polish State Railways“
Russian Federation	<b>RZD</b> - JSC “Russian Railways“
Romania	<b>CFR</b> - “National Railway Company of Romania” SA
Slovak Republic	<b>ZSR</b> - Railways of Slovak Republic (Železnice Slovenskej republiky)
Republic of Tajikistan	<b>TDZ</b> - State Unitary Enterprise “Rohi Ohani Tojikiston” (Tajik Railway)
Turkmenistan	<b>TRK</b> - State Railways of Turkmenistan
Republic of Uzbekistan	<b>UTI</b> - JSC “Uzbekistan Railways” (O‘zbekiston temir yo‘llari“)
Ukraine	<b>UZ</b> - PJSC Ukrainian Railway (Ukrzaliznytsia)
Czech Republic	<b>CD</b> - JSC “Czech Railways“
Republic of Estonia	<b>EVR</b> - JSC “Estonian Railway“

### Railways – OSJD observers

<b>DB AG</b> – joint-stock company “German Railway“	<b>ZS</b> – Public Enterprise “Serbian Railways“
<b>OSE</b> – Organisation of Greek Railways	<b>GySEV</b> – CJSC “Győr - Sopron - Ebenfurt Railway” (Raaberbahn) (GySEV - ROeEE)
<b>SNCF</b> – National Society of French Railways	
<b>VR</b> – Finnish Railways	<b>FPC</b> – JSC Federal Passenger Company (Russia)

### OSJD Affiliated Enterprises:

<b>Plasser &amp; Theurer LLC (Austria)</b>	<b>Freight One JSC (Russia)</b>
<b>AXTONE JSC (Poland)</b>	<b>Train Ukraine LLC (Ukraine)</b>
<b>Railtech International JSC</b> – (France/Czechia)	<b>Kazphosphate LLC (Kazakhstan)</b>
<b>Railtech Slavjana LLC</b>	<b>Freightliner Group LLC (Great Britain/Poland)</b>
<b>CTL Logistics LLC (Poland)</b>	<b>Tines JSC (Poland)</b>
<b>Servtrans Invest JSC (Romania)</b>	<b>E.R.S. JSC (Estonia)</b>
<b>OLTIS Group JSC (Czechia)</b>	<b>AED Rail Service LLC (Latvia)</b>
<b>Murom Switch Works JSC (Russia)</b>	<b>V.I.P. Service JSC (Russia)</b>
<b>„RDM“ Research and Production Enterprise (NPP RDM) (Moldova)</b>	<b>Faiveley Transport Witten LLC (Germany)</b>
<b>Grup Feroviar Roman JSC (Romania)</b>	<b>KORAIL Korea Railroad Corp. (Republic of Korea)</b>
<b>Electro-Thermit GmbH &amp; Co. KG (Germany)</b>	<b>Research and Production Corporation “United Wagon Company” PJSC (RPC UWC) (Russia)</b>
<b>Unicom Tranzit JSC (Romania)</b>	<b>Eurosib CJSC (Russia)</b>
<b>Kertch Switch Works LLC (Krasnodar Krai, Russia)</b>	<b>„Track Tec“ JSC (Poland)</b>
<b>PESA Bydgoszcz JSC (Poland)</b>	<b>Northeast Asia Railway Corporation CJSC (China)</b>
<b>CTM LLC (Russia)</b>	<b>Non-Commercial Organisation “Association of Transport High Schools” (Russia)</b>
<b>PLASKE JSC (Ukraine)</b>	<b>PJSC Center for Cargo Container Traffic “TransContainer” (Russia)</b>
<b>Railway Research Institute JSC (Výzkumný Ústav Železniční - VÚŽ) (Czechia)</b>	<b>CJSC “Firma TVEMA” (Russia)</b>
<b>Dnepropetrovsk Switch Works PJSC (Ukraine)</b>	<b>SIGIS Ltd. (Latvia)</b>
<b>Betamont LLC (Slovakia)</b>	<b>Mongolian Railway SJSC (Mongolia)</b>
<b>Rail Cargo Hungária CJSC (Hungary/Austria)</b>	



Freightliner PL



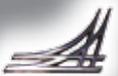
PLASKE ПЛАСКЕ Энергия движения



oltis group



AXTONE



TINES



МОНГОЛЫН ТӨМӨР ЗАМ

