

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



**Организация сотрудничества
железных дорог (ОСЖД)**

**铁路合作组织
(铁组)**

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

**REPORT
ON THE ACTIVITIES OF THE ORGANISATION
FOR CO-OPERATION BETWEEN RAILWAYS
FOR 2019**

Members of OSJD

As of 30 September 2019

The Countries and Railways - Members of OSJD

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

Railways – OSJD observers

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

OSJD Affiliated Enterprises:

AXTONE JSC (Poland)	SIGIS Ltd. (Latvia)
CTL Logistics LLC (Poland)	Mongolian Railway SJSC (Mongolia)
OLTIS Group JSC (Czechia)	China Railway Eryuan Engineering Group Co. Ltd (China)
Grup Feroviar Roman JSC (Romania)	JSC "INTERTRANS" (Russia)
Unicom Tranzit JSC (Romania)	Beijing Jiaotong University (BJTU) (China)
PESA Bydgoszcz JSC (Poland)	South-West Jiaotong University (SWJTU) (China)
CTM LLC (Russia)	Sinotrans Limited (China)
PLASKE JSC (Ukraine)	Baltijas Ekspresis JSC (Latvia)
Dnepropetrovsk Switch Works PJSC (Ukraine)	Baltijas Tranzita Serviss JSC (Latvia)
Betamont LLC (Slovakia)	Euro Rail Cargo LLC (Latvia)
Rail Cargo Hungaria CJSC (Hungary/Austria)	"Ruscon" LLC (Russia)
Kazphosphate LLC (Kazakhstan)	"Gargždų geležinkelis" CJSC (Lithuania)
Freightliner Group LLC (Great Britain/Poland)	DBA Group (Italy)
South Caucasus Railway CJSC (Armenia/ Russia)	"Digital Logistics" LLC (Russia)
United Transport and Logistics Company (UTLC) JSC (Russia)	Enteria a.s. (Czechia)
Eurosib CJSC (Russia)	"Ecoline" LLC (Russia)
„Track Tec" JSC (Poland)	"Maxima Logistic" LLC (Russia)
Northeast Asia Railway Corporation CJSC (China)	Post of Russia JSC
Non-Commercial Organisation "Association of Transport High Schools" (Russia)	International Association of Logistics Business (MALBI)
PJSC Center for Cargo Container Traffic "TransContainer" (Russia)	METRANS (Polonia) LLC
CJSC "Firma TVEMA" (Russia)	

Contents

Members of OSJD.....	cover 2 nd page
OSJD Structure	2
Statistics.....	4
Introduction	5
Status of OSJD activities by subjects.....	25
Activities of OSJD Governing Bodies.....	77
Participation of Observers and Affiliated Enterprises in OSJD activities.....	81
Cooperation with International Organisations	85
Activities of the OSJD Committee	97
International Conference for the adoption of the text of the Convention on Direct International Railway Traffic.....	103
Reference on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework	105

The report was approved on 16 September 2020 by meeting XXXV of the Conference of General Directors (Authorized Representatives) of OSJD Railways (14-16 September 2020, OSJD Committee, Warsaw, Republic of Poland).

Ratified on 30 September 2020 by session XLVIII of the OSJD Ministerial Conference (28-30 September 2020, OSJD Committee, Warsaw, Republic of Poland).

PUBLISHER
Committee of the Organisation for Co-operation
between Railways

EDITORIAL BOARD
Sergey Kabenkov, AP (Chairman)
Zubaida Aspayeva, BSc
Hong Dailing, B.A.
Radovan Vopalecky, BSc
Zurab Kozmava, BSc
Aian Mamytov, BSc
Mario Matta, BSc
Mykola Nosenko, Ph.D.

Submitted: 1 October 2020
Imprimatur: 19 October 2020

EDITORIAL STAFF
Editor-in-Chief: S. Kabenkov
Editor: Hong Dailing
Secretary: T. Korniluk, K. Jambor

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

Printed by: "PAB-Font s.c.",
03-214 Warszawa, ul. Krasnobrodzka 2/2
Tel./Fax: (+48 22) 675-65-17
e-mail: biuro@pabfont.pl

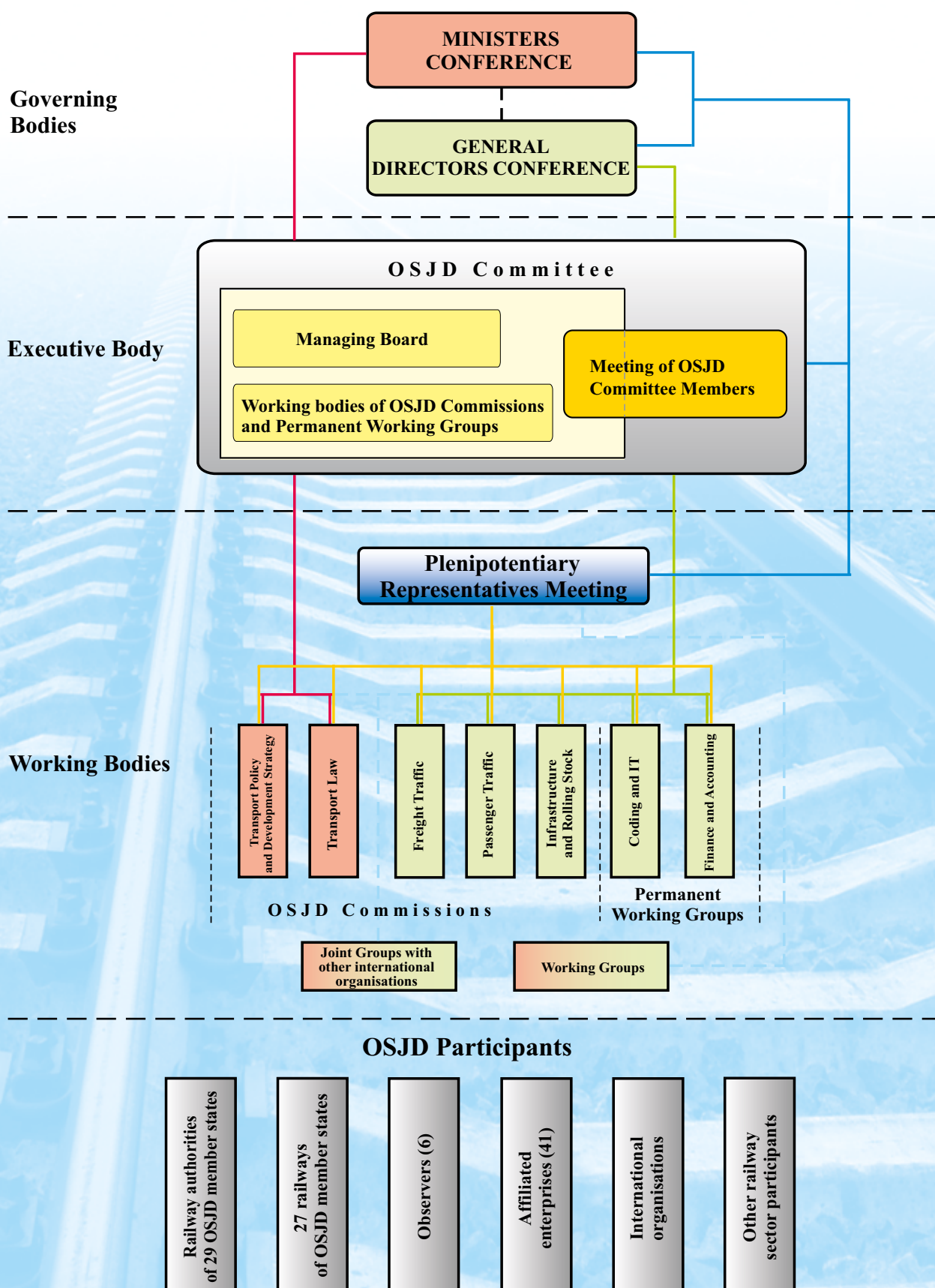
List of Abbreviations Used in the Text

ADB	Automated Database
AWG	Ad Hoc Working Group
AWGT	Ad Hoc Working Group on vocational training/education in the field of railway transport
CCTT	International Coordinating Council on Trans-Eurasian Transportation
CGD	Conference of General Directors (Authorized Representatives)
CIT	International Rail Transport Committee
DMU	diesel multiple units
EATL	Euro-Asian Transport Links
EMU	electrical multiple units
ERA	European Union Agency for Railways
ETT	Uniform Transit Tariff
GNG	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
UPU	Universal Postal Union
USS	Uniform Search System
WCO	World Customs Organization

Structure

of the Organisation for Co-Operation between Railways

(As of 30 September 2019)



OSJD Committee's Managing Board



Chairman
Tadeusz Szozda



Deputy Chairman
Mikhail Vsevolozhskiy



Deputy Chairman
Zhang Qun



Secretary
Attila Kjs

Statistics

Main Indices of Railways of the OSJD Member Countries in 2019

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	2139.85	1169.17	3850.40	543.80	15221.90	5151.70
2	Afghanistan	ARA	0068	98.62				3479.00	34.31
3	Belarus	BC	0021	5479.80	1227.90	79686.40	6274.10	145530.80	48205.40
4	Bulgaria	BDZ	0052	4030 ¹	2870 ¹	21339.505 ²	1523.81 ²	7576.28 ³	2231.19 ³
5	Hungary	MAV	0055	7690 ⁴	3116 ⁴	147096.88 ⁵	7715 ⁵	23333 ⁶	40807 ⁶
6	Vietnam	VZD	0032	2347	0	8079	3184	5129	3742
7	Georgia	GR	0028	1416.10	1380.40	3029.52	676.64	10860.60	2935.10
8	Iran	RAI	0096	6317	181	29482	15664	47348	33874
9	Kazakhstan	KZH	0027	16061*	4238*	21983.6	18382.8	283911.1	223977.2
10	China	KZD	0033	68133.40	45363.50	1828320	663939	2643963	2283726
11	DPRK	ZC	0030	4400	0	0	0	0	0
12	Republic of Korea	KORAIL	0061	4112	2964.25	1352708	51890	28664	7357
13	Kyrgyzstan	KRG	0059	417.20	0.00	360.52	37.09	7023.10	870.44
14	Latvia	LDZ	0025	1859.60	250.90	18622.60	643.20	41490	14494
15	Lithuania	LTG	0024	1910.70	152.40	5515.89	479.42	55209.22	16180.60
16	Moldova	CFM	0023	1149.60	0	1161.40	74.10	4271	920.20
17	Mongolia	UBZD	0031	1810	0	2947.98	1111.49	28142.95	17384.09
18	Poland ¹²	PKP	0051	19345.60	11903.90	310283.93	21047.33	250247.35	59648.66
19	Russia	RZD	0020	85668	44067	1197837.79	133380.87	1405734.19	2601928.08
20	Romania	CFR	0053	10759	4029	56921 ⁷	5233 ⁷	18708 ⁸	3765 ⁸
21	Slovakia	ŽSR	0056	3629.10	1587.30	77356.52	4003.73	29957.00	6070
22	Tajikistan	TDZ	0066	620.40	0	547.70	28.10	5798.90	231.70
23	Turkmenistan	TRK	0067	3839.90	0	0	0	0	0
24	Uzbekistan	UTI	0029	4735.10	1830.60	23694.50	4419.78	94460.59	23444.65
25	Ukraine	UZ	0022	21603.7 ⁹	9349.7 ⁹	149616 ¹⁰	28356.10	312938.90	181844.70
26	Czechia	CD	0054	9561.63	3231.47	194004.76	11062.94	98343.20	16062.55
27	Estonia	EVR	0026	1022	138	8377.40	391.70	13210.50	1858.90
	TOTAL	OSJD		289282.2	138297.1	5426115.6	981181.7	5477854.8	5556185.4

* data for 2018

** general data throughout the country

1 data from the national institute of statistics

2 data of the "BDZ - Passenger Transportation" ELLC

3 data of the "BDZ-Cargo Transport" EOOD

4 data of the MAV Co. and GySEV - ROeEE Co.

5 data of the MAV Co., GySEV - ROeEE Co. and MAV Start Co.

6 data of the MAV Co. and GySEV - ROeEE Co.

7 data from CFR Kailatori

8 data from CFR Marfa

9 data for 2013

10 passenger's dispatched

Introduction



The activities of the Organisation for Cooperation between Railways (OSJD) are carried out in the context of tangible structural shifts in the world economy and the transport sector in Europe and Asia.

At the same time, we are witnessing a significant expansion of international trade and changes in its geography, emergence of regions with significant potential for economic growth, erasure of economic borders, increase in the volume of railway container traffic between Asia and Europe, a significant growth rate of Eurasian freight traffic with the participation of other modes of transport.

The rapid growth of e-commerce offers tremendous opportunities for the organisation of high-speed delivery of small and bulk postal loads not only in the containers, but also in the mail coaches.

The process of transition to digital technologies in the field of transport and logistics has observed a new impetus everywhere – from the introduction of electronic transit customs declarations and consignment notes to the implementation of promising projects in such areas as electronic rolling stock exchanges and 'electronic trains'.

Today, the whole process for the delivery of goods by land between Europe and Asia has qualitatively changed – now it is not just the transportation of goods in a container, but a comprehensive logistics product that is implemented on schedule and on time and into which forwarding organisations and carriers of the 'last mile' are fully integrated.

Competition is actively developing in the field of Eurasian container transit. An increasing number of players act as transportation operators between Asian and European countries, which means that Asian and European freight owners have the opportunity to choose a transportation operator, while the competition leads to an increase in the quality of services provided.

The OSJD activities in 2019 were aimed at improving and developing international railway transport of passengers and goods, increasing their competitiveness in the vast Eurasian space, strengthening the regulatory and legal framework in order to achieve the highest efficiency in the operation of the railway transport system and to meet the needs of the OSJD member countries in the transportation of passengers and goods.

Close cooperation of all concerned international organisations, business associations and railway companies has established the most favourable conditions for increasing the efficiency of international traffic.

Today the OSJD unites 29 countries of the world.

The OSJD member countries occupy an area of more than 39 million square km with a population of more than 2 billion people. The railway network of the OSJD member countries is represented by 330 thousand km of railway lines, by which more than 5.5 billion passengers and 5.6 billion tons of goods are transported annually.

In 2019, the railways of the OSJD member countries achieved the following main production indicators.

The **Railways of Azerbaijan** carried 15.2 million tons of goods in 2019 (109.1% as compared to 2018), to include those in international traffic – 11.9 million tons (118.1% against the level of 2018).

The volume of passenger traffic in 2019 amounted to 3.85 million people, including 219.71 thousand people in international traffic. The total volume of passenger traffic amounted to 135.9% against the level of 2018, including 112.83% in international traffic.

The Azerbaijani Railways CJSC (AZD CJSC) takes an active part in the implementation of international and regional transport projects. The functioning of the Baku-Tbilisi-Kars railway, transport corridors "East – West" (Trans-Caspian International Transport Route), "North – South", "North – West" and "South – West" play a significant role in the development of not only the potential of the states participating in these projects, but also other countries in the region.

In 2019, the first container train Xian – Istanbul – Prague, consisting of 42 forty-foot containers with electronics, passed through the Marmaray tunnel under the Bosphorus Channel (Turkey). The train traveled through the territory of 10 states in 20 days and covered a distance of 8500 km.

A new milestone in the development of containerized traffic and freight traffic in the region as a whole has become the launch of a regular feeder service in the Caspian Sea.

2019 also saw an increase in the container traffic along the Trans-Caspian International Transport Route (TMTM).

In order to organise new container routes and the development of an international multimodal route, the first multilateral meeting of the heads of railways of five countries: Azerbaijan, Georgia, Kyrgyzstan, Turkmenistan and Uzbekistan was held, and the Regulations on the Coordinating Committee for the development and condition of the freight traffic along this route were approved. The issues concerning the application and development of uniform tariffs were also discussed. The launch of a pilot container train on a multimodal route was scheduled for the first quarter of 2020.

In 2019, much attention was paid to the process of renovation and modernization of railways in the country. A large-scale work was carried out to overhaul the existing railway lines. The reconstruction and rehabilitation works began on the Apsheron ring suburban railway section, which by the end of the year were completed by 90%. The Absheron ring railway will connect the small towns and villages with the center of the capital city. 80% of railway works and 70% of modernization works to improve the power supply systems, signaling systems have been completed, and 3 new railway stations and 5 passenger platforms have been built in compliance with modern requirements. 18 pedestrian crossings and 6 car crossings of different levels have been constructed. The complex of the Sabunchu railway station has been opened, the movement of electric trains on the Baku-Pirshagi section was restored.

Currently, the construction works are underway to lay a railway line in the section Laki – Gabala, which made it possible to launch the fast-speed trains connecting Baku with the resort town of Gabala. Excavation works are

underway on the 46-km line. Despite the difficult mountainous terrain, 11 km of railway tracks, 100 artificial engineer structures – bridges, support piles, etc. have been laid on the section from Laki station to Gabala. The new railway line will go to the right from the Laki station, pass near Agdash and stretch to the railway station near the airport of Gabala.

Design works have been carried out to transform the railway line going to Lankaran from a single-track to a double-track one. This road will not run along the coastal strip, but along a new section, taking into account the preservation of the infrastructure of the city of Lankaran. The relocation of this railway will open up the coastal zone for tourism. At the same time, works have been completed on the land alienation for the construction of the Baku-Lankaran railway. Works are also underway to design and build a railway line to the Shahdag sports complex.

Recently, the country's railways have introduced the most modern technologies in their operation. Important steps have been taken to change over from the DC to the AC power supply, traction substations are being built, work has been done to transit to a microprocessor control system from a single dispatch center, the new signaling and communication systems are under procurement, the improvement of road facilities, and the installation of new turnout switches is being carried out.

In 2019 in order to organise the fast-speed domestic passenger traffic, two high-speed double-decker electric trains of the KISS family manufactured by the Swiss company Stadler Rail Group were procured, and meanwhile an order was placed for the supply of 20 passenger coaches to provide passenger services on the Baku-Tbilisi-Ankara route.

Within the period of 2018-2019, 11 mainline freight electric locomotives of the AZ8A series and a few Prima M4 AZ4A passenger locomotives were purchased from the Alstom Transport company.

To fulfill the growing volume in the carriage of liquefied goods, in 2019, 200 used tank wagons were purchased for the transportation of crude oil and oil products, and it is also planned to purchase about 4,000 new wagons of various types.

At the same time, an agreement was concluded with the Latvian company for the repair of diesel locomotives. It is planned to repair 42 locomotives and about 30 wagons. At the same time, Azerbaijan and Turkey are planning to start the production of new types of wagons to be operated on the Baku-Tbilisi-Kars railway line. Research is underway for the joint production of wagons at the Sumgait Technological Park.

For the movement of trains on the territory of Turkey at the border checkpoint Georgia – Turkey – Georgia, a transfer system has been installed for automatic transfer of rolling stock from 1520-mm to 1435-mm gauge tracks and vice versa. It is planned to simplify the crossing of the border with Georgia by checking passenger trains en route through the territory of Azerbaijan on the section Agstafa – Beyuk-Kasik.

Thanks to the development of the railway transport system, Azerbaijan is becoming a major transit and logistics center. In the process of implementing international and regional transport projects, successful steps are being taken to increase the country's transit potential.

At the end of 2016, the AZD CJSC developed a "Railway Sector Development Programme", which provides for the reforms in the field of corporate, institutional, financial and human resources of the railway system of the Republic of Azerbaijan.

At present, the AZD CJSC is developing a corporate strategy, which is based on a roadmap for the development of the national economy and the expansion of logistics and trade in the Republic of Azerbaijan.

To determine the cost of passenger transportation services, a working group was set up within the AZD CJSC and initial discussions were held with the relevant state bodies regarding the possibility of concluding an agreement between the relevant state body and the AZD CJSC on subsidizing the passenger transportation through an agreement on the provision of passenger transportation services for 2020-2030 along the designated pilot routes. The draft agreement was submitted to the Cabinet of Ministers of the Republic of Azerbaijan.

The financial and economic structure of the departments and divisions of the AZD CJSC has undergone reforms, and financial directors, chief accountants and chief economists of the main structural divisions were appointed.

In order to create a risk management system, local and foreign experts were involved. Following preliminary discussions, principles of work in this area were defined. A risk management strategy and policy have been prepared, as well as risk management procedures, and a risk management guide and policy were approved. A risk management division, a risk register were created, and a training course was conducted on the ISO 31000 standard.

In order to implement the asset management system of the AZD CJSC, a working group was set up and a foreign expert in the field of asset management were involved, as a result of which an asset management policy and strategy was developed and approved. For the implementation of the asset management system, the Asset Management Department has been established and the relevant training courses have been held.

The Education and Development Center was established in the structure of the Human Resources Department. Employee skills development programmes were introduced with the participation of at least 30% of women from the total number of employees involved, pilot programmes for assessing performance, professional and personal qualities of employees were organised and carried out, and internship and volunteer programmes were implemented.

In order to organise more efficient management of the AZD CJSC's main activities, various options for corporate restructuring were developed together with foreign consultants and presented to the AZD CJSC's Managing Board. A corporate plan was also developed for the implementation of a two-stage restructuring, and a preliminary version

of the new structure of AZD CJSC was presented to the Managing Board. The corporate restructuring process began in 2019.

The process of modernization and automation of the railways operation in the field of freight traffic management, traffic control and electronic document management continues intensively.

According to the 2019 results of work, the tariff turnover of the **Byelorussian Railway** amounted to the level of 48.2 billion t-km, or 91.7% against 2018. The main reason for the decrease in the indicator was the decline in tariff turnover in international traffic (89.1% against 2018).

In 2019, the volume of freight traffic on the Byelorussian Railway decreased by 11.6 million tons as compared to 2018 and amounted to 145.5 million tons. The number of goods transported in international traffic amounted to 90.3% against 2018, including in transit - 80.4%, in import - 90.6%, in export - 99.2%. In the domestic traffic, the indicator of "goods transported" increased by 0.5% as compared to the level of 2018.

In 2019, 79,686.4 thousand passengers or 99.8% of passengers were transported by rail, or 99.8% against 2018. Passenger turnover was performed at a level of 100.9% against 2018 and amounted to 6274.1 million pass-km.

The volume of passengers carried in international traffic increased by 12.2 thousand people or by 0.3% and amounted to 3779.4 thousand people. The growth of international traffic was ensured by the volume of outgoing passengers, which amounted to 1,587.4 thousand people or 101.5% (+23.3 thousand people) against 2018. The decline was observed in the volume of incoming passengers which amounted by 6.4 thousand people less or by 0.4% and in transit by 4.7 thousand people or 0.7% against the previous year.

In 2019, the volumes of international trains movement on the main passenger-forming directions in the traffic with Kazakhstan, Latvia, Lithuania, Moldova, Russian Federation, Ukraine and the countries of the European Union were preserved at the same level. The new connections have been organised: Minsk – Kazan once a week, Kiev – Riga - once every 4 days. The route network of the coordinated interchange service between Warsaw and Minsk was increased to three pairs per day, including that by the train organised on the route Prague – Brest. Taking into account the demand for transportation, increasing the efficiency of using transportation resources in certain directions, the dimensions of train traffic, their routes and timetables were optimized.

In terms of import and export, the volume of passenger traffic increased in communication with the Russian Federation by 0.7% by 2018, with Lithuania - by 16.3%, with Latvia - by 9.3%, with Poland - by 4.0%, with Germany - 1.5 times. The decrease in traffic volumes was observed in communication with Ukraine - by 11.1%, Moldova - by 18.8% and Kazakhstan - by 6.3%.

In 2019, the Byelorussian Railway was doing its utmost to increase the transit attractiveness of railway transport. At the same time, special attention was paid to the development of container traffic.

Work to increase the volumes of goods traffic in containers along the route China – Europe – China was carried out on the Byelorussian Railway in 2019 both within the framework of bilateral cooperation and within the framework of the Seven-Party Agreement between the railways of Belarus, Germany, Kazakhstan, China, Mongolia, Poland and Russia on deepening cooperation in organising container trains on the China-Europe route.

In 2019, 732.9 thousand containers in TEU were transported by the Byelorussian Railway. Participation in the implementation of the Chinese Belt-and-Road Initiative is of particular importance. In 2019, 338.5 thousand TEUs of containers were transported in the traffic China – EU countries – China, which amounted to 102.1% against the level of 2018.

In addition to the main route through the Brest/Terespol border crossing, the Byelorussian-Polish border crossings of Bruzgi/Kuźnica Białostocka and Svisloch/ Siemianówka are used to organise the smooth passage of container trains on the East-West-East route.

In 2019, 42,554 containers transited through the Byelorussian Railway network with the use of the unified CIM/SMGS consignment note, of which 21,950 were transported in the direction West – East (from the Czech Republic, France, Germany, Hungary, Slovakia to the Russian Federation, Kazakhstan, China), and in the opposite direction East – West – 20,604 containers. 4579 containers were sent from the stations of the Byelorussian Railway to the European countries under the CIM/SMGS consignment note (to Slovenia, Czech Republic, Romania), as well as 3764 loaded wagons, of which 3468 - to Romania.

In 2019, new railway lines were not commissioned on the Byelorussian Railway.

The Byelorussian Railway has been implementing such large-scale projects as electrification of railway sections. These works began in 2011 and are still in progress. During this period, sections were electrified from the Osipovichi station to Gomel and from the Molodechno station to the border with the Republic of Lithuania. The implementation of this project made it possible to organise the movement of trains from the border with Ukraine to the border with Lithuania with electric locomotive traction. Currently, the electrification process continues on the Zhlobin-Kalinkovichi-Barbarov section. Taking into account the electrification of this direction, the length of the electrified railway lines will be 1,351.3 km or 24.6% of the total length of the railway network.

As part of the electrification process on the railway sections, works are underway to modernize the railway automation, telemechanics and communications equipment with the transition to modern microprocessor systems. Work has been completed for the modernization electrical interlocking equipment on the Osipovichi - Gomel section, and

work is underway on the section Zhlobin – Kalinkovichi – border with Ukraine.

Works to install the microprocessor interlocking equipment of the Zhlobin hub have been completed, and micro-processor interlocking installation is underway of the Gomel and Kalinkovichi railway hubs.

Taking into account the global trend towards containerization, as well as the trade and economic potential of China, the Byelorussian Railway has been establishing the necessary conditions in cooperation with transport companies from China, Russia, Kazakhstan and the countries of the European Union for the development of freight traffic within the framework of the Belt-and-Road Initiative.

In order to eliminate the bottlenecks with limited throughput capacity, a number of infrastructure projects are being implemented to increase the throughput capacity on the border with the Republic of Poland.

The container terminal of the Brest-Northern station is a good example of the integrated development of the Byelorussian Railway and the harmonization of the technological process with the neighboring railways. After the completion of its modernization in August 2019, the new infrastructure of the terminal complex ensures the handling of about 1 million containers in TEUs per year, providing the business community with services for storage, container consolidation and timely terminal handling.

The projects being implemented such as “Arrangement of a container yard in the Transshipment Park of the Brest-Northern station”, “Reconstruction of the Western Park of the Brest-Central station”, “Reconstruction of the track development of the Bruzgi station” will increase the processing capacity of the Brest-Northern station by 1.5 times, of the Bruzgi station - by 2 times and, accordingly, the storage capacity.

In 2019, 3 six-unit diesel trains of the DTTb series and 1,976 new freight wagons were purchased, including 1,669 open-top wagons, 300 covered wagons, and 7 fitting flat wagons. The modernization of the existing fleet of freight wagons and traction rolling stock was not carried out in 2019. To improve the comfort of passenger travel, 30 passenger coaches were purchased and 13 coaches were modernized in 2019.

According to the “Rules of railway technical operation in the Republic of Belarus”, those passenger trains are considered to be fast-speed which move at a speed of 140 to 200 km/h. The fast-speed traffic is organised on the existing railway infrastructure.

Since 2017, the Russian Railways OJSC has been implementing the project of creating a high-speed passenger-and-freight railway corridor of ‘Eurasia’ (Beijing – Urumqi – Dostyk – Astana – Chelyabinsk – Yekaterinburg – Kazan – Moscow – Minsk – Berlin) (Eurasia HSR). According to the feasibility study of the ‘Eurasia HSR’, the construction costs for the HSR section across the territory of the Republic of Belarus (Krasnoye – Brest) with a length of 615 km are estimated at a level of USD 14.2 billion.

Besides, it should be noted that there is no regulatory framework at the legislative level for the organisation of fast-speed traffic, as well as coordinated certainty regarding the railway track gauge and the type of rolling stock. The points of intersection of the fast-speed lines on the border of Belarus and Poland have not been defined yet.

The work on facilitating border crossing by rail has resulted in the coordination on the national level for signing the “Convention on facilitation of border crossing procedures in the international carriage of passengers, luggage and goods luggage by rail, adopted at the session of the Inland Transport Committee of the UN Economic Commission for Europe in Geneva on 22 February 2019. In 2019, a draft Decree of the President of the Republic of Belarus “On an International Agreement” was developed, which contains a proposal to sign the Convention and authorizes the Ministry of Transport and Communications to conclude it. The draft Decree was agreed with the concerned national government bodies and submitted for consideration to the Council of Ministers of the Republic of Belarus.

In order to improve the customs procedures, in July 2019, the Byelorussian Railway and the State Customs Committee of the Republic of Belarus (SCC) signed the “Procedure for organising the information interaction between the customs authorities of the Republic of Belarus and the Byelorussian Railway when performing customs operations in relation to goods carried by rail through the EAEU customs border in the Republic of Belarus using the electronic SMGS consignment notes, as well as submitting the information in electronic form in order to notify customs authorities of the arrival (departure) of goods to/from the customs territory of the EAEU (hereinafter referred to as the Procedure). The Procedure was worked out in order to develop paperless technologies for the carriage of goods by rail, organise the use of SMGS consignment notes in the form of electronic documents when transporting the goods across the EAEU customs border in the Republic of Belarus, as well as (proposal of the State Customs Committee) for the purpose of submitting information in electronic form to notify the customs authorities about the arrival (departure) of goods to/from the EAEU customs territory.

The State Association “Byelorussian Railway” has 8 separate structural divisions (branches). The interests of the Byelorussian Railway in the Republic of Poland and the Russian Federation are represented by the Representative Offices of the Byelorussian Railway (2 in total).

The **Bulgarian State Railways** transported 15.08 million tons of goods in 2019 (1.15% against the level of 2018), including 5.05 million tons in international traffic (preliminary, 16.74% against the level of 2018).

The volume of passenger traffic amounted to 21.9 million passengers (2.43% against the level of 2018), including in international traffic - 1.05 million passengers (31.09% against the level of 2018).

In 2019, transit transportation of containerized goods was carried out by block trains of BDZ Cargo EOOD along the line Kulata (state border with Greece) – Dragoman (state border with Serbia) from Greece to Central Europe.

No goods were transported using the unified CIM/SMGS consignment note.

As part of the fast-speed passenger traffic network development, the modernization of the Plovdiv-Burgas railway line on the Skutare- Orizovo section with a total length of 26,120 km, as well as the sections of the railway line between Straldzha - Tserkovsky stations with a total length of 2,096 km was completed.

As part of the work to facilitate border crossing by rail, representatives of the State Enterprise “National Railway Infrastructure Company” (NRIC) took part in the conference on the development and approval of international freight train timetables, as well as in addressing the issues to reduce their idling and stoppage time at the border.

The **Hungarian State Railways** (MAV START Co. and Raaberbahn/GySEV) carried 146.8 million passengers in 2019, including:

- MAV START Co. - 140.8 million passengers (3.2 million - in international traffic, +5.17% by 2018, and 137.6 million - in domestic traffic, -0.87% by 2018;
- Raaberbahn/GySEV - 5.9 million passengers (973 thousand - in international traffic, +0.4% against 2018, and 4.9 million - in domestic traffic, -1.1% against 2018.

The goods turnover amounted to 23 billion t-km, including that: in international traffic - 14.9 billion t-km (-4.7 against 2018) and domestic traffic - 8 billion t-km (-0.1% against 2018).

As part of investments by the National Infrastructure Development Company (NIF Ltd.), in 2019, a project was implemented to electrify and eliminate the bottlenecks on the lines in the north-eastern part of the country. An overhead actering network and a power supply system have been installed on the Mezőzombor-Satoraljaújhely section (46.3 km long). The FET-HETA central traffic control system was put into operation.

Within the framework of the state programme for the lighting modernization, relevant work was carried out to improve the indoor and outdoor lighting of railway stations. Reconstruction of passenger platforms was underway. Visual and acoustic passenger information systems were improved.

A modern dispatch center for central traffic control was put into operation.

In 2019, the reconstruction of the combined road-rail bridge across the Tisza River in Kisköre was carried out.

An electrification project has begun on the northern shore of the Balaton Lake, in the Szabadbattyán-Balatonfüred section. The project includes the construction of a 50-Hz 2x25-kV overhead catenary network with a length of 55 km, as well as the expansion and reconstruction of a 120/25-kV electrical traction substation in the city of Szabadbattyán.

Reconstruction works were underway of the stations in the eastern shore of Lake Balaton (Polgardi, Balatonkenese, Balatonfüzfő and Alsóors), as well as the construction of 55 cm high passenger platforms.

As part of the NIF Ltd.'s investment, the modernization of the Southern connecting railway bridge across the Danube River in Budapest began. According to the project, a new (third) railway bridge is being built, as well as the reconstruction of two existing bridges with new superstructures is underway.

In 2019, MAV Co. carried out works aimed at the development of information technologies, within the framework of which a “Module for preparing a proposal for the infrastructure access tariff rate” was elaborated, with the help of which carrier companies can calculate the tariff rates for the use of infrastructure.

In order to increase the maximum permissible speed to 160 km/h and the maximum permissible axle load to 22.5 Kn, works were continued for a complete reconstruction of the Püspökladány-Debrecen sections on line no. 100 Budapest – Zahony located in the OSJD international transport corridor no. 5, as well as on line no. 40 Budapest – Százhalombatta, no. 80 Budapest – Hatvan, which are part of the passenger fast-speed traffic network. As part of the high-speed railway traffic development, automatic interlocking devices and a new overhead catering system were installed, passenger platforms and other facilities were reconstructed in accordance with the EU standards.

In 2019, as part of the long-distance passenger service development, it was decided to conduct a comprehensive analysis of the prospects for the implementation of the Budapest-Warsaw fast-speed line project.

In 2019, large-scale focus was on the issues of facilitating border crossing procedures in international railway traffic, as well as on the analysis of the reasons for the delays of wagons on the border stations.

In 2019 the MAV-START Co. modernized 9 CAF-type passenger coaches, and as a result of the company's own development and production, 20 InterCity+ passenger trains were put into operation, designed for running on international lines and on Hungarian long-distance routes.

In 2019, within the framework of the current framework contract with Stadler Bussnang AG, 4 sets of double-decker passenger electric trains of the KISS series were manufactured and handed over to the customer.

The **Iranian Railway** transported 47.4 million tons of goods in 2019 (50.5 million tons in 2018). The volume of domestic passenger traffic amounted to 29.5 million passengers, in international traffic - 27 thousand passengers.

The container routes have been established from China to Iran and further to Turkey and in the opposite direction (35 trains from China and 5 trains from Iran ran during the period of 2016-2019).

The SMGS consignment note is used when transporting goods in/from the CIS countries, while the CIM consign-

ment note – in transportation with Turkey and European countries.

As part of the existing railway infrastructure modernization, the following railway lines were put into operation in 2019: Mahabad – Orumie (98 km), Qazvin – Rasht (177 km), Malayer – Kermanshah (175 km), Tehran – Hamedan (270 km), Miyane – Bostanabad (132 km).

In 2019, 572 freight wagons and 17 passenger coaches were purchased, as well as 18 motor cars and 8 locomotives. 22 passenger coaches and 11 locomotives were modernised.

As regards the issues of railway border crossing facilitation, the Iranian Railway continues its work to provide connection with the 1520-mm gauge railway line at the intersection of the border station of Incheburun with the railway network of Turkmenistan and further with the railway network of the CIS countries, as well as the extended use of modern information systems for interaction with customs and other authorities operating at border crossings.

As a result of the Iranian Railway privatization, the fleet of passenger and freight wagons/coaches was transferred to private companies. Currently, there are 15 international transport railway freight companies and 10 railway transport companies in the field of passenger traffic.

The **Railway of Kazakhstan** transported 21,983.6 thousand passengers and 283,911.1 thousand tons of goods in 2019, while the net tariff turnover amounted to 223,977.2 million ton-km, and passenger turnover amounted to 18,382.8 million passenger-km.

The “Kazakhstan Temir Zholy NC” JSC (“KTZ NC” JSC) attaches particular importance to transit traffic. The revival of the Silk Road is a strategic task designed to realize a “window of opportunity” for Kazakhstan, which has emerged as a result of complex globalization processes, changes in the geography of world production and an increase in the share of high value-added goods in the consumption structure.

Kazakhstan is implementing initiatives to develop and promote multimodal transport corridors that will make possible the transit of goods through the territory of Kazakhstan in the following directions from China:

- to the Russian Federation and further to Europe;
- from Khorgos/Altynkol to the ports of Aktau and Kuryk, further along the Caspian Sea to Azerbaijan, and then through Georgia, Turkey and further to Europe;
- to Iran, the countries of the Middle East, India and Pakistan;
- in the North – South direction through the territories of Russia, Kazakhstan, Turkmenistan and the countries of the Persian Gulf.

There are two key segments in the structure of transit traffic:

- bulk general cargo, of which a significant share falls onto the route of Russia/Ukraine – Central Asia, China – Central Asia,
- containerized cargo in all directions, mainly from China to Europe.

In 2019, active work was carried out to attract additional transit freight flows through the territory of Kazakhstan, including through negotiations with railway administrations, freight forwarders and consignees, as well as a flexible tariff policy for the transportation of goods in transit through the territory of the Republic of Kazakhstan.

Measures have been taken to modernize the infrastructure of the Trans-Kazakhstan corridors. Favourable tariff conditions have been created for the development of container services, which make it possible to increase and expand the geography of traffic. Alliances with global logistics players in the Eurasian market have been formed. Kazakhstan is integrated into international regular container lines passing through the territory of Kazakhstan and included in the end-to-end services, which are actively promoted by the subsidiary of Kazakhstan Railways, KTZ Express JSC.

About 60% of container traffic passes from China to Europe and vice versa, 40% along the South-East – Central Asia route, while the infrastructure capacities along the Trans-Caspian and Iranian routes have not been used sufficiently, although they have a large infrastructural reserve – about 400 thousand TEUs.

The targeted parameters in transit traffic of generating Chinese and European exports are achieved in the conditions of a high level of competition with alternative routes. The key link in the Trans-Caspian international transport corridor is the port infrastructure in the Caspian Sea region. The throughput of the ports of Kazakhstan has been brought up to 26.5 million tons per year. Aktau seaport and Kuryk multimodal complex are included in the network of international transport corridors. Together with the Azerbaijani, Georgian and Turkish railways, the “KTZ NC” JSC is ready to offer customers a transit time of 16 days for the goods carried in the container trains dispatched from Lianyungang to Istanbul using a feeder shipping line.

In order to facilitate and speed up border crossing procedures, when transporting goods through the interstate border crossing points, a mechanism has been created in which all types of control (border, customs, veterinary, phytosanitary, radiation, etc.) are carried out simultaneously in one place.

Interaction with customs authorities has been established on the basis of the Joint Order of the Ministry for Investment and Development of the Republic of Kazakhstan and the Ministry of Finance of the Republic of Kazakhstan “On the approval of the Rules for interaction of state revenue bodies with the national railway company – the national carrier in the field of railway transport of the Republic of Kazakhstan”, which regulates the procedure for the transportation of goods subject to customs control.

In terms of simplifying customs procedures, the carrier preliminarily informs the customs authorities about the goods imported by rail into the EAEU along the external borders of the Republic of Kazakhstan (interstate junction points Dostyk, Altynkol, Saryagash, Aktau-Port, Kuryk-Port, Bolashak, Karakalpakstan) in the volume of a transportation document and transit declaration; as well as in the conditions of competition in the commodity market of services on behalf of the parties concerned (forwarders, consignees), the goods are declared under the customs procedure of customs transit.

In order to speed up the customs procedures, the information system of the carrier has been integrated with the information system of the customs authorities in terms of submitting preliminary information, using preliminary information as an electronic copy of the transit declaration, as well as declaring foreign vehicles being imported in international traffic (wagons). The developers of the customs authorities and carriers are working towards finalizing the information interaction in order to perform customs operations by notifying the customs authorities with the use of electronic communications channels about the arrival of goods and vehicles onto the customs territory of the EAEU and completing the customs procedure of customs transit.

In terms of reducing the paper documentation turnover and simplifying the procedures for transferring goods between the railway carriers, a phased transition to the paperless transportation technology of wagons and goods is being carried out. Work is underway to organise electronic data exchange in the IFTMIN format of the EDIFACT standard with the border states of Kazakhstan: Agreements on electronic data exchange have been signed between the "Kyrgyz Temir Zholu NC" State Enterprise, the "Azerbaijani Railways CJSC", and the Chinese Railways.

For 2019, the data transferred in the amount of an electronic consignment note amounted to:

- with the Chinese Railways: received - 95,378 documents, sent - 34,705 documents;
- with Azerbaijani Railways: received - 12,812 documents, sent - 1,813 documents;
- with the Kyrgyz Railway: received - 16,676 documents, sent - 56,551 documents.

Since July 2019, the transportation documents have been prepared by using the paperless technology in export traffic with the destination to the stations of the Russian Railways. Contracts for the carriage of goods using the paperless technology have been concluded with more than 1000 customers. Work is underway to implement the possibility of transferring, along with the electronic consignment note, legally significant accompanying documents, such as an invoice, packing list, and other documents which are not part of the carrier's documents. To date, these documents are sent as a must in a paper hard copy and proceed to the place of arrival.

In 2019, the implementation of the "Nurly Zhol" State Programme for Infrastructure Development for 2015-2019 was completed, within the framework of which a number of infrastructure and logistics projects were implemented aimed at integrating the transport infrastructure of the Republic of Kazakhstan into the international transport system and ensuring the connection of the country's macroregions according to the hub principle.

In order to consolidate the positive results of the previous programme, complete rolling infrastructure projects and improve the technological and institutional environment for the functioning of the transport and communication complex, on 31 December 2019, the "Nurly Zhol" State Programme for Infrastructure Development for 2020-2025 was approved. At the same time, the following tasks are designated by the programme:

- infrastructure support of territories and transport links between them;
- implementation of transit potential and export policy through infrastructure development;
- increasing the technological, scientific, methodological and resource provision of the infrastructure complex;
- increasing the economic efficiency of transport infrastructure entities;
- improving the operational and environmental safety of transport infrastructure.

Taking into account the forecasts for the economic development of the Republic of Kazakhstan and the tasks defined by the national strategic documents for the railway sector, in 2019 the development strategy of "KTZ NC" JSC was updated.

As part of the first stage of institutional transformations, on 27 December 2019, the Decree on "Introduction of amendments and additions into certain legislative acts of the Republic of Kazakhstan on railway transport" was signed, aimed at changing the regulatory environment and the principles of subsidizing the passenger transportation sector.

The **Chinese Railways** carried 3.66 billion passengers in 2019, which is 8.4% more than in 2018. The passenger traffic amounted to 1,470.66 billion km, which is by 4.0% more than in 2018. The volume of freight traffic amounted to 4.32 billion tons (by 7.2% higher than in 2018). Freight turnover amounted to 3007.47 billion tons km, which is 4.4% higher as compared to the level of 2018. The number of railway locomotives in the country is 22 thousand, of which 8 thousand are diesel locomotives and 13,700 are electric locomotives; the number of passenger coaches amounts to 76 thousand, including 3,665 EMUs (29,319 EMU units); the number of freight wagons was 878 thousand.

Comprehensive reforms of the railway industry were underway and restructuring of the joint-stock system "Chinese Railways" continued. With the approval of the State Council of the People's Republic of China, the Chinese Railways completed a corporate restructuring, as a result of which the Chinese Railways State Corporation was officially registered on 18 June 2019.

In 2019, investments in railway construction remained high, while investments into the capital assets of the

national railway amounted to 802.9 billion yuan. The safety of railway transport remains stable, with no particularly serious and major transport accidents on the national railways in 2019. The sustainable development of railways has led to remarkable results. In 2019, specific energy consumption per unit of work on the Chinese Railways decreased by 3.2% as compared to the previous year.

In 2019, the China State Railway Group Co., Ltd. and the companies operating the container trains “China – Europe” signed jointly the “Agreement on promoting the qualitative development of ‘China-Europe’ container trains” and agreed to create a system for assessing the quality of container trains. In 2019, 8,225 container trains were sent on the China-Europe route, which is by 29% more as compared to the level of 2018. 725,000 TEUs were dispatched, which is by 34% more as compared to 2018, and the total number of loaded containers amounted to 94%. The CIM/SMGS consignment note was used for the transport of goods from Chongqing and Xian to the European countries and vice versa. In particular, the CIM/SMGS consignment note was used for the transportation from Xian by the Changan train in the traffic with Germany and in the opposite direction.

In 2019, considerable attention was paid to:

- issues of facilitating border crossing in international carriage of passengers, luggage and goods luggage by rail;
- ensuring uninterrupted traffic through border crossings and actively increasing the receiving and transporting capacity;
- organisation of work on the exchange of electronic data, based on the existing interaction mechanism with Kazakhstan, Russia and Mongolia;
- actively promoting work on the customs electronic declaration;
- spreading the use of the CIM/SMGS consignment note;
- analysis of international experience in the field of providing the bill of lading functions of the document of title, as well as the analysis of the provisions of the SMGS and the determination of the facts that impede the solution of issues on the document of title to the goods used in the railway transport.

The **Korea Railroad Corporation (KORAIL)** transported 1.328.74 billion passengers in 2019, which is 26.859 million passengers or 2.1% higher than in 2018.

The volume of freight traffic amounted to 28.664 million tons, which is 2.251 million tons or 7.3% lower than the level of the previous year.

As part of the plan to modernize the existing Honam railway line, the railway section from Gwangju-Songjon station to Komakwon station (26.4 km) was renewed and put into operation, which made it possible to increase the train speed from 160 km/h to 230 km/h. An access road was built connecting the Pohang railway station with the port of Pohang-Yongil (9.2 km long).

In 2019, 208 units of the multiple-unit rolling stock (EMU-150, distributed traction electric train) and 448 units for the new multiple-unit trains were procured.

In 2019, in order to ensure the safety of its employees, KORAIL worked to improve the mobile application for alerting staff working near the railway tracks about the approaching trains and other rolling stock by using GPS (Global Positioning System) and CTC (Centralized Traffic Control) systems. High-tech equipment for the maintenance and repair of the railway tracks has been introduced, such as a mobile terminal with an updated application for notifying about the approaching trains, a protective helmet with a bluetooth headset, a light-and-sound warning device, etc. As a result, the number of accidents during the maintenance works has decreased by 28.8%, while train delays due to accidents and malfunctions decreased by 40.9%.

As part of the government policy project “A country in which all citizens can live in unity and prosperity”, an N-card subscription ticket for KTX high-speed trains was introduced, taking into account the needs of the customers (“N-card” is a mobile ticket valid for the number of trips and routes chosen by the passenger for a period of 2-3 months). The sale of combined tickets for the KTX express trains (in the absence of tickets for the entire route from the point of departure to the point of arrival, it is possible to buy tickets with and without reserved seats at the request of the passenger) led to an increase in the company’s revenues by 63.5% as compared to the previous year. The company has simplified the process of buying tickets with the introduction of the previously entered passenger data option, thanks to which it became possible to buy a ticket with a few clicks by using a smartphone. The company changed over to a real-time refund system for unused tickets in partnership with the Korea Institute of Financial Telecommunications and Clearing.

KORAIL took part in fighting the wildfires in the east of the country in Gangwon Province in April 2019. Volunteers were provided with free travel tickets to and from the emergency site, food and basic necessities were sent, more than 200 company employees from different regions were engaged in the elimination of the consequences of the wildfires.

In order to successfully hold the World Aquatics Championship in July 2019 in Gwangju, the Company paid great attention to servicing the participants of the sporting event, organising various services and information support.

In 2019, the **Latvian Railway** transported 49.5 million tons of goods (84.2% against 2018), including 38.8 million tons in international traffic (83.1% against 2018). The volume of passenger traffic amounted to 18.6 million people (102.1% against 2018), including in international traffic - 180 thousand passengers (108.4% against 2018).

The goods transportation was carried out under the use of the CIM/SMGS consignment note.

As part of the modernization of infrastructure facilities in 2019, the LDZ group performed an overhaul repair of 6,715 km of railway tracks and medium repair - of 16,677 km of tracks, 3,618 km of rails were replaced with the new ones, together with 27 turnout switches. Overhaul repair of 4 railway crossings and 2 engineer structures was performed, 2 railway crossings have been equipped with a video surveillance system.

Calibration of the computerized measuring laboratory wagon was carried out. The industry's enterprises have invested in the repair of the existing rolling stock.

Within the framework of activities on facilitating border crossing by rail, LDZ continued working on an ongoing basis in order to identify the causes of delays in the traffic of passenger and freight trains.

The volumes of train traffic were coordinated basing on the effective use of the throughput capacity of border (transfer) stations and adjacent sections. At stations Rzekne and Daugavpils, Skirotava and Jelgava, the process of commercial inspection of freight train wagons and writing off and recognition of wagon numbers are automated. Within the framework of the signed contracts, information messages were exchanged containing the data about the composition of trains, the facts of their transfer from one railway to another, about wagons, containers, shipments and transportation devices available on these trains, about the facts and reasons for the non-acceptance of goods, wagons and containers, and also the acceptance and return of previously unaccepted wagons and containers.

Agreements have been signed with all neighboring railways on the electronic exchange of data on SMGS consignment notes for the carriage of goods in international railway traffic. A preliminary exchange of information on the deliveries is carried out with BC and RZD OJSC upon the receipt of goods for transportation.

By the end of 2019, the option of arranging the railway transportation by using the paperless technology had become possible in the following directions:

- transportation of all types of empty wagons, except for the empty wagons of the general use, to the Russian Federation;
- transportation of loaded and empty wagons from the Russian Federation to the Republic of Latvia;
- transportation of loaded and empty wagons from/to the Republic of Lithuania;
- transportation of empty wagons from/to the Republic of Belarus;
- transportation of empty wagons to the Russian Federation through the Republic of Belarus – transit.

In 2019, preparatory work was carried out on the use of electronic consignment notes to organise the transportation of loaded and empty wagons from/to the Republic of Estonia, and meanwhile an Agreement with the Estonian carrier OPERAIL JSC on the implementation of transport services using an electronic consignment note signed, and work was performed to organise the transportation of empty containers using the electronic consignment notes from/to the Republic of Belarus, including an Additional Agreement to the Agreement on the implementation of transport services of empty wagons using an electronic consignment note was signed with the Byelorussian Railway.

As a result of the performed work, the possibility of dispatching empty wagons of the public use in local traffic using electronic transportation documents was also provided.

Particular Interoperability Agreements have been signed with all neighbouring railways using the Trusted Third Party (TTP) technology for international railway freight traffic. Meanwhile, joint activities with the Latvian Customs Service are being carried out to introduce automatic Customs procedures. According to the draft document, the transit declaration will only be issued in electronic form if the carriage consignment note was issued in electronic form, too.

The directions of activities and organisational structure of the "Latvijas dzelzcejs" Group did not change in 2019. Further development plans provide for an increase in the efficiency of the "Latvijas dzelzcejs" Group.

The Lithuanian Railways carried 55.2 million tons of goods in 2019 (97.2% against 2018), including 39.5 million tons in international traffic (94.9% against 2018).

5.5 million passengers (106.7%) were transported, including 951 thousand passengers (109.5%) in international traffic.

In 2019, a new container train under the name "Containerships Train" was launched - a joint project of the Republic of Lithuania, Republic of Belarus and Ukraine, aimed at organising the transportation of containerized goods by rail from Klaipeda to Kiev and back. The container train runs on the route Draugiste (Klaipeda) – Gudogai – Berezhest – Brovary. In the future, the possibility of extending this route to Odessa and connecting the ice-free Klaipeda port with the port of Odessa is being considered. During the period of the container train operation, 58 full-composition trains (57 conventional wagons each) were formed and dispatched. In the future, regular operation of full-composition container trains is planned in accordance with the agreed technology and the established schedule.

In 2019, the project "Restoration of the railway line Mažeikiai – state border with the Republic of Latvia (in the direction of Renge)". In the course of the work, more than 19 km of railway tracks were laid, track structures were rebuilt or repaired, traffic control and communications systems were restored.

Within the project of the railway infrastructure network expanding, a new access track with a length of about 3 km was built in North Lithuania, which connected the free economic zone of Akmene with the main railway network.

In 2019 the railway infrastructure reconstruction program was completed for the main directions. The program

included the laying of the length of more than 82 km in some railway sections, re-enforcement of the permanent way, carrying out of major repairs of track-side structures and replacement of switches.

In 2019, the programme for the railway infrastructure reconstruction in the main directions was completed, within the framework of which rails were laid on the sections of more than 82 km long, the topside structure was strengthened, the track structures were overhauled, and the turnout switches were replaced.

In 2019, work was continued to implement the Rail Baltica project: on the section from the Kaunas railway station to the intermodal terminal in Palemonas park (about 11 km), the existing 1520-mm track was reconstructed, as well as a new 1435-mm track was laid together with the accompanying infrastructure. A unique event and solution within the framework of this project was the laying in the Kaunas tunnel with a combined gauge of about 1.3 km long, which initially was built in the 19th century.

In the reporting year, the preparation of the Site Development Plan started: within the framework of the Rail Baltica project - Kaunas – Vilnius, state border - Esja and Kaunas infrastructure junction together with environmental impact assessment, as well as the design works began on the sections Kaunas – Ramigala and Ramigala - state border with Latvia, where archaeological research was carried out.

In 2019, work continued to facilitate and reduce the time of border crossing by rail. Particular attention was paid to the issues aimed at improving the interaction and regulation of the working mode of railway administrations with border and customs services: technological standards of time were agreed for carrying out the necessary control operations at border stations, investigations were carried out on delays of passenger and freight trains, scheduled and unscheduled technical training of responsible employees was underway, the issues of improving the infrastructure, the introduction of electronic document management were considered.

To facilitate the inspection procedures and to avoid the delays of trains in the excess of the established norm, the corresponding places in locomotives and wagons are sealed; preliminary informing of the customs authorities of the Republic of Lithuania about the goods is carried out before their actual import/export, information on the rules of border and customs procedures is disseminated at stations and in passenger coaches.

In 2019, 38 container trains proceeded from the People's Republic of China to Europe (in the direction of Chongqing, China – Duisburg, Germany) using the CIM/SMGS consignment note in transit through the Lithuanian Railways. The main flow of container traffic as part of container trains is the transportation of computer equipment and car spare parts.

The **Railway of Moldova** carried 4.3 million tons of goods in 2019 (86.7% to the level of 2018).

1.16 million passengers were transported (67% to the level of 2018), including in international traffic - 645.7 thousand passengers (97.9% against 2018), in suburban traffic - 445.7 thousand passengers (45.7% against 2018), local traffic - 70 thousand passengers (94.9% against 2018).

26,097 wagons were transported using the CIM/SMGS consignment note through the territory of the Republic of Moldova in 2019, of which: transit - 22,178 wagons, import - 2,337 wagons, export - 1,582 wagons. The main types of goods transported under the CIM/SMGS consignment note are: to the Republic of Moldova - diesel fuel, cast iron; from the Republic of Moldova - rolled products, sugar; in transit traffic - iron ore and concentrates, rolled products, oil and oil products, timber, ash, sugar, fertilizers, salt, machinery.

In 2019, the transportation of containers was carried out along previously organised container routes. Together with the "Ukrainian Railway" JSC the possibility of launching a container train on the route Odessa port – Chisinau was considered.

In 2019, 5.433 km of tracks were repaired using all types of repairs and attracting the company's own funds, including overhaul - 0.2 km, medium - 0.42 km, lifting - 4.81 km.

In 2019, the implementation of the large-scale investment project "Restructuring of the Railway of Moldova" was continued which is financed by the European Bank for Reconstruction and Development (EBRD) in cooperation with the European Investment Bank (EIB) and the European Union. Within the framework of the railway infrastructure rehabilitation project, the SYSTRA company (France) has developed a feasibility study to assess the needs of the railway infrastructure of the Republic of Moldova. After the approval of the feasibility study, the development of tender documents began to select the contractor for the capital reconstruction of the railway line Bender-Basarabeasca – Etulia – Giurgiulesti with a length of 233 km.

The long-term strategy for the development of transport and logistics envisages the attraction of external financial resources for priority investments in railway infrastructure and rolling stock. The modernization of the railway infrastructure, the acquisition of new rolling stock will increase the speed of movement up to 100 km/h, and increase the efficiency of the company.

By the Decree of the Government of the Republic of Moldova No. 1042 of 5 December 2017, the Concept for the restructuring of the railway sector and the State Enterprise "Railway of Moldova" (CFM) for 2018-2021 was approved, according to which the key strategy for the CFM is to create a railway that is completely financially independent covering all the expenses.

This Concept provides for industry-wide restructuring, with the following important aspects covered:

- changes in legislation and the adoption of new legislative acts in the field of the railway sector in full compliance

with EU legislation;

- establishment of railway entities, mainly a regulatory body, an entity responsible for safety and security, and an accident investigation body;
- restructuring of CFM, including the separation of various activities, in particular, separation of infrastructure from operational activities.

The CFM restructuring process is divided into three stages:

1. Shareholding. At this stage, the CFM state enterprise should be transformed into a joint stock company.
2. Operationalization. This phase will prepare the company for a full spin-off and the creation of independent companies for infrastructure and operations.
3. Commercialization. At this stage, new companies will be established that will operate independently.

In order to harmonize the national legislation in the field of railway transport, the draft new Code of Railway Transport has been developed, which was approved by the Government of the Republic of Moldova and sent to the State Parliament for consideration and approval.

The adoption of the new Code will eliminate the CFM monopoly on the railway services market. According to the draft Code, the railway infrastructure will continue to belong to the state, and private enterprises will also have the opportunity to provide passenger and freight transportation services.

Under the new rules, railway operators will have the right to access the railway infrastructure based on a fee for using it. The fee will be set in accordance with a government-approved calculation methodology. Private operators will set the costs of transportation independently.

The companies providing railway transportation services will operate on the basis of a permit document – a safety certificate, and the company in charge of infrastructure – on the basis of a safety authorization.

Thus, the restructuring of the CFM will be carried out in parallel with the restructuring of the railway sector as a whole.

The volume of freight traffic on the **Ulan Bator Railway** in 2019 amounted to 27 million tons of goods (+4% as compared to 2018). The freight turnover increased by 7.1% and amounted to 16 billion tons/km. According to the results of work in 2019, 149,249 TEUs of containers were transported in transit through the territory of Mongolia as part of 1,454 container trains, with an increase of 60% as compared to 2018. Container transit trains were organised in the direction of China – Europe on the Yantai – Hamburg through the port of Kaliningrad.

The passenger traffic segment saw similar growth with 3 million passengers carried, which is an increase of 17% as compared to 2018. The passenger traffic increased by 1.3%. Major repairs were completed on a 36.2-km section of the main track. The work to implement an interval regulating train control system based on a radio channel (SIRDP-E) was successfully implemented to increase the throughput of the Ulan-Bator Railway.

27 km of new railway tracks were built in the Dornogov province. New container terminals were opened at Sainshand and Amgalan stations; a new track was built at the Sukhe-Bator station with a length of 928 m, nine tracks up to 1203 m, two tracks with 1425-mm track gauge were built at Zamyn-Uud station.

49 million passengers (8% growth) were carried on the **Polish State Railways** in 2019 by the PKP Intercity JSC, to include 1.5 million passengers in international traffic (10% growth).

In 2019, the company continued to implement the largest investment programme in the history of the Company under the title “PKP Intercity - a railway of large capital investments”. The main goal of the programme is to renew the rolling stock by 80% (procurement and modernization of coaches and locomotives) and to increase the level of comfort for passengers (equipping the coaches with air conditioning systems and wireless Internet). The total planned investment amounts to about PLN 7 billion until 2023.

In 2019, the PKP Cargo Group launched an investment programme to develop the infrastructure of transshipment terminals. The flagship project is the modernization of the logistics center in the city of Małaszewicze, in which the transshipment of containers following from China along the New Silk Road route is concentrated. Upon completion of the modernization works in 2020, the handling capacity of the logistics center in Małaszewicze will increase from 2800 to 3285 trains per year.

The completion of the construction of the Zduńska Wola-Karsznice Terminal in 2022, located in the center of Poland, will increase the volume of transshipment operations performed and thereby increase the competitiveness of the PKP Cargo Group on the European market due to its location on the so-called ‘Coal Mainline’. The construction of the Zduńska Wola-Karsznice Terminal will increase the transshipment capacity and increase the company’s competitiveness in the European market.

In 2019, 2 new container routes were launched:

- from China to Poland: Xian – Małaszewicze – Gdansk;
- from Poland to Germany: Swarzędz – Duisburg.

In 2019, the PKP Cargo JSC continued to update and modernize its existing rolling stock. Modern locomotives, specialized flat wagons for intermodal transportation, etc. were purchased.

In order to attract even larger volumes of goods handled by the Polish terminals, in 2019 the PKP Cargo Terminals LLC was established with the main task to optimize the terminal services offered by the PKP Cargo Group. The PKP Cargo Group terminals are located in Poland (all over the country) and the Czech Republic (Paskov). The total processing capacity of the PKP Cargo Group terminals reaches 1.1 million TEUs per year.

In 2019, the PKP Broad-Gauge Metallurgical Line LLC (PKP Linia Hutnicza Szerokotorowa – PKP LHS) launched the first train from China to Poland in cooperation with the Xian Free Trade Port Construction and Operation, as well as logistics partners from Kazakhstan, Russia and Ukraine. A container train from Xian (China) to the terminal station of Slawkow LHS (Poland) arrived in 12 days through the borders of Kazakhstan (Ilets-1), Russia (Suzemka) and Ukraine (Izov). The total length of the route is 9477 km. The consumer goods, clothing, footwear, textiles, equipment, machinery and electronic equipment were transported in 45 containers to the recipients in Germany, Slovakia and the Czech Republic.

In 2019, the PKP PLK JSC, which the national railway network's infrastructure manager, continued to implement the largest investment programme in the country's history to modernize the country's railway infrastructure.

In particular, the following most significant railway lines have been modernized:

- E 75 Rail Baltica - on the section Warsaw – Białystok – border with Lithuania;
- E 30 C-E30 - on the section Krakow – Rzeszow – Medyka and in the area of the border crossing point at Medyka;
- E 65 - on the section Warsaw – Gdynia.

The goal of this work is to create a connected railway network, improve passenger and freight services.

In 2019, the **Russian Railways** transported about 1.2 billion passengers. This represents an increase of more than 5% as compared to the parameters provided for by the long-term development programme of the Russian Railways holding.

In 2019, the following large-scale projects were implemented as the opening of traffic on the first two Moscow Central Diameters (MCD): MCD-1 "Odintsovo – Lobnya" and MCD-2 "Podolsk – Nakhbino", as well as the transition to a four-minute interval on the MCC (Moscow Central Circle) were completed.

To ensure the transportation during the XXIX-th World Winter Universiade 2019 in Krasnoyarsk, 23 pairs of long-distance trains were involved in communication with Krasnoyarsk and Abakan, including 96 passenger trains of FPC JSC formation, composed of 1379 coaches manufactured in the last years.

As part of the RZD OJSC's concept implementation for the renovation of the interior of passenger rolling stock during overhaul at the Tambov WRZ - a branch of the VRM JSC, a prototype of a second-class sleeping coach with an updated interior was manufactured, which demonstrates the possibility of modernizing the existing rolling stock taking into account the modern requirements of the carriers.

Particular attention was paid to children's transportation. In the summer of 2019, almost 500 thousand children were transported. The practice of providing special discounts, at the Company's expense, for children's transportation aged from 10 to 17 years during the summer holidays has been continued.

The "city train" project is consistently developing, which has already been implemented in 12 cities.

An increase in the traffic on urban routes, taking into account the Moscow Central Circle, amounted to +12.8% against the level of 2018.

Positive results have been achieved in the development of a barrier-free environment – passengers with limited mobility began to use long-distance trains 1.5 times more often. More than 18 thousand people monthly use the assistance and escort services at railway stations and stopping points. More than 900 railway stations and stopping points are involved in the Company's project for the Promotion of Mobility.

The services of providing unlimited internet access using Wi-Fi technology are organised at 107 railway stations in the country, which covers about 75% of the passenger traffic on Sapsan trains and half of the FPC branded trains. Currently, almost every second passenger uses the internet when purchasing a long-distance train ticket (the share of electronic sales is 52%).

A new version of the "three steps" ticket purchase has been launched on the "Russian Railways for Passengers" website. A unified client mobile application for devices on popular mobile platforms was developed and put into operation. Since the beginning of operation, more than 8.3 million tickets have been issued through it.

The volume of container traffic in 2019 amounted to more than 5 million TEUs, which is by 12.6% more than in 2018, mainly due to the growth in the volume of international traffic. The largest growth is observed in the import and transit segments. The volume of container transit amounted to 592 thousand TEUs, which is by 11% more than in 2018.

The increase in container transit was largely facilitated by the development of the INTERTRAN project - the first ever implemented project using the existing regulatory legal documents in a completely digital format. The INTERTRAN project made it possible to lay the foundation for the development of multimodal transportation using a complete paperless document circulation throughout the Euro-Asian space. The introduction of digital technologies and the automation of paperwork within the framework of the project at all stages of intermodal transportation made it possible to reduce the total time of paperwork for freight traffic by 4 days (in the port and at the destination railway station). The geography of the INTERTRAN information technology application has been expanded for the transportation to the

following destination stations of the Russian Federation: Silikatnaya, Koltsovo, Novosibirsk-Vostochny. Work is underway to launch the specified technology along the routes from the ports of China/South Korea/Japan to the port of Vladivostok and further along the Russian Railways network to the stations of the EAEU member states (Belarus, Kazakhstan).

Taking into account the existing infrastructural restrictions on the railways of the EU countries, one of the directions for the development of transit services is the implementation of the project of multimodal container traffic through the ports of the Kaliningrad region.

As part of improving the technology of container traffic, the 'XL Train' project (Extra-Long Train) is being implemented. This technology makes it possible to increase the efficiency of using the infrastructure capacity and reduce the costs for organising the transportation.

The RZD Logistics JSC has launched a comprehensive logistics service for the delivery of motor cars in the 'Autoexpress' container trains, which includes, at the client's choice, the following services: multimodal transportation, terminal handling of imported motor cars arriving in containers, customs clearance, cargo survey, long-term safekeeping services, transfer of goods to the road carriers and/or clients. The largest world manufacturers such as Volvo, Audi, BMW, Geely, etc. became clients for this service of the RZD Logistics JSC. In 2019, within the framework of the 'Autoexpress' project, logistics services for the transportation of motor cars and car spare parts in the amount of 16,802 containers were successfully organised.

In 2019, other new projects of the RZD Logistics JSC were implemented:

- transit traffic China – Finland – China: the project started in April 2019, and its route connects China (Anhui province) and Helsinki with the frequency of the trains running is once every 2 weeks in both directions; the project has been implemented jointly with the UTLC ERA JSC.
- a new transit container train from Shandong province to Germany: the project was launched in July 2019;
- transportation of goods from the province of Shandong to Hungary to the city of Budapest;
- service for the delivery of goods from Zhengzhou province to Hamburg;
- a project for the delivery of finished Porsche motor cars from Bremen to Chongqing: trains are dispatched on a weekly basis.

In May 2019, the transportation of finished Volvo motor cars from Belgium to China, as well as in the opposite direction, was organised. The link-up takes place at the Adampol terminal in Malaszewicze. Luxury cars are delivered from Europe to the customers in China, while motor cars of the middle-price segment are delivered in the opposite direction.

In the second quarter of 2019, together with the FESCO Transport Group, the Trans-Siberian Landbridge service was launched for an accelerated delivery of various types of goods, including car spare parts and equipment, along the routes from the ports of Japan, as well as from the Republic of Korea through the Vladivostok Sea Trade Port and Trans-Siberian Railway with subsequent road delivery to the consignee's warehouse in Europe.

The service provides for the reduction in the transit time as compared to the 'deep-sea' delivery of goods by half to 21 days and provides for the possibility of sending containers in the opposite direction from Europe to Japan or the Republic of Korea.

In September 2019, a test run of the 'Agroexpress' train was organised, consisting of 41 forty-foot containers with wheat flour of a Russian manufacturer. The test train passed through the territory of Mongolia to the Chinese city of Tianjin. The total transit time was 15 days. Since December 2019, the service has been launched on a regular basis. The goods are sent by standard trains from Selyatino and Vorsino stations in Russia to the destination points at Chongqing and Suzhou in China. Under the terms of the service, enterprises have the ability to attach their open flat wagons with containers to the train at consolidation points set along the route. Meanwhile, Russian manufacturers can send an additional individual 40-foot container as part of the train.

The volume of container traffic on the route China – Europe – China using the services of the United Transport and Logistics Company - Eurasian Railway Alliance Joint Stock Company (UTLC ERA JSC) amounted to slightly more than 333 thousand TEUs in 2019. The UTLC ERA JSC's share in the total volume of container transit in 2019 amounted to 87%. The geography of the company's services in the European Union countries expanded significantly in 2019. 11 new European centers for the formation of transit container flows have appeared on the routes of the UTLC ERA JSC. In 2019 the clients of the UTLC ERA JSC were global companies with the highest requirements for the quality of transport and logistics services, including premium automobiles, as well as the high fashion industry. At the same time, the range of transported goods has significantly expanded: if earlier transportation was mainly required for manufacturers of expensive equipment and motor cars, at present the company's services are used, among other, by freight owners with a relatively low cost of goods.

The main task of the construction complex of RZD OJSC is the building of new objects and renovation of fixed assets to ensure the required level of safety of the transportation process, removal of infrastructure restrictions, and increase in transport accessibility for the country's population.

A significant amount of the construction facility resources are aimed at implementing those measures which are primarily related to the implementation of orders from the President and the Government of the Russian Federation, as well as measures implemented at the expense of the Company's own funds/costs.

The projects related to the implementation of orders from the President and the Government of the Russian

Federation are as follows:

- modernization of the railway infrastructure of the Baikal-Amur and Trans-Siberian railways with the development of carrying and transit capacities;
 - development and renewal of the railway infrastructure on the approaches to the ports of the Azov-Black Sea basin;
 - comprehensive development of the Mezhdurechensk-Taishet section of the Krasnoyarsk Railway;
 - development of the Moscow transport hub;
 - construction of the railway line Prokhorovka – Zhuravka – Chertkovo – Bataysk;
 - development and renewal of the railway infrastructure on the approaches to the ports of the North-Western basin.
- The large-scale own projects of the RZD OJSC in terms of removing the infrastructure restrictions are as follows:
- development of the Tobolsk-Surgut-Korotchaevo section;
 - construction and reconstruction of artificial structures;
 - electrification of the Rtishchevo-Kochetovka section;
 - development of the Perm junction and the railway line in the direction of Perm – Solikamsk;
 - construction of the Selikhin-Nysh railway line.

In 2019, 509.1 km of railway tracks were put into operation, including 128.8 km of a new double-track line and 161.5 km of additional main tracks on various railway sections, 500 km were fitted with automatic interlocking, 584 sets of turnout switches were installed. 158 km of overhead catering were renewed, 133.5 km of roadbed were reconstructed. Meanwhile, the electrification of 353.6 km of railway lines and station tracks has been completed.

Within the framework of the federal project “High-speed railway traffic” of a comprehensive plan for the modernization and expansion of the main infrastructure for the period up to 2024, the project was being implemented to build the first stage of the high-speed railway line Moscow – Kazan: the high-speed railway line Zheleznodorozhnaya – Gorokhovets with traffic organisation from Moscow to Nizhny Novgorod.

The project assumes the following stages:

- construction of a 301-km new track between the stations of Zheleznodorozhnaya – Gorokhovets HSR;
- construction of a 20-km new track (connecting branch of the Gorokhovets High-Speed Railway station – Gorokhovets station of Gorkovskaya Railway);
- modernization of 100 km of existing infrastructure.

In this case, the total length will be 421 km, the travel time - 2 hours 05 minutes (without stops). Commissioning is planned for 2024. The project development status provides for the beginning of construction and installation works.

On the RZD OJSC’s initiative, the issue of including a new event “Creation of a high-speed railway line St. Petersburg – Moscow – Nizhny Novgorod” in the federal project “High-speed railway traffic” is being considered.

The RZD OJSC also is taking a set of measures to prepare for the implementation of engineering surveys and design work for the construction of the high-speed railway line Moscow – St. Petersburg. The investment programme of the RZD OJSC provides for the appropriate financing.

In addition to the design and construction of high-speed railway lines, the RZD OJSC is solving the problem of developing high-speed rolling stock on its own expense with the involvement of a technological partner.

The RZD OJSC together with the “Sinara-Transport Machines” JSC have established the Railway Transport Engineering Center JSC (ICZT). The main task of the Engineering Center is to develop the design documentation for modern railway rolling stock.

The project for the development of design documentation for high-speed rolling stock for operation on the high-speed railway line St. Petersburg – Moscow – Nizhny Novgorod has been identified as a pilot project for the ICZT JSC.

In accordance with the basic principles laid down in Annex 9 (“Facilitation of border crossing procedures in the course of international railway freight traffic”), in 2019, the RZD OJSC carried out a wide range of work to implement the provisions of both the new annex and the Convention itself as a whole, and took an active part in various activities for their implementation in railway transport.

One of the measures to facilitate trade procedures and the basis for paperless trade is the introduction of a Single-Window facility. The implementation of such a mechanism in practice makes it possible to simplify the movement of goods across borders, reduce the time required for administrative procedures, as well as to reduce the costs of participants in foreign economic activities.

In order to optimize the performance of customs operations along the entire route of export-import and transit freight flows in the Russian Federation, the RZD OJSC has elaborated an automated information system for electronic interaction (AS EV FCS) for the exchange of electronic data and documentation with the automated information system of the Federal Customs Service of the Russian Federation (FCS of Russia) when performing customs operations during the export and import of goods to/from the customs territory of the Eurasian Economic Union.

Since April 2019, when transporting goods by container trains in the direction of Russia – Finland – Kazakhstan – China at the Russian-Finnish border, the transfer of the transportation identification number (MRN) to the Federal Customs Service of Russia through the information systems of the RZD OJSC was made possible, which is issued by the Finnish customs authorities basing on the results of the customs control. The Russian customs authorities, on the basis of the provided MRN Number, acknowledge the results of the customs control procedures carried out by the Finnish

customs authorities, which has made it possible to speed up the customs operations and optimize the application of the risk management system.

Taking into account the positive results of this technology, in September 2019, the RZD OJSC at a meeting with the Federal Customs Service of Russia proposed to extend its application to other directions of international freight traffic.

The RZD OJSC together with the Federal Customs Service of Russia is implementing a project to automate the placement of goods under the customs procedure of customs transit. The FCS of Russia is planning to develop a technology for the automatic issuance of transit declarations for mass and least risky commodity groups, which will create an end-to-end technological process of placing goods under the customs procedure of customs transit in an automated mode without human intervention.

In order to reduce the idling and stoppage time of container trains at Zabaikalsk station, the customs authorities have agreed on a technology for processing trains with the use of preliminary transit declaration for the entire container train formation, which has made it possible for the container trains to pass through the border within 6-8 hours between arrival to departure, taking into account the overloading operations. Work in this field is being carried out in close cooperation with the Chinese Railways, as well as in the Subgroup of Experts on Information Interaction within the framework of the implementation of the seven-party Agreement on the container train operations in the China-Europe traffic.

In 2019, the RZD OJSC transported the following main types of goods under the CIM/SMGS consignment note:

- to the Russian Federation: bumpers and their parts for industrial assembly, empty railway wagons, bodies for motor cars and other motor vehicles, parts and accessories (including cabins) for carbody, parts and accessories of motor vehicles, crates, boxes, packing crates and baskets, drums and similar packing materials of wood.
- from the Russian Federation: tanks, barrels, drums, jerry cans, boxes; empty heavy-duty containers; crates, boxes, crates and baskets, drums and similar containers, of wood, paper and cardboard in rolls, minerals, pallets and similar platforms for the movement of goods made of ferrous metals, soda or sulphate insoluble semi-bleached wood pulp.

In total, in 2019, the RZD JSC transported 21,307 loads (container and wagon) using the CIM/SMGS consignment note, of which: 54,792 containers, which is 5.1% and 30.8% less, respectively, as compared to the same period in 2018, of them:

- export traffic - 11556 loads, including 24,909 containers;
- import traffic - 7058 loads, including 25,828 containers;
- transit traffic - 2693 loads, including 4055 containers.

The goods in export-import traffic were carried in 2019 under the use of the CIM/SMGS consignment note mainly to/from Germany, Romania, Slovakia, and the Czech Republic:

- with Romania – import - 5656 loads (wagon and container), including 134 containers and 5522 wagons; export - 216 loads (wagon and container), including 79 containers and 137 wagons;
- with Slovakia – import - 115 loads (container and wagon), including 2451 containers and 1226 wagons; export - 568 loads (container and wagon), including 9694 containers and 4835 wagons;
- from Germany – import - 210 loads (wagon and container), including 5854 containers and 3568 wagons; export - 3328 container loads (wagon and container), including 3432 containers and 63 wagons;
- from the Czech Republic – import - 417 loads (wagon and container), including 14937 containers and 8240 wagons; export – 7406 loads, including 11691 containers and 2266 wagons.

The deliveries of goods in the traffic between China and Germany (1903 container and wagon loads, including 1850 containers and 22 wagons) and between the Czech Republic and Kazakhstan (489 container and wagon loads, including 1854 containers and 1151 wagons) are most notable from the point of view of the CIM/SMGS consignment note intensive application.

On the **Romanian Railway** network 56.9 million passengers were carried (105.9% to the level of 2018) by the National Railway Passenger Transport Society “CFR – Calatori” - S.A. in 2019, incl. in international traffic - 204.3 thousand people (176.2 thousand passengers in 2018). The passenger turnover amounted to 5.2 billion passenger-km.

In 2019, the National Railway Freight Company “CFR Marfa” - S.A. transported 18.7 million tons of goods, including that in domestic traffic - 17.3 million tons (77.7% against 2018), export - 764.8 thousand tons (96.2% against 2018), import - 642.7 thousand tons (42, 5% against 2018), transit - 635 tons (12.6% against 2018).

No new container routes were invented. The freight traffic was organised along the Chumeshti route (Romania, to/from the station of Constanta Feribot) – Togliatti (Russian Federation) and vice versa, with the frequency of one train per week.

In 2019, the “CFR Marfa” - S.A. organised 5,462 shipments with the use of the unified CIM/SMGS consignment note. The total amount of transported goods was about 277,348 tons, of which:

- deliveries from Romania, with a destination in the states applying SMGS (export): 2481 shipments/loads, 124,520 tons.
- deliveries from the states applying SMGS with a destination in Romania (import): 2980 shipments/loads with the

amount of goods 152,803 tons and 136 empty wagons (53 loads).

- deliveries in transit through Romania: one dispatch from the Republic of Slovenia to the Republic of Moldova: 1 wagon/25 t.

In 2019, 9 locomotives were modernized (4 electric locomotives and 5 diesel-electric locomotives).

During 2019 the “CFR” - S.A. continued the implementation of several categories of projects aimed at modernizing the existing railway lines, sections, stations, railway infrastructure facilities, namely:

1. Projects for the reconstruction of railway lines, modernization of railway stations, electronic interlocking systems, security and ERTMS, rehabilitation of bridges, small bridges and tunnels, which were funded from the European Union Operational Programme for Transport 2007 - 2013 (POST 2007 - 2013).
2. Projects for the reconstruction of railway lines, modernization of railway stations, electronic interlocking systems, security and ERTMS, rehabilitation of bridges, small bridges and tunnels, which are funded from the European Union Operational Programme “Large Infrastructure” 2014 - 2020 (POIM)/“Connecting Europe Facility” (Connecting Europe Facility - CEF) 2014-2020.

The **Slovakian Railway** carried 77.4 million passengers in 2019, which is 4.8% higher as compared to the level of 2018 (73.8 million passengers), incl. in international traffic - 4.9 million passengers (4.3 million passengers in 2018, an increase of 12.8%).

The ZSSK Cargo transported 29.9 million tons of goods in 2019 (34.9 million tons in 2018), including: in international traffic - 26.3 million tons, in domestic traffic - 3.6 million tons.

In 2019, new container routes from China via TKD Dobra (TKD Dobrá, Slovakia) were organised in transshipment traffic:

- from Xian (China) to Dunajská Streda (Slovakia) via Kazakhstan, Russia, Ukraine and Slovakia;
- from Budapest (Hungary) to Xiamen (China) via Slovakia, Ukraine, Russia and Kazakhstan.

In 2019, the reconstruction and prospective development was continued of the railway infrastructure facilities that ensure the operation of the passenger branch (primarily railway stations and station buildings), aimed at achieving the safety of passenger trains, a high level of comfort and service. The following works were carried out:

- reconstruction of the Nitra railway station;
- electrification of the tracks on the line Banovce nad Ondava – Humenné, incl. the construction of an integrated passenger terminal at the Michalovce railway station;
- complex restoration of the traction network on the section Puchov – Lúky pod Makytou – state border of the Slovak Republic/Czech Republic,
- reconstruction of the Zvolen passenger railways station;
- electrification of the Zvolen-Filakovo section;
- increasing the track throughput on the line Bratislava – Dunajská Streda – Komarno.

The ZSSK Cargo in 2019 procured 2 vehicles of special rolling stock of 712 series, while 3 units of 363-series vehicles (363.139-7, 363.093-6, 363.091-0) were modernized.

As part of the development programme for the network of fast-speed and high-speed passenger traffic, the following works were carried out in 2019:

- modernization of the railway track at the state border of the Czech Republic/Slovak Republic – Kutý – Devínska Nova Ves;
- modernization of the railway line Puchov – Žilina for the speeds up to 160 km/h;
- putting into operation of the Žilina-Teplica marshalling yard and the railway infrastructure junction in Žilina;
- modernization of the railway line Žilina – Košice.

Considerable attention was paid to the issues of facilitating border crossing procedures by rail.

Using the CIM/SMGS consignment note, 1499 wagons (1069 consignment notes) were transported, of which: import - 658 wagons (658 consignment notes), export - 140 wagons (112 consignment notes), transit - 701 wagons (299 consignment notes).

In 2019, the **Tajik Railway** transported 5.8 million tons of goods, which is 108.4% to the level of 2018, including in export - 1.04 million tons (80.5%), import - 4, 3 million tons (110.2% against 2018). 547.7 thousand passengers were carried, which is 91.6% to the level of 2018, including 114.7 thousand passengers in international traffic.

In 2019, modernization was continued of the railway lines on the routes Vakhdat – Yavan and Vakhsh – Yavan.

The **Uzbek Railways** transported 94.5 million tons of goods in 2019 (94.8 million tons in 2018).

23.4 million passengers were carried (102% to the level of 2018). The passenger turnover amounted to 4385.2 million passenger-km (101.3% to the level of 2018).

The volume of freight traffic in containers amounted to: import - 119,135 (136% against 2018), export - 58,384 (113% against 2018), transit - 9778 (145% against 2019).

In April 2019, the Termez railway station was reconstructed and put into operation, as well as the construction

and commissioning of a new Angren railway station was completed for the departure and reception of international, local and suburban trains.

46 wagons were purchased, including: MO series - 12 wagons, ZMO series - 26 wagons, VR series - 1 wagon, ZMK series - 4 wagons, ZMB series - 3 wagons. Also, 3135 wagons were modernized and 449 new wagons were built.

In 2019 work was carried out in stages in the Republic of Uzbekistan within the framework of the programme "Acquisition of two high-speed electric trains and four economy-class coaches, spare parts and equipment" for the maintenance and modification of the rolling stock being in operation, the expense of Spanish loans.

As part of the project "Renewal of the fleet of traction rolling stock through the acquisition of locomotives", implemented jointly with the Asian Development Bank (ADB), on 17 July 2019, following an international tender, a contract was signed with the CNTIC-CRRC-DRLOCO consortium (China) for the supply of 24 two-section electric locomotives (16 freight and 8 freight-passenger). The delivery of the electric locomotives is planned for 2021-2022.

In 2019 the passenger turnover on the **Railways of Ukraine** amounted to 28,356.1 million pass-km, which is 99.1% of the volume of 2018, including in international traffic - 1,057.1 million pass-km, which is 87.0% against 2018.

312.9 million tons of goods were carried, which is 9.4 million tons less than in 2018 or by 2.9%. The volume of transportation in domestic traffic decreased (-15.4 million tons or -9.9%) to 139.6 million tons, in transit (-2.0 million tons or -12%) to 14.4 million tons, import (-0.5 million tons or -1%) to 43.2 million tons, at the same time, the volume of export traffic increased (+8.4 million tons or +7.8%) to 115.8 million tons.

During 2019, 47,667 shipments of goods were carried out under the use of the unified CIM/SMGS consignment note, which is 10% less than the number of shipments in 2018 (52,981 shipments). Of these, 41,057 wagons (export - 21,620, import - 13,081, transit - 6,356) and 6,610 containers (export - 88, import - 33, transit - 6,489).

The main cargoes transported under the CIM/SMGS consignment note were as follows:

- export to Romania: barley, timber, sugar, wood chips, malt, kaolin, sawdust and wood waste, mixtures of nitrate and ammonium with calcium carbonate, portland cement, cake, iron ore and concentrates, urea, iron rods, flat rolled iron, table salt; to Hungary - beet molasses, to Poland - empty wagons; to Slovakia - empty containers, coal tar, steel forged rolls; to the Czech Republic - iron beam channels;
- import from Romania: empty wagons;
- transit: pallets for moving goods made of iron or steel, empty containers, arsenic sulfides from the Russian Federation to Romania; empty wagons from Romania to the Russian Federation, Hungary, Republic of Belarus, as well as from the Republic of Moldova to the Russian Federation; from Hungary to the Russian Federation - natural steatite; from the Republic of Belarus to Romania - ceramic plates, timber, wood chips, potassium chloride, fibreboards, plywood; from Romania to the Russian Federation - bumpers and their spare parts.

In 2019, international container trains and combined transport trains ran through the territory of Ukraine along the following routes:

- Lithuania (Draugiste-Port - Kena) - Belarus (Gudogai - Slovechno) - Ukraine (Berezhest - Odessa/Chernomorsk/Paromnaya/Mogilev-Podolsky) - Georgia (Poti/Batumi - Gardabani) - Azerbaijan (Beyuk-Kasik - Alyat)/Bulgaria (Varna - Sofia)/Moldova (Valcinet - Giurgiulesti/Etulia/Ungheni) - Ukraine (Frikacey/Reni - Reni Port)/Romania (Iasi) - "Viking" train;
- Estonia (Tallinn - Valga) - Latvia (Lugazi - Indra) - Belarus (Bigosovo - Slovechno) - Ukraine (Berezhest - Chernomorsk/Paromnaya/Odessa-Port/Mogilev-Podolsky) - Moldova (Valcinet - Giurgiulesti/Etulia/Ungheni) - Ukraine (Frikacey/Reni - Reni Port) - "ZUBR" train;
- Romania (Ciurmești - Dornești) - Ukraine (Vadul-Siret - Zernovo) - Russia (Suzemka - Tolyatti);
- China - Kazakhstan Dostyk/Altynkol - Kanisay) - Russia (Iletsk - Suzemka) - Ukraine (Zernovo - Chop/Izov/Batevo) - Slovakia/Poland/Hungary;
- Lithuania (Draugiste-Port - Kena) - Belarus (Gudogai - Slovechno) - Ukraine (Berezhest - Brovary/Odessa-Port);
- Russian Federation (Cherepovets-II - Suzemka) - Ukraine (Zernovo - Izov) - Poland (Hrubieszow - Zamość);
- Ukraine (Nizhnedneprovsk-Uzel - Izov) - Poland (Hrubieszow - Slawkow).

Taking into account the interests of national consumers the domestic container trains ran on the territory of Ukraine in order to increase the volume of traffic, the safety of goods, as well as to accelerate the delivery process.

The potential of the Ukrainian Railways makes it possible to increase the volume of traffic and to organise container trains in the new directions.

During 2019, 19 container train routes were organised on a regular basis, of which 4 are new trains in international traffic in the following directions: Belarus - Ukraine - Romania, Ukraine - Poland, Russia - Ukraine - Poland and Lithuania - Ukraine.

In 2019, significant attention was paid to the Trans-Caspian international transport route in the communication European countries - Ukraine (Chop/Batevo/Izov/Mostiska/Vadul-Siret - Paromnaya) - Georgia (Poti/Batumi - Gardabani) - Azerbaijan (Boyuk-Kasik - Alat) - Kazakhstan (Aktau-Port - Dostyk) - China using the ferry crossings on the Black Sea (Chernomorsk - Poti/Batumi) and on the Caspian Sea (Alat - Aktau-Port).

Facilitation of border crossing procedures is an important component in simplifying the international trade and

logistics procedures in the country.

To provide additional equipment of railway checkpoints (control points) on the state border of Ukraine, in 2019 work was performed in the amount of UAH 12.6 million. This is the modernization of video surveillance systems, strengthening of external lighting systems, current repairs of premises, track maintenance works, etc.

In order to reduce the time allotted for border crossing, the Ukrzaliznytsia JSC held a series of negotiations with the State Fiscal Service of Ukraine, which resulted in the signing of an Agreement "On interdepartmental information cooperation". This is the first step in optimizing the control procedures when moving goods across the state border. In the future, the processes of processing trains at border transfer stations and procedures for issuing imported goods at destination stations will be simplified.

The introduction of joint control procedure will significantly increase the throughput. In practice, this makes it possible to significantly reduce the time of crossing the borders, since there is a single stop for customs and border control by the relevant services of both sides on the territory of one of the states.

In accordance with the Law of Ukraine, the "Agreement between the Cabinet of Ministers of Ukraine and the Government of the Republic of Moldova on joint control of persons, vehicles, goods and items at joint checkpoints across the Ukrainian-Moldovan state border" was ratified.

This makes it possible to introduce joint control at the checkpoint for the Kuchurgan-Novosavitskaya railway link on the Ukrainian-Moldovan border. To this end, the Ukrzaliznytsia JSC carried out in 2019 a set of organisational and preparatory measures to implement control procedures at the Kuchurgan station belonging to the regional branch of "Odessa Railway" together with the Moldovan colleagues.

The necessary office premises were allocated to accommodate the representatives of the railway, customs, border and other state regulatory bodies of the Republic of Moldova at the station, repair work was carried out within these premises, and the necessary conditions were provided to fulfill their functional duties. Today the introduction of organisational and preparatory measures continues.

In 2019, the Ukrzaliznytsia JSC carried out the renovation works of 8502 vehicles of the rolling stock fleet for a total amount of UAH 5317.82 million, namely:

- procurement of rolling stock - 55 vehicles for the amount of UAH 2338.80 million (including 15 freight mainline diesel locomotives of the TEZ3AS series, 21 freight wagons, 18 passenger coaches and a DPKr-3 diesel train manufactured by the Kryukov Wagon Works JSC);
- overhaul repair and modernization of rolling stock - 7686 vehicles in the amount of UAH 2979.02 million (including 69 locomotives, 7551 freight wagons, 29 passenger coaches and 37 units of electric trains);
- the scheduled operating repairs and maintenance of 11410 freight wagons were performed.

The management and administrative structure of railway transport is undergoing reforms and improvement in accordance with the Action Plan for Reforming the Railway Transport, approved by the order of the Cabinet of Ministers of Ukraine No. 1411 dated 27 December 2019, and the Strategy of the Ukrzaliznytsia JSC for 2019-2023, approved by the order of the Cabinet of Ministers of Ukraine No. 591 dated 12 June 2019.

These documents provide for restructuring of the Ukrzaliznytsia JSC to prepare the company for the opening of the railway transportation market and initial public offering (IPO), the introduction of a contract order for socially important passenger transportation, ensuring the safety of transportation when the carrier market opens.

The reorganisation of the Ukrzaliznytsia JSC according to the Strategy is carried out by transforming the regional management structure into business segments: cargo traffic and logistics, production and maintenance, passenger transportation, infrastructure.

Throughout 2019, a phased work was carried out to reform the transportation economy. The essence of the reform is to improve the train traffic dispatch control system.

The key change for building a new organisational structure of the traffic control vertical is the gradual optimization and centralization of dispatch control in the Traffic Control Department of the Ukrzaliznytsia JSC.

The purpose of concentrating the transportation management functions within the Traffic Management Centers is:

- comprehensive optimization of the transportation branch operation;
- elimination of functions duplication between various departments;
- increasing the efficiency in the transportation process organisation;
- prompt elimination of systemic deficiencies that arise in the process of transportation management;
- ensuring the timely implementation of key administrative tasks;
- optimization of the personnel number.

The **Czech Railways** carried 194.2 million passengers in 2019 (+2% as compared to 2018). The passenger turnover amounted to 11.1 billion passenger-km (+8% against 2018). The passenger traffic has been growing every year and has reached the highest index since 1993.

In 2019, 98.5 million tons of goods were transported, which is 1% lower than in the previous year. The goods turnover amounted to 16.1 billion tons km, which is 3% below the level of 2018.

In domestic traffic, 37.3 million tons of goods were carried, which is 5% less as compared to the level of 2018. The



goods turnover amounted to 5.6 billion tonne-km, which is 6% lower than in the previous year.

In international traffic, 61.2 million tons of goods were transported, which is 1% lower than the level of 2018. The goods turnover amounted to 10.5 billion tonne-km, which is 1% higher than the level of 2018. The export of goods amounted to 20.7 million tons (+2% against 2018), import - 31.2 million tons (+3% against 2018). The goods turnover in international traffic amounted to 4.1 billion tonne-km (as compared to 2018, the import increased by 2%, while the export decreased by 1%).

The **Estonian Railway** transported 13.2 million tons of goods in 2019, which is by 2.4% less than in 2018. In transit traffic, 9.4 million tons of goods were carried, which is by 3% more than in 2018. In short distance traffic, the goods turnover decreased by 24.3% and amounted to 2.1 million tons. In 2019 the import increased by 7.5% and amounted to 1.5 million tons. At the same time, export traffic showed a decrease in comparison with 2018 by 9.4% and amounted to 0.3 million tons. The volume of 2019 container traffic showed a steady growth and amounted to 76.8 thousand TEUs, which is +46% as compared to 2018.

In 2019, 8.3 million passengers were transported, which is by 8% more than in 2018. In international (direct) traffic, 111.1 thousand passengers were carried, which is by 3.8% more than in 2018.

Investments in the reconstruction of the Estonian Railway infrastructure amounted to 31 million euros in 2019, and for 2020 it is planned to invest € 45 million.

The key investment indicators for 2019 are as follows:

- within the framework of a major development project of Lääne – Harju, the construction was completed and traffic was opened on a new section of the Riisipere-Turba railway - 6.1 km;
- reconstruction of the Tapa-Narva section was completed with the speed increased to 135 km/h;
- reconstruction of bridges, crossing-overs and passages is underway.

In 2019, the Estonian Railway JSC continued to develop the technology of paperless transport in cooperation with the OSJD railways. The RZD OJSC and Latvian Railways SJSC are neighbours for the Estonian Railway.

The state and development of information exchange with the RZD OJSC: since 2013 the Estonian Railway JSC and the RZD OJSC have been successfully carrying out international transportation of empty private and leased wagons in both directions without the use of paper documentation, including in cases of wagons' dispatching'. In addition, since 1 July 2019, the transportation of loaded wagons is underway with the use of the electronic consignment notes from the RZD OJSC to the Estonian Railway JSC or in transit through the Estonian Railway.

The electronic data of consignment notes (preliminary notification) are used both by participants in the transportation process and by the state authorities of the Republic of Estonia (primarily customs bodies). This, in turn, leads to clarification of many aspects of the use of electronic information. The works to improve the information exchange are underway within the framework of bilateral working groups.

1.

Status of OSJD Activities by Subjects



1.1. Transport Policy and Development Strategy

In 2019, the Commission on Transport Policy and Development Strategy continued its work towards the implementation of the comprehensive measures aimed at the improvement of transportation and development of the OSJD railway transport corridors, facilitation of border crossing procedures for international railway passenger and freight traffic as well as an increase in competitiveness of the railways to attract additional volumes of international transit traffic, and modal shift in favour of railway transport on the transport market.

In the reporting year the experts from the OSJD member countries carried out their work to draft a leaflet named as "Regulation for forming and completing a technical-operational certificate of an OSJD railway transport corridor" on the basis of proposals submitted by the OSJD member countries.

Having discussed the draft leaflet "Regulation for forming and completing a technical-operational certificate of an OSJD railway transport corridor", the Commission meeting took a decision to have the draft Leaflet finalized in 2020 in view of the comments made by such OSJD member countries as the People's Republic of China and Ukraine.

The meeting also considered the issue of drafting a Leaflet on forming, completing and monitoring the Comprehensive Plans for the improvement of transportation and development of OSJD railway transport corridors No. 1-13. This work is going on in 2020 in view of the comments made by the OSJD member countries.

During discussion of the issue of "Monitoring the implementation of Comprehensive Plans for the improvement of transportation and development of OSJD railway transport corridors No. 1-13 until 2020", the Commission meeting kindly requested the OSJD member countries to inform the Commission on the progress of implementation of the measures which were envisaged in the Comprehensive Plans in accordance with a developed form.

The Commission meeting participants took a decision to continue in 2020 their work on "Monitoring the implementation of Comprehensive Plans for the improvement of transportation and development of OSJD railway transport corridors No. 1-13 until 2020" in accordance with the form adopted.

Under the decision of session XLVII of the OSJD Ministerial Conference (4-7 June 2019, Tashkent, Republic of Uzbekistan), modifications were introduced into the Comprehensive Plans for the improvement of transportation and development of OSJD railway transport corridors No. 2, 5, 8, 10 until 2020", in view of the connection of new lines.

The Commission meeting considered and agreed upon the submitted Comprehensive Plans for those corridors.

In the reporting year the Commission discussed the issues with regard to the preparation of new Comprehensive Plans for the improvement of transportation and development of OSJD railway transport corridors No. 1-13 until 2030 in view of the National development programs of railway transport. During discussion of the said issue it was decided that the respective work must be commenced following the preparation of a document which would regulate the issues of formation and completion of new Comprehensive Plans.

In accordance with the decision of session XLVII of the OSJD Ministerial Conference, modifications were introduced into the draft technical and operational certificates of OSJD railway transport corridors Nos. 2, 5, 8 and 10 in view of the connection of new lines.

Having considered the submitted draft certificates, the Commission meeting approved the updated technical and operational certificates of railway transport corridors No. 2, 5, 8 and 10 without taking into account the technical and operational data of the Islamic Republic of Afghanistan, Islamic Republic of Iran and People's Republic of China.

OSJD member countries took a decision to continue their work on information exchange with regard to implementation of the provisions stipulated in the Memoranda of Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors No. 1-13.

The proposal made by the Russian Federation was considered regarding the opportunity to connect the railway line Minsk – Saint-Petersburg/Ust-Luga (9b) to OSJD railway transport corridor No. 9, which was subsequently agreed with the Republic of Belarus. Alongside with that, it was suggested that a possibility be considered to extend the OSJD railway transport corridor No. 9 by means of the railway line Minsk – Zhlobin – Kalinkovichi – Slovechno – Berezhest – Ovruch – Korosten – Zhitomir – Berdichev up to Odessa.

Ukraine, for its part, confirmed its interest in the connection to the OSJD railway transport corridor No. 9, in particular by means of the railway line Minsk – Zhlobin – Kalinkovichi – Slovechno – Berezhest – Ovruch – Korosten – Zhitomir – Berdichev up to Odessa.

The Republic of Lithuania, for its part, did not agree with the proposal made by the Russian Federation to



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



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

connect the railway line Minsk – Saint-Petersburg/Ust-Luga with the OSJD railway transport corridor No. 9, since it believed it was more advisable to use the existing and newly developed high-tech railway infrastructure of OSJD corridor No. 13 to provide the forecasted volumes of goods carried in the North – South direction.

The delegation of the Republic of Lithuania confirmed its prior position expressed with regard to disagreement on the connection of the railway line Minsk – Saint-Petersburg/Ust-Luga with OSJD railway transport corridor No. 9 and brought out an opinion that it would not be reasonable to hold additional consultations on the issue, however, it kindly requested that the OSJD member countries participating in OSJD

railway transport corridor No. 9 should agree on the connection of the railway line Minsk – Zhlobin – Kalinkovichi – Slovechno – Berezhest – Ovruch – Korosten – Zhitomir – Berdichev up to Odessa to the abovementioned corridor.

The Russian Federation reserved its position on the issue and added that it would be submitted additionally.

The meeting participants took note of the reports delivered by the representatives from the OSJD member countries with regard to the development strategy for the fast and high-speed traffic of passenger and freight trains in OSJD member countries.

The parties agreed to continue exchanging their information on the implementation progress of the national programmes to organise fast and high-speed passenger trains and plans of their development.

During discussion and consideration of the issue concerning the technical solutions providing the seamless implementation of high-speed freight and passenger services with different track gauge systems available, the delegation from the Russian Federation drew the participants' attention to the issues the solution of which must advisably be considered at State level with participation of the OSJD member countries being interested in the said work:

- advisability of setting up a working group composed of experts of the OSJD Commission on transport policy and development strategy and the Commission on infrastructure and rolling stock on the issues of fast and high-speed Asia – Europe – Asia traffic;
- conducting the analysis of the normative and technical documentation of the countries participating in freight and passenger transportation between Europe and Asia, which regulates the organisation of high-speed railway passenger and freight traffic;
- elaboration of common approaches to the technical and operational compatibility of railway infrastructure and rolling stock in the rail track gauge area of 1435 mm (Asia) – 1520 mm – 1435 mm (Europe) for high-speed traffic in all the main subsystems of railway transport (track and track facilities); electric power supply; signaling, interlocking and communications; rolling stock (locomotives and multiple unit rolling stock); operation activity;
- identification of possible legal, technical and technological barriers and development of proposals for their elimination;
- information exchange according to the operative legal basis of the interested member-countries for organisation of high-speed freight and passenger traffic as well as on the issues of interaction with State agencies and organisation of digital flow of documents for the implementation of transportation process.

An opinion was also expressed whether it was advisable to consider the above-mentioned issues within the framework of cooperation of the OSJD with other international organisations as well as regional associations, including cooperation within the OSJD/ERA Contact Group.

The Commission meeting invoked the OSJD member countries developing their fast- and high-speed railway passenger and freight traffic to exchange information on the progress of implementation of their National projects during the Annual meeting of the OSJD Commission on transport policy and development strategy.

The expert meeting relating to the development of measures aimed at facilitation of border crossing procedures for international railway traffic in the Eurasian area acknowledged the reports and presentations made by the representatives from the OSJD member countries with regard to the reasons for delays of passenger trains and freight wagons at the border stations, including information on the implementation of measures aimed at the facilitation of border crossing procedures.

The working body of the Commission summed up the information, submitted by the OSJD member countries with regard to the reasons for delays of passenger trains and freight wagons at the border stations for 2018, and development of measures aimed at the facilitation of border crossing procedures.



Presidium of the final meeting of the OSJD Commission on Transport Policy and Development Strategy (15-18 October 2019, OSJD Committee)

On the basis of the combined information received from every country as to their border stations, it has to be noted that the established standards of the technological handling process of freight and passenger trains in view of peculiar features of each border crossing station and specificity of Customs, border control and other types of State control at particular border stations have been generally complied with.

However, there are times at which transport documents and documents of title to the goods are processed in a way of poor quality as well as required permissive documents are missing and the technical condition of rolling stock and containers is not proper, which leads to multiple cases of uncoupling.

Due to the fact that the information transmitted by the parties is issued and delivered, as a rule, in different formats, which does not make it possible to conduct an analysis of good quality, the experts from OSJD member countries have considered and prepared draft formats for information to be submitted: Analysis of delays for passenger trains at border crossing; Analysis of uncoupling/delays of freight trains at border crossing.

Having considered the draft formats for the submission of information the Commission meeting took a decision to assign tasks to finalize the draft formats in the following year:

- For the TWG on the issues of railway transport statistics to consider the draft formats in order to draft their own proposals;
- For the working body of the Commission, on the basis of proposals by the TWG to prepare the combined information and transmit it for consideration by the expert meeting on the subject "Development of measures aimed at the facilitation of border crossing procedures for international railway traffic in the Eurasian area";
- For the experts of the meeting on the subject "Development of measures aimed at the facilitation of border crossing procedures for international railway traffic in the Eurasian area" to finalize and submit the document for consideration by the Commission meeting.

The OSJD Committee has organised a questionnaire among the OSJD member countries on the issue of implementation of the Declaration provisions adopted by the VIII-th Inter-Agency meeting (2015, Gdansk, Republic of Poland).

On the basis of the information submitted, one can make a conclusion that the Declaration provisions (principles and ways for tackling the issues of facilitation of border crossing procedures for railway transport) have successfully been implemented:

- measures are implemented that are aimed at strengthening the technical equipment of border railway stations (availability of equipment, facilities, information systems and communications means making it possible to exchange information in advance etc.) and improving their infrastructure so that the carrying and traffic handling capacity of the stations (and its neighbouring area) should satisfy the traffic volumes;
- a common analysis is conducted on a regular basis between the neighbouring railway administrations with regard to delays of passenger and freight trains (railway administration exchange their information and analyze the reasons for train delays, including those which happen due to railway staff members' fault);
- in most cases the Customs control is provided on the basis of the sampling control principle, as well as of the analysis system and risk management. When goods are loaded in (on) a unit of rolling stock and they are closed and properly sealed and the required information has been provided for them, the Customs control of transit



Participants in the final meeting of the OSJD Commission on Transport Policy and Development Strategy (15-18 October 2019, OSJD Committee)

goods is conducted in a simplified way;

- seminars are held on a regular basis with staff members of freight stations and consignors in order to increase the level of their knowledge, study the legal and normative documents being effective in the field of international traffic of goods by railway transport;
- in economically justified cases, the possibility is not excluded to apply the methods, approaches, procedures, one stop shop mechanism for preparation and implementation of measures for the facilitation of border crossing by railway transport in accordance with the UNECE recommendations (Recommendation No. 18 of the UNECE "Facilitation Measures related to International Trade Procedures» and Recommendations No. 33, 34, 35 of the UNECE on "Establishing A Single Window);
- work is carried out in order to introduce the digital flow of documents with the use of information technologies, which reduces the time devoted to respective Customs procedures to be conducted.

The meeting has recommended the OSJD member countries to continue work on the implementation of the Gdansk Declaration provisions and information exchange with regard to the progress of implementation of its provisions.

Having acknowledged the information from the OSJD member countries on the work carried out on the practical implementation of Annex 9 "Facilitation of Border Crossing in International Rail Transport" to the 1982 International Convention on the Harmonization of Frontier Controls of Goods, the meeting participants have made a conclusion that the principles and the way for tackling the issues of facilitation of procedures for border crossing by railway transport have been used already today to one extent or another.

Proactive work is underway to introduce the "one stop shop" mechanism with the use of information and telecommunication systems. The need was noted to organise the exchange of transport and accompanying documents in the scanned and digital format.

As of today, most of the railway companies of the OSJD member countries have been interested in analyzing the reasons for delays and uncoupling of freight wagons, and, accordingly, the experts on the subject "Development of measures aimed at facilitation of border crossing procedures for international railway traffic in the Eurasian area" decided it was advisable to develop the draft OSJD leaflet "Methodology for registering the delays and idle hours of freight wagons at the border railway stations".

At the Commission meeting, the leading drafters from the Republic of Kazakhstan and the Republic of Lithuania prepared draft Leaflet "Methodology for registering the delays and idle hours of freight wagons at the border railway stations". It was decided to continue the work in 2020.

In the course of discussion, the meeting participants exchanged their experience and best practices on the issues of digitalization of international railway traffic. Therefore, all the meeting participants noted the importance of the process as one of the significant tools for introduction of the "One stop shop" system.

In the period of 19-22 February 2019, in Geneva, 81st session of the Economic Commission for Europe took place to discuss the inland transport (ECE/TRANS/287 and Add.1), at which considered and adopted was the text of the new Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-Luggage carried in International Traffic by Rail.

Work was going on the issues of railway transport policy, the strategic objective of which includes the coordinated development of the OSJD railway system and an increase in competitiveness of railway in order to attract additional volumes of international transit traffic.

The meeting participants took note of the reports delivered by the representatives from the Russian Federation and Ukraine with regard to development aspects of railway transport in the said countries, and information was also noted from Hungary, Republic of Belarus, Republic of Latvia, Republic of Lithuania, Republic of Poland, Romania and Republic of Uzbekistan.

The meeting participants discussed the information submitted and exchanged their experience and opinions on the key strategic development aspects of railway transport in the OSJD member countries.

For the need of identification and elaboration of common approaches to the strategic development of railway transport on the basis of the National strategic program documents of the OSJD member countries, the Format of information submission as to the strategic development of railway transport in the OSJD member countries was drafted and approved.



Annual meeting of the UIC Statistical Group with the participation of the OSJD representatives
(27 November 2019, Paris, France)

The Commission meeting participants took note of the information combined by the working body of the OSJD Commission with regard to the unified Format of information submission as to the strategic development of railway transport in the OSJD member countries on the basis of information transmitted by the OSJD member countries.

The Commission meeting participants supported the proposal made by the working body of the Commission on the publication of Information Digest on the strategic development of railway transport of the OSJD member countries in Chinese, Russian and English in 2020, the publication of which was initially scheduled for 2019.

At their meeting, the experts from the OSJD member countries took note of the presentations delivered by the representatives from the Republic of Azerbaijan and Ukraine on the progress of reforms taking place in the rail sector of those countries. The experts also took note of the information submitted to the OSJD Committee by representatives from the Republic of Belarus, Republic of Latvia, Republic of Lithuania, Republic of Poland, Romania, Russian Federation and Slovak Republic.

All those submitted information materials on the progress of reforms taking place in the rail sector of the OSJD member countries as well as the information materials hereto which have been accumulated since 2008 are made available on the portal of the OSJD website.

The meeting participants took note of the presentation delivered by the leading drafter from the Republic of Lithuania on the subject ***“Work progress of the ERA/OSJD collaboration for the analysis of the relationship between the EU and non-EU 1520/1524-mm and 1435-mm gauge railway systems”***.

In execution of the provisions of the Memorandum of Understanding signed between the OSJD and the ERA for 2015-2019 and in accordance with the Work Plan adopted, the OSJD/ERA Contact Group in 2019 held four meetings, in the course of which the following subject were considered.

- Analysis of parameters being relevant for preservation of the technical and operational compatibility in the field of “Telematic applications for passenger traffic”. The work on the given document has been completed. The document (version 1.0 FINAL) is prepared to be made available on the websites of the OSJD and the ERA.
- Analysis of parameters being relevant for preservation of the technical and operational compatibility in the field of “Noise” subsystem.
- Analysis of parameters for the subsystem “Telematic applications for freight traffic (TAF)”.
- Analysis of parameters for the subsystem “Energy”.

An analysis of measures has been conducted for the preservation and improvement of the existing technical and operational compatibility on the CIS-EU border. Border 1520/1524. Border 1520/1435.

Within the scope of that work, the exchange of information took place with regard to requirements of regulatory documents of the EU Member States and non-EU countries as follows:

- “Corporate certification of activity to provide safety and security of the transportation process”;
- “Activity of the National Agency for Standardisation of Ukraine in 2018”.

The reporting year saw the signature of the Memorandum of Understanding between the OSJD and ERA for a five-year period with the possibility of subsequent tacit extension for the next five-year terms.

There were combined information materials “Main statistical data on railway transport for 2018”, which had



Participants in the expert meeting on statistics matters in railway transport (17-20 September 2019, Ulan Bator, Mongolia)

been prepared by the leading drafter from the JSC "O'zbekistan temir yo'llari" (Uzbek Railways) on the basis of the initial data submitted by the member-countries.

The combined statistical data for 2018 have been agreed upon for publication in the "Bulletin of Statistical Data of OSJD on railway transport for 2018".

A decision has also been taken to publish the key performance indicators for each OSJD railway transport corridor No. 1-13 in the "Bulletin of Statistical Data..." in the form of a table and a diagram.

The OSJD draft Leaflet R 305/1 "OSJD Glossary" has been considered and tentatively agreed upon (next 125 definitions).

The Commission meeting decided to consider in 2020 the following 100 definitions in the OSJD Leaflet R 305/1 "OSJD Glossary".

The expert meeting participants took a decision on the development of methods to calculate the indicator of the "Train operation volume in view of locomotive weight" at the proposal made by the Russian Federation, Hungary and Ukraine.

The STEI Centers of the OSJD member countries continued in 2019 their work on the formation and development of the National databases **of scientific, technical and economic information (STEI)**, the total of which constitutes the OSJD International distributed database – OSJD ADB.

The expert meeting of the given subject heard information delivered by representatives from the People's Republic of China, Russian Federation and Ukraine on the performance of the STEI centers, their development, creation of information systems and databases, organisation of reference-information servicing for the information expert-users, including that one of use of Web-technologies.

The leading drafter from the Russian Federation conducted an analysis of information acquisition and use of the International distributed database on STEI in 2018 on the basis of the data submitted by the STEI centers of the OSJD member countries participating in the subject.

The total volume of scientific and technical information accommodated in the International distributed database amounted to 2,454,944 documents as of 30.12.2018.

The annual total growth of the National documents in the OSJD International distributed database was equal to 57,911 documents in 2018.

In the course of 2018 the subscribed user of the International distributed database of the STEI centers of the OSJD member countries included 12,376 experts;

- the total number of referencing to the OSJD ADB amounted to 314,733;
- the total number of the documents distributed from the OSJD ADB (the number of documents found in the ADB and distributed according to the references made by the document users) equaled 3,447,822 in 2018.

In view of the abovementioned figures, one can speak about the stability of the interest showed by users to the information resources of the STEI of the OSJD member countries.

Having considered Paragraph 3.2 of the OSJD Leaflet O 905/1: "The following types of documents shall be used for the formation of the National databases: books, monographs, brochures, magazine articles, reports, manuscripts, speeches, dissertations, reference books, technical memoranda, regulatory documents, scientific findings, bibliographies and etc.", the meeting participants came to a conclusion that it was needed to present the total information on all the databases of the STEI centers in the event the types of documents stipulated in the Leaflet are stored in individual databases.

The meeting participants noted the need to annually analyze the acquisition of the International distributed database OSJD ADB, since it makes it possible to identify the development dynamics of information activity in the OSJD member countries as well as the extent of use of scientific and technical information resource by experts.

The leading drafter from the Republic of Kazakhstan presented to the expert meeting for information the combined material on the activity of the technical libraries of the OSJD member countries, on the basis of the data submitted by the Republic of Azerbaijan, Republic of Belarus, Republic of Kazakhstan, People's Republic of China, Kyrgyz Republic, Republic of Moldova, Russian Federation, Slovak Republic and Ukraine.

On the basis of the data submitted, one can state that the technical libraries function on all the railways. Thus, for



Expert meeting on the subject "Collaboration in the field of scientific, technical and economic information (STEI) based on modern information technologies" (10-12 September 2019, OSJD Committee)

example, there are 264 in the JSC RZD, 74 in JSC “Ukrzaliznytsia” (Ukrainian Railway), 36 in JSC “NC KTZ”, 7 in Byelorussian Railway, and one technical library in the Kyrgyz Republic, Slovak Republic and People’s Republic of China. The Azerbaijani Railway is now engaged in the construction of a museum library.

The total library stock of the reported data includes 4 million 31 thousand 625 units of storage, however the number of digitalized units of storage equals a little more than 1 million 505 thousand titles. The number of library traditional members is equal to 118 864 people, the number of visits to the technical libraries amounts to 644 716, whereby the distribution of units of the book collection and periodicals included more than 2 million units.

The automated library-information systems (ABIS) function in 6 countries (ProfLib in Slovak Republic, BIT2000 in Belarus and AS “DCNTI/NTB” version 1.3 in Ukraine, GDLIS NET VERSION 7013 in China and IRBIS 64 in Russia and Kazakhstan). The number of officially subscribed users of digital resources amounts to about 25 263 people.

The Commission meeting participants considered that it would be useful to continue work on the issue of the library activity of the STEI centers.

The expert meeting believed it would be advisable to evaluate the possibility of updating Leaflet O 905/2 “Rules for processing the data to be included in the OSJD International document pool (OSJD ADB)” in view of harmonization with the current international standards and expressed interest in the integration of the STEI databases of the OSJD member countries on the basis of a single searching tool.

The leading drafter from the Republic of Belarus prepared a consolidated bibliographic listing on the subject “Digitalization in Railway Sector”, which was formed on the basis of the data submitted by the STEI centers.

Work on formation of a common bibliography on the subject “Digitalization in Railway Sector” was headed by the Center of scientific and technical information of the national state-owned company “Belarus Railway”. The consolidated bibliographic listing was formed on the basis of the information materials received from the STEI centers of the Republic of Belarus, Republic of Kazakhstan, People’s Republic of China, Republic of Moldova, Republic of Poland, Russian Federation and Ukraine. The collection included the list of articles on the given subject for the period of 2016-2018. The bibliography was accompanied by short summaries.

The drafted consolidated bibliographic listing was presented to all the working bodies of the OSJD Committee. And it was stated it would be reasonable to continue the given work, therefore after discussion was completed the following subject were adopted for development:

1. “Modern technologies for providing the safety of goods on railway transport”;
 2. “Development of diagnostics and monitoring of the condition of railway transport infrastructure”.
- The Commission meeting approved the work carried out on that issue in and took a decision to continue it in 2020. In 2019 the following activities were implemented:
1. Information acquisition for the OSJD distributed database on transport by the STEI centers at National level.
 2. Exchange of scientific, technical and economic information between the STEI centers of the OSJD member countries.
 3. Combination of the information material on activities of the technical libraries of the OSJD member countries.
 4. Formation of the bibliographic listing on the subject “Digitalization in Railway Sector”.
 5. Formation of the consolidated listing of information resources (periodicals, digital DB etc.), applied in the information-library activity.
 6. Development and administration of the STEI centers’ page of the OSJD member countries on the OSJD website in the Internet network.
 7. Updating of the digital version of the Address directory of the STEI centers of the OSJD member countries.

The expert meeting participants took a decision on formation of the consolidated listing of information resources (periodicals, digital DB etc.) applied in the information-library activity, therefore a form for information submission was drafted and adopted.

1.2. Transport Law

In 2019 the OSJD Commission on Transport Law was engaged in its activities in accordance with the Commission's Work Plan for 2019 год adopted by the joint meeting of Plenipotentiary Representatives of Members of the OSJD Ministers Conference and the Conference of General Directors (Authorized Representatives) of the OSJD Railways which took place on 3-6 December 2018 as well as Work Programme for 2019 and the years to come:

1. Improvement of SMPS and SI to SMPS.
2. Updating of the OSJD leaflets on the issues of international railway passenger transport.
3. Improvement of SMGS and SI to SMGS.
4. Work to be carried out in the field of the carriage of dangerous goods.
5. Drafting the technical conditions for the stowage and fastening of goods.
6. Improvement of Annex 6 "CIM/SMGS Consignment Note Manual (GLV-CIM/SMGS)" to the SMGS.



Chairman of OSJD Commission on Transport Law
Mykola Nosenko

Proposals **on the improvement of SMPS and SI to SMPS** in 2019 were considered at two Commission's expert meetings relating to the SMPS issues and at the Commission meeting on the SMPS issues.

According to the discussion results, the proposed amendments were made into the following articles of SMPS and SI to SMPS:

- Article 3 "Scope of application of the Agreement";
- Article 5 "Contract of carriage";
- Article 6 "Travel documents";
- Article 9 "Conditions of validity of travel tickets";
- Article 12 "Carriage of persons with reduced mobility";
- Article 20 "Carriage documents" (Section III "Carriage of luggage");
- Article 26 "Delivery of luggage";
- Article 27 "Carriage documents" (Section IV "Carriage of load luggage");
- Article 29 "Conditions for acceptance of load luggage for carriage";
- Article 33 "Delivery of load luggage";
- Article 34 "Calculation and collection of carriage charges";
- Article 35 "Refund of carriage charges";
- Article 45 "Customs and other regulations";
- Article 47 "Publication and amendment of the Agreement and the Service Instructions";
- Article 52 "Effective term of the Agreement".

The SMPS was supplemented by a new Annex 3 "List of addresses of SMPS Parties making information available on the specified services to be provided for the passengers with reduced mobility".

At the abovementioned meetings, amendments were also considered and agreed upon to the SI to SMPS, in particular:

- § 1 "General provisions";
- § 2 "Completion of the travel documents";
- § 6 "Acceptance of luggage for carriage";
- § 7 "Carriage of luggage";
- § 9 "Acceptance of load luggage for carriage";
- § 17 "Payment for the carriage of passengers, luggage and load luggage";
- Annex 2 "Legend for reduced fares in machine processable travel documents".

The amendments which are agreed upon and adopted in accordance with the established procedure to the SMPS and the SI to SMPS came into force on 1 May 2020. Further work for updating the SMPS Agreement and SI to SMPS is underway.

In 2019 work was carried out on drafting a document "**Reference Book. Documents that regulate international railway passenger traffic**". The descriptive part of the draft Reference Book was prepared, which was composed of nine parts. They include information on the implementation of passenger traffic with a grouping according to



Specialists of the OSJD Commission on Transport Law (from left to right):
Reza Lotfi, Jelena Antonevič, Sorbon Gulakhmadov, Jelena Agamalova



Final meeting of the OSJD Commission on Transport Law on the SMGS issues
(22-25 October 2019, OSJD Committee)

the travel routes; on the international organisations administrating the documents which regulate organisation of the carriage of passengers in international traffic; on the documents regulating relations between the passengers and the carriers as well as between the carriers when the carriage of passengers is implemented. The draft document comprises information on the documents identifying the tariff terms of the carriage of passengers; on the documents regulating the issuance of travel documents, railway transport staff members' trips, mutual settlements for the carriage of passengers and the rules for the use of passenger cars in international traffic. Annex 1 "List of the carriers implementing the carriage of passengers in international traffic" to the draft

Reference Book includes information on the carriers, their code designation with indication of the State to which they belong and the transport law which they apply. Annex 2 "Table of designation (conformity) of types and classes of passenger cars running in international passenger traffic" comprises information on the types and classes of passenger cars. In 2020 this work has been prolonged.

Session XLVII of the OSJD Ministerial Conference took a decision to update the Annex **"General provisions on the contract of carriage of passengers in international traffic"** to the draft Convention on Direct International Railway Traffic in view of the updated version of the SMPS Agreement (Item 5 of the agenda of the session). In accordance with the abovementioned decision, the expert meeting participants on the SMPS issues considered the proposals on updating the draft General provisions and agreed upon the new updated version.

The draft General provisions that were updated by experts of the Commission had been transmitted to the participants in the International Convention on adoption of the text of the Convention on Direct International Railway Traffic.

In the course of 2019 the working body of the Commission kept exchanging information on the work carried out as to the improvement of documents of international transport law, which regulate the carriage of passengers in international traffic, with OTIF, CIT and DG MOVE.

On 1 May 2019 the amendments entered into force to **Leaflet O 111 "Rules for the Distribution and Use of the OSJD Service Tickets and Single-Use Free Service Tickets"** accepted in 2018 and adopted in accordance with the established procedure. The OSJD Committee drafted and transmitted the text of its XIII edition to all the OSJD member countries and made it also available on the OSJD website.

In 2019 work was continued on updating Leaflet O 111. The issues of consideration of provisions of Leaflet O 111 had been included in the agenda of all the meetings on the SMPS issues, which were held in 2019.

Proposals were considered and agreed upon with regard to the exclusion of item 13 of Part A "General Provisions" and modification of the wording of item 3 of Part B "Rules for the Use of the OSJD Service Tickets" of Section I "OSJD Service Tickets" of Leaflet O 111.

The amendments underwent the established procedure with effect from 1 May 2020. In 2020 the works on updating Leaflet O 111 are continued.

To more effectively provide international railway freight traffic in 2019, the Commission carried out active work **to update the SMGS Agreement and SI to SMGS**. In 2019 two Commission's expert meetings on the SMGS issues were held as well as a meeting of the Commission on the SMGS issues, at which amendments to the SMGS Agreement and to the Service Instruction to SMGS were considered and agreed upon.

In view of the results of the abovementioned discussions, amendments were made into the following SMGS articles:

- Article 24 "Goods delivery period";
- Article 46 "Claims";

and to the following items of Annex 1 "Rules for transportation of goods" to SMGS:

- Paragraph 8 "Explanatory notes on the content of the consignment note";
- Paragraph 21 "Flammable goods".

At the Commission meeting on the SMGS issues, amendments were considered and agreed upon to the following items of the SI to SMGS:

- Paragraph 4 "Formal Report";
- Paragraph 9 "Claims Settling".

Amendments were made to Paragraphs 4.2 and 9.3.1. of the SI to SMGS

All the above-mentioned amendments underwent the established procedure with effect from 1 July 2020. Work on the improvement of the SMGS and the SI to SMGS is going on.

Session XLVII of the OSJD Ministerial Conference at the proposal made by the OSJD Member from the People's Republic of China took a decision on the setting up of a **Ad Hoc Working Group (AWG) on drafting the SMGS Parties' proposals concerning new functions to be provided for the SMGS consignment note.**

The participants in the Commission meeting on the SMGS issues identified a name for that Ad Hoc Working Group as follows **"Ad Hoc Working Group on the issues of the documents of title to the goods"**.

Besides, objectives and tasks were assigned to the abovementioned AWG:

The AWG's objectives are to develop amendments to the SMGS Agreement, which are aimed at finding a solution of the issues of the documents of title.

The AWG's tasks:

1. To conduct an analysis of international experience in the field of provision of functions of the documents of title to the goods for the consignment note.
2. To conduct an analysis of the SMGS provisions in order to identify the aspects which hinder the solution of issues on the documents of title.
3. To draft amendments to the SMGS Agreement, which are aimed at tackling the issues on the documents of title to the goods.

The SMGS Parties from: Republic of Azerbaijan, Republic of Belarus, Hungary, Georgia, Republic of Kazakhstan, People's Republic of China, Mongolia, Republic of Poland, Russian Federation, Ukraine, as well as the OSJD Affiliated Enterprises: "Rail Cargo Hungaria" Co. and "PLASKE" JSC took a decision to participate in the AWG's activities.

The SMGS Party from the People's Republic of China has become the leading duty holder of the AWG, which proceeded to its work in 2020.

Session XLVII of the OSJD Ministerial Conference took a decision to update the Annex **"General Provisions on the contract of carriage of goods in international traffic"** to the Convention on Direct International Railway Traffic in view of the updated version of the SMGS Agreement. In accordance with the decision, the participants in the expert meeting on the SMGS issues considered the proposals regarding the draft General Provisions and agreed upon its updated version.

The draft General Provisions updated by the Commission's experts were transmitted to the participants in the International Conference on the adoption of the text of the Convention on Direct International Railway Traffic.

In 2019 the Commission kept paying much attention to continuation of work on **updating Annex 2 "Rules for the transportation of dangerous goods"** to the SMGS Agreement in accordance with amendments which occurred in international and national regulations on the rules for the transport of dangerous goods in view of the specific features of the railways' operation of the OSJD member countries.

In the course of the reporting year there were two meetings of the AWG held in the field of the Rules for the transportation of dangerous goods, namely, an expert meeting and a Commission meeting in the field of the Rules for the transport of dangerous goods.

The meetings carried out the following work:

- the edition of Annex 2 to SMGS drawn up as of 1 July 2019 in digital format was prepared and made available on the OSJD website;
- the edition of the List of regulatory and technical documents as of 1 July 2019 in digital format was prepared and uploaded on the OSJD website, which are additionally applied in order to comply with the requirements of Annex 2 to SMGS;
- consideration and discussion of draft amendments to the Rules for the transport of dangerous goods (Annex 2 to SMGS) and the List of the versions of 2021 was commenced;



Participants in the expert meeting and AWG meeting on the issues of stowage and securing of goods visiting the rolling stock manufacturing plant Tatravagónka a.s.
(19-22 March 2019, Poprad, Slovakia)

- materials were considered and discussed with regard to amendments to paragraph 6.8.2.1.28, 6.8.3.1.6 of Annex 2 SMGS in relation to the tank-wagons of 1520 mm track gauge by shock-absorbing devices;
- consideration and discussion of materials continued regarding the improvement of requirements to the design of tank-wagons, including those associated with drafting of Chapter 6.20 of Annex 2 to SMGS.

In 2019 the experts from OSJD member countries and a representative from the OSJD Committee proactively took part in the joint expert meetings of the RID Committee and the working group WP.15 as well as a meeting of the RID experts Committee, at which they also discussed the harmonization issues of regulatory documents RID and SMGS with regard to the transport of dangerous goods. Work on the further updating of Annex 2 to SMGS and harmonization of regulatory documents concerning the transport of dangerous goods is going on in 2020.



Final meeting of the OSJD Commission on Transport Law in the field of the Rules for the Transportation of Dangerous Goods (28-31 October 2019, OSJD Committee)

In 2019, two AWG meetings, the expert meeting and the meeting of the Commission on the drafting of technical requirements for the stowage and fastening of goods (TC) considered and agreed upon and would include in **Annex 3 to SMGS "Technical requirements for the stowage and fastening of goods" to SMGS**, as a supplement, a new edition of Chapter 9 "Stowage and fastening of containers and swap bodies" as well as amendments to Chapter 1 "Requirements as to the stowage and fastening of goods on the open rolling stock". The mentioned amendments underwent the established procedure and they would enter into force from 1 July 2020.

In 2019 the meeting of the Commission's experts took place, which were participating in the drafting of recommendations on the stowage and fastening of goods in containers, which regulate the conditions of the stowage and fastening of goods in containers. Due to disagreements happened during consideration of the draft document, the meeting participants failed to reach an agreement on it.

According to the discussion outcome regarding the possible status of the document to be identified, which would regulate the conditions for the stowage and fastening of goods in containers, the Commission meeting on the drafting of TC decided to task the AWG on the drafting of the technical conditions for the stowage and fastening of goods to work further on the draft document as a Leaflet of obligatory and recommendatory nature. The decision was supported by the Joint meeting of Plenipotentiaries (3-6 December 2019).

In the reporting year an expert meeting of the SMGS Parties was held, which were concerned in the completion of work on the subject **"Drafting of The Technical Requirements for the stowage and fastening of goods"**.

At the expert meeting of the SMGS Parties concerned, proposals were made with regard to the development of subtopic, the proposals were discussed and approved, and besides, the leading drafter and its head, the work organisation, a subtopic drafter and the drafting cost of one of the subtopic were identified.



Expert meeting of the OSJD Commission on Transport Law on the development of technical requirements for stowing and securing of goods (27-30 August 2019, OSJD Committee)

The Commission meeting participants on the drafting of **the Technical Requirements** approved the work carried out by the expert meeting of the SMGS Parties concerned, and they believe that Annex 3 to SMGS is of current relevance for the railways of all the SMGS Parties which have not only the 1520-mm track gauge but also the SMGS Parties which apply them and have reloading, or replacement of wagons onto the bogies of a different track gauge at the border crossing stations in which break of gauge is available. Therefore, all the OSJD Members are interested in that so that the proposal should meet the requirements as to the traffic

safety, security of the goods that are carried, rolling stock and infrastructure locations. The increased traffic speeds, renewal of rolling stock and nomenclature of the goods that are carried require the permanent improvement of Annex 3 to SMGS in order to adapt it to the real present-day conditions of transportation.

The meeting participants also emphasized that the calculation methods of the stowage and fastening of goods, stipulated in Chapter 1 of Annex 3 to SMGS, had been formed under the conditions in which all-purpose wagons of 9720 mm base were applied. At the present time that wagons with more capacity are manufactured, meaning that with larger base, it is required to update the provisions of Annex 3 to SMGS by means of development of the subjects listed in paragraph 4 Grounding of special financing.



24th meeting of the CIM/SMGS Steering Group of the OSJD Commission on Transport Law (4-5 September 2019, OSJD Committee)

Accordingly, the Commission meeting on the drafting of TC deems it necessary to continue the work of experts interested in the completion of work on the subject “Drafting of technical conditions for the stowage and fastening of goods” in order to organise work with special financing.

For the completion in 2020 of work on the improvement of Annex 3 to SMGS, the Commission meeting on the drafting of TC suggested that the following issues should be tackled:

- to provide their drafting on the basis of the Methods (A-12);
- to identify the size of financing in the amount of 15 000 Swiss francs;
- to make an amendment to paragraph 6 “Procedure for planning, accounting and reporting of income and expenditure of the OSJD Committee’s Budget”.

Depending on the solution of the said issues, the possibility of further work with special financing will be identified in order to complete the work on the subject “Drafting the technical conditions for the stowage and fastening of goods”.

In accordance with the decision of session XLVII of the OSJD Ministerial Conference, the participants in the joint OSJD and CIT project **“CIM/SMGS transport law harmonization”** carried out work in 2019 with regard to the **improvement of Annex 6 “CIM/SMGS Consignment Note Manual (GLV-CIM/SMGS)”** to SMGS.

Therefore, within the framework of the given project, the meetings of the CIM/SMGS Expert Group and the CIM/SMGS Steering Group were organised.

In the reporting year the new version of the following document was reissued and entered into force with effect from 1 July 2019, namely, the functional, legal and technical specifications of the CIM/SMGS consignment note made available on the OSJD website in the Russian and Chinese languages.

The participants in the meetings of the CIM/SMGS expert group and the CIM/SMGS Steering Group discussed the organisational possibilities of pilot transportation under the electronic CIM/SMGS consignment note, which could be implemented on the basis of a contract of carriage by electronic consignment note, concluded between the carriers of the CIM and the SMGS.

The question under discussion at those meetings also included the information exchange with the customs authorities, since the integral part of the problem solution of transportation organisation under the electronic CIM/SMGS consignment note must be the implementation of electronic data exchange between the participating carriers and respective Customs authorities.

The meeting of the CIM/SMGS Steering Group considered in detail the issue of making amendments to subparagraph 12.3.1 of the Regulation, which were in relation to laying and considering claims for the excess of goods delivery time for transportation under the CIM/SMGS consignment note. As a result of discussion held, the given meeting participants took a decision that the issue must be additionally considered at the meetings of the CIM/SMGS Expert Group and the CIM/SMGS Steering Group in 2020.

The participant in the project “CIM/SMGS transport law harmonization” from the People’s Republic of China proposed considering the improvement issues of the Regulation at the meetings within the framework of the given project as follows:

- to optimize the fields of the CIM/SMGS consignment note;
- to specify the rules for the completion of the CIM/SMGS consignment note;
- the rules for the submission of information on consignments in digital form.

The given project participants have the possibility of discussing those proposals in detail at the meetings of the CIM/SMGS Expert Group and the CIM/SMGS Steering Group in 2020.

1.3. Freight Traffic

In 2019, the OSJD Commission on Freight Traffic concentrated its activities in the following areas:

- organising combined, intermodal, and multimodal international transport operations;
- amending and updating the existing agreement on the organisation of combined transport operations in the Europe-Asia-Europe traffic;
- amending the existing international agreements on transit freight tariffs, and updating the tariff terms and conditions applied in transit freight traffic;
- harmonizing the unified system of freight description and coding in international freight traffic on OSJD member countries' railways;
- organising international freight transport in containers, planning and organising seamless block container train travel in the Asia-Europe-Asia traffic;
- organising and growing postal item carriage by railway transport;
- organising international railway freight transport using the CIM/SMGS consignment note;
- drafting and agreeing international freight train time-tables;
- agreeing the volumes of freight in international railway traffic;
- cooperating with international organisations in the field of freight traffic on issues associated with improving the efficiency of freight railway transport, strengthening the competitive positions of international railway transport, and improving the transport and logistics services.

Within its purview and under its 2020 Work Plan, the Commission addressed a range of topics at its meetings, conferences, and workshops in 2019.

The topic **“Organisation of international combined transport operations”** was discussed at an expert meeting by the Parties to the “Agreement on the administrative and operational aspects of combined transport operations in the Europe-Asia traffic.” The meeting was attended by the representatives of OSJD stakeholder railways, observers, and affiliated enterprises, as well as by invited guests from international organisations and associations.

As agreed by the stakeholder Parties to the Agreement, amendments to Annex I “Railway lines that have primary significance to international combined transport,” and Annex II “Facilities that have primary significance to international combined transport” to the Agreement took effect as of 1 June 2019.

The meeting reviewed the suggestions made by the Parties to the Agreement on improving the Agreement and updating the Annexes thereto. Amendments were drafted to Annex III “Technical specifications of railway lines that have primary significance to international combined transport,” and Annex IV “Performance characteristics of transport operations, and minimal requirements to the infrastructure” to the Agreement. The amendments were approved by the resolution of session XLVII of the OSJD Ministerial Conference (Tashkent, Republic of Uzbekistan, 4-7 June 2019) in conformance with the proper procedure set forth in paragraph 1, Article 10 of the Agreement.

Engaged in the discussion of the topic **“A study on the terminology used in combined, intermodal, and multimodal transport operations”** were UNESCAP experts, representatives of the OSJD affiliated enterprises Association of Higher Schools of Transport and PLASKE JSC, experts of the OSJD Commission on Freight Traffic, and the OSJD Commission on Transport Policy and Development Strategy.

Seeking to offer higher-quality services to the transport market, railway undertakings organise and implement various modes of international freight transport. Of their whole spectrum, the best prospects are enjoyed by the growing combined, intermodal, and multimodal transport operations, where transport and logistics companies have accumulated a wealth of experience and best practices.



Chairperson of OSJD
Commission on Freight Traffic
Zubaida Aspayeva



Specialists of OSJD Commission on Freight Traffic (from left to right):
Abdulrazaq Bakhshi, Jang In Chol, Olga Artemieva, Altankhuyag Tsevegsuren



Kang Hyeonsoo
Specialist (seconded)

Railway companies of the OSJD member countries made substantial progress in organising and growing combined, intermodal, and multimodal freight transport.

Azerbaijani Railways CJSC (AZD CJSC) worked proactively to develop the international transport corridors South-West, East-West (a.k.a. the Trans-Caspian International Transport Route, TITR), North-West, and North-South, including the Baku-Tbilisi-Kars railway that had been launched into operation in October 2017.

The Baku-Tbilisi-Kars railway, also called the Railway Silk Road, came as a new element in the architecture of freight transport system between



Opening of the final meeting of the OSJD Commission on Freight Traffic
(8 October 2019, OSJD Committee)

Europe and Asia that cut in half the time needed to transport freights. Currently, freight owners make a wide use of the opportunities provided by the Baku-Tbilisi-Kars railway.

Major Russian metal exporters, such as the Magnitogorsk Metal Combine and EVRAZ Holding, as well as Kazakhstan's largest zinc exporter Kazzinc, and Uzbekistan's Almalyk Mining and Metallurgical Combine had been actively using the capacity of this railway line to supply their export products to European markets. Another significant event was the launch in October-November 2019 of the first container train on this line from China to the capital of the Czech Republic, the city of Prague. Since its commissioning, the Baku-Tbilisi-Kars railway has carried over 300 thousand tons of freight. The freight originated not only in Asian countries. Currently, active cooperative efforts are underway in Europe as well, with the use of this railway by some European countries already a reality.

Much effort was invested by the AZD CJSC to strengthen transit routes as a factor for the country's transit potential, which opens up broader prospects for cooperation between OSJD member countries.

To address the TITR's key development issues, meetings were held at the level of the heads of railway administrations of the association's permanent members. The TITR had developed a successful technology for organising container transportation that involves the use of a feeder vessel running on the Aktau-Baku-Aktau route. The technology has streamlined and made more efficient the turnover of wagons and containers, as well as shortened the delivery time.

Apart from the above, the Azerbaijani and Turkmenistani Parties held a number of meetings to negotiate short-term plans for the organisation of container feeder operations across the Caspian Sea between the ports of Turkmenbashi and Baku.

Much attention was given to the development of the North-South transport corridor, an international project of great importance for Azerbaijan.

Driven by the positive dynamics of freight traffic on the route, the volumes of freight increased, with the daily volume of freight transshipment rising by more than 30%. Since November 2019, freight had been transported from Iran to Belarus and back on the international North-South corridor. The primary goal of the North-South International Transport Corridor was to shorten the delivery time of freights carried from India to Russia, countries of Northern and Western Europe, and the Persian Gulf countries at reduced freight tariffs, with a view to building up the volumes of freight traffic on the corridor. The corridor serves several key freight transport routes: Russia-Caucasus-Persian Gulf countries-India; Russia-Central Asian countries-Persian Gulf countries; Russia-Caspian Sea-Iran-Persian Gulf countries, and others. To Azerbaijan, the most interesting freight transport route is from the Indian port of Mumbai to the Iranian port of Bander-Abbas, then by train or road vehicles on the existing railways or motor roads of Iran to the multimodal route Qazvin-Resht-Astara (Iran) – Astara (Azerbaijan), and then across Azerbaijan to Russia and countries of northern Europe. It is estimated that the use of the North-South International Transport Corridor will shorten the freight delivery time to 14-20 days.

Important steps were made to build up cooperation with India. In 2019, these included a meeting with representatives of the Mumbai port and the India Container Corporation (CONCOR).

With a view to establishing new container transport routes and further development of the existing ones, the first multilateral meeting of railway leaders from five countries: Azerbaijan, Georgia, Kyrgyzstan, Turkmenistan, and Uzbekistan was held in Tashkent, Uzbekistan, on 20 December 2019. At the meeting, the Parties approved the Charter of the Coordination Council for Development of Transit Container Traffic on the route, including the terms and conditions of

a such traffic, and discussed the drafting and application of coordinated tariffs.

The volumes of freight transport operations that involved railway transport in Azerbaijan had grown in 2019 to reach 15 221.9 thousand tons, or 109.1% year-on-year; international freight traffic had amounted to 11 925.27 thousand tons, or 118.1% of the 2018 volume.

According to the Byelorussian Railway (BC), the service of administration of multimodal and combined transport operations is provided by the official logistics forwarder BELINTERTRANS Transport&Logistics Center of the Byelorussian Railway.

In the reporting period, Georgian Railway JSC and its partners were actively involved in developing the international transport corridors that run across the territory of the country, with a focus on the East-West Corridor that uses Georgia's Black Sea ports. That activity would add capacity to the existing ferry service between Georgia and Ukraine which carried a total of 9124 wagons in both directions. In October 2019, a direct feeder service was launched between the two countries. Since then, it had transported 4735 TEUs of freight. The transit time on the sea segment of the route averages 2-3 days. In addition, pilot transport operations are ongoing on the Baku-Tbilisi-Kars railway line. The line is an important link that connects southern Europe with Turkey, Georgia, Azerbaijan, and, across the Caspian Sea, with Kazakhstan and western China.

From the perspective of the "Kazakhstan Temir Zholy National Company" JSC (KTZ NC), the volume of container transit across Kazakhstan is largely defined by how competitive its services are in the eyes of export freight consignors from China and European countries relative to maritime transport.

The surge of the intermodal containerized freight flows was also possible thanks to the availability of high-quality logistics infrastructure and services.

According to KZH, the rapid development of China's western and central regions, from which export of high-tech products with short lifecycles accounts for more than a third, makes transcontinental land routes across the territory of Kazakhstan attractive because the cost of using these routes is comparable to the cost of delivery by sea given the distances to the ports on China's eastern coast, with the delivery time being only one third of that by sea.

In this context, Kazakhstan has been implementing a number of initiatives to develop and promote those multimodal transport corridors which would channel transit freight from China to go through Kazakhstan to the following destinations:

- to the Russian Federation and then to Europe;
- through the Khorgos/Altynkol border crossing to the ports of Aktau and Quryq, then across the Caspian Sea to Azerbaijan, Georgia, Turkey, and Europe;
- to Iran, Middle East countries, India, and Pakistan;
- along the North-South axis across Russia, Kazakhstan, Turkmenistan, and Persian Gulf countries.

In these efforts, the KTZ NC JSC attaches special significance to international cooperation with infrastructure owners, consignors, and logistics service providers with a view to growing freight volumes and shaping alliances with the key players on the Eurasian transport routes.

The KTZ NC JSC has been extensively using the logistics infrastructure of the Altynkol border station, the dry port of the Khorgos-Eastern Gate SEZ, and the Aktau seaport, while stepping up multimodal transport across Kazakhstan with the feeder vessel technology.

The KTZ NC JSC kept its focus on such issues as coordination of tariff policies, transport schedules, addressing problems that arise in the process of organising freight transport operations, agreeing and adopting new transport solutions that optimize logistics costs. Thus, in mid-April of 2019, a technology was developed to organise container transport with the "Turkestan" feeder vessel on the route between the ports of Aktau and Baku. The technology increased the frequency of the feeder vessel's runs from 4 to 7 times a month. On the whole, the feeder service proved itself in terms of being in high demand as a transport logistics technology offering a set of high-speed transport services that make use of rail transport (including scheduled freight trains), maritime transport, and a range of operations at the terminals.

As part of cooperative efforts with the China Railways (KZD), meetings were held on a regular schedule at the level



Final meeting of the OSJD Commission on Freight Traffic
(8-11 October 2019, OSJD Committee)

of the heads of railway administrations to address the important issues in the development of international transit freight flows and in directing more of such flows to Kazakhstan's transport routes.

Seaport infrastructure on the Caspian coast is a key element of the Trans-Caspian International Transport Route (TITR). The throughput capacity of the Kazakhstani port infrastructure has been built up to 26.5 million tons a year. The volume of freight transport on the TITR amounted to 7.4 thousand TEU, an 89% growth that was secured, particularly in container transport.

In the past year, the TITR route carried 26 thousand TEU of freight, a 70% rise on 2018. Granting special tariff conditions to freight transport was a factor that drove the growth.

Another equally important factor in the growth of container transport volumes was the launch on 16 April 2019 of a regular feeder line on the Caspian Sea between the ports of Aktau and Baku that offered a firm service schedule: departures each Wednesday from the port of Aktau, and each Saturday from Baku (port Alyat). In 2019, the volume of carriage by the feeder vessels totaled 7714 TEUs.

The capacity of Kazakhstan's seaports was raised to 26.5 million tons a year. The seaport of Aktau and multimodal hub of Quryq became valuable elements of international transport corridors. The KTZ NC JSC jointly with Azerbaijani, Georgian, and Turkish railways succeeded in granting their clients a total transport time of 16 days for freights carried on container trains from China's port Lianyungang to Istanbul that use the feeder vessel service.

In addition, regular efforts were made to grow container traffic to Iran's ports of Anzali and Amirabad. Work is underway to extend the route to Turkey through Iran.

To provide adequate throughput capacity to the routes, the State Programme "Nurly-Zhol" was successfully implemented in 2015-2019 to complement China's One Belt, One Road initiative. The investments provided an optimal logistics chain from China's eastern coast: the port of Lianyungang – the dry port on the Kazakhstani-Chinese border – a system of railways and motor roads – Caspian Sea – Turkey – European countries. On the border between Kazakhstan and China, a transport/logistics and trade hub had been created, known as the Khorgos Eastern Gate Special Economic Zone. The amount of investments in the railway logistics infrastructure totaled USD 5.2 billion, with direct investments from the Kazakhstani Railway amounting to 59%. Alliances were formed with global logistics players on the Eurasian market.

According to the Latvijas dzelzceļš SJSC (LDZ), the Latvian Railway has limited experience in the organisation of combined (multimodal) transport operations. However, it is an important part of an integrated network of mixed transportation served by more than one modes of transport. This applies, in particular, to the transport of containers with its growth dynamics.

Working in close cooperation with maritime terminals, the Latvian railway provides all the elements necessary for maintaining and growing multimodal transport operations (including container transport operations). Such elements include regular container trains and a flexible approach to tariffs.

In its work with consignors, LDZ consistently emphasizes the advantages of combined, multimodal, and intermodal transport operations, and its preparedness to further improve the quality of its services that involve railway transport.

The Lithuanian Railways JSC (LTG, before July 2020 LG) has accumulated certain experience in the organisation of intermodal transport operations as a result of the launch of block trains. More specifically:

- the "Viking" container/contrailer train whose route crosses Lithuania, Belarus, and Ukraine to connect the Baltic Sea and the Black Sea. This train links together a growing number of countries in various regions. Today, the train's route extends through the territory of Moldova to the Giurgiulesti-Port station. The route of the container train is of strategic importance for the development of multimodal transport between the markets of European countries and the markets of Azerbaijan, Georgia, and Turkey;
- the "Amber Train". Goods were transported by the intermodal train on the 650-km route Šeštokai – Riga – Tallinn. The delivery time was 24 hours, the length of the train up to 43 conventional wagons. Forwardis, a French railway and multimodal transport freight service provider, became the first client served by the "Amber Train".

The Ulan-Bator Railway JSC (UBZD JSC) organised an intermodal transport service across the Erenhot (KZD)/Zamyn-Uud (UBZD) border crossing that involved the transshipment of freight from road vehicles to railway wagons. A total of 4656 TEUs of imports was transloaded into 233 wagons. The time required by the processing technology to process one container (transloading into a wagon, and completion of the documentation (consignment notes and customs documents) was 60 minutes.

As part of the project "Developing measures for effective development of multimodal transportation in Asia and the Pacific," the Ulan-Bator railway in 2019 put in operation a freight transport support automated system that generates an electronic application on behalf of the consignor, supports electronic consignment notes (a paperless technology),

electronic signatures, and exchange of data with the customs and other authorities.

The UBZD JSC and the China Railways (KZD) created a joint working group on electronic data exchange.

The UBZD JSC works in close cooperation with experts from the RZD OJSC to implement digital technologies and automate document processing operations under the INTERTRAN project.

The PKP Broad Gauge Metallurgy Line LLC (PKP Linia Hutnicza Szerokotorowa sp. z o.o.) (PKP LHS) was actively involved in the projects pursued by the TITR Association to further develop the Trans-Caspian International Transport Route and organise freight transport on the LHS broad-gauge line.

In view of the existing infrastructure limitations at gauge breaks with the railways of EU member countries, the implementation of the project to organise multimodal container transport through the ports of the Kaliningrad Region is an RZD OJSC's priority in developing its transit services.

The Memoranda of Cooperation concluded by the UTLC ERA JSC and the the Kaliningrad Railway (a subsidiary of the RZD OJSC) with the leading ports of the Kaliningrad Region became the starting points of a new line of work in freight transportation. The port, the sea, and the railway came together to create new products that would take transit services to new heights. Full-length trains carrying containers arrive by sea from Rotterdam, roll on their wheels from the port of Kaliningrad through the border station of Dostyk to Chengdu, China. Under the multimodal transport development project, container trains were running from Europe to China through the ports of the Kaliningrad Region on a regular basis.

The RZD OJSC worked to organise the transportation of semitrailers from/to the Kaliningrad Region with a view to expanding its transport operations into Europe. The loading/unloading of semitrailers was handled by the Company's structural units.

The RZD OJSC's facilities at the stations Dzerzhinskaya-Novaya and Chernyakhovsk are capable of transloading semitrailers carrying loads of up to 35 tons.

The key advantages offered by contrailer transport operations on a railway network include the simplification and acceleration of customs procedures, the safety and security of both the freight and the motor vehicle, no involvement of the driver in the border control procedures, extended service lives of the motor vehicles, and the lack of road use charges.

To implement this project (the project of contrailer transportation by rail), the RZD OSJC put in place the necessary infrastructure on its network: a two-way 1,100-mm high ramp with a capacity of 25 conventional wagons at the terminals, and a sufficient number of specialized platform used for making up contrailer trains.

Of particular interest is the ongoing projects to build multimodal production and logistics centers in a unique format of a "digital village," that would be among Russia's largest facilities of this kind. The centers are known as Freight Village Vorsino and Freight Village Rosva. Smart logistics technologies are implemented to improve utilization rate of



Meeting participants of the OSJD Commission on Freight Transport on the subjects "Updating the Harmonized Nomenclature of Goods (GNG)" and "Updating the List of Freight Stations of OSJD Railways" (12-15 March 2019, Almaty, Republic of Kazakhstan)

the railway and port infrastructure in order to attract additional freight flows to the Far Eastern ports. An electronic logistics platform would make it possible to automate business processes in logistics and analyze the users' behavior in order to offer them optimal solutions in terms of the organisation of freight flows. The projects will make a better use of the strengths of each of the transport modes – automotive, railway, maritime, and air – as well as have a better performance in goods transshipment at terminals and seaports. The platform will improve the efficiency of warehouse operations as well as interactions with the oversight authorities; it will also support communication involved in transportation contracts, such as the exchange of electronic legal documents. The system will accumulate, structure, and analyze large volumes of data; prepare for upcoming events and minimize risks for the participants in the logistics processes through optimizing the operation of transport and terminal/logistics assets, thus improving their efficiency and driving down the cost of logistics.

Železničná spoločnosť Cargo Slovakia, a.s. (ZSSK Cargo) was actively working to support container carriage by rail from China to Europe via Slovakia. The transport operations go through the Dobra combined transport terminal where container transloading takes place.

The Ukrainian Railway JSC (UZ) has developed a number of international container train routes that are parts of the Trans-Caspian International Transport Route (TITR).

In 2019, much attention was given to the organisation of transport operations that rely on the TITR to connect China, Kazakhstan, Azerbaijan, Georgia, Ukraine, and EU countries using ferry services offered by Black Sea and Caspian ports.

The following train services have been in operation for many years: the Viking combined transport train that connects the seaport infrastructure of the Baltic and Black Sea regions (Lithuania – Belarus – Ukraine – Georgia/Azerbaijan/Moldova/Romania/Bulgaria in both directions); and the 'Zubr' (Bison) container train that has been connecting railway stations of Estonia (Tallinn – Valga), Latvia (Lugazi – Indra), Belarus (Bigosovo – Slovechno), Ukraine (Berezhest – Ilyichyovsk – Paromnaya/Odessa-Port/Mogilyov-Podolsky, Fridatsey/Reni – Reni-Port), and Moldova (Valcinet – Giurgiulești/Etulia/Ungen).

During 2019, the Ukrainian Railway JSC was working actively to organise regular container trains on the routes that connect the Black Sea ports with the Ukrainian regional industrial centers.

In 2019, the state-owned Estonian freight transport operator Operail increased the volume of container transport operations by 46% compared to 2018, with the overall freight transportation growth reaching 110%. Multimodal transport operations brought about approximately half of the growth. According to Operail, 12 thousand more TEU were transferred from road transport to railway transport in 2019 than in the preceding year.

Tariff-related issues were discussed under the subjects ***“Improving the Agreement on Unified Transit Tariff (ETT) and updating the ETT Tariff”*** and ***“Improving the Agreement on the International Railway Transit Tariff (MTT) and updating the MTT Tariff”***.

Comments and suggestions were reviewed, as well as the positions of the Parties to the Agreement, on updating the ETT Tariff. Such comments and suggestions were received from the railways of Kazakhstan (KZH), Latvia (LDZ), and Uzbekistan (UTI), as well as from the Ministry of Transport of the Russian Federation and the Ministry of Infrastructure of Ukraine.

The Parties to the Agreement approved an amendment to the Agreement to reflect the new name of the Latvian railway. The amendment was announced by the OSJD Committee as the depositary of the ETT Agreement to be effective as of 14 June 2019.

In conformance with the ETT Agreement, the amendments and supplements to the ETT that had been agreed by the Parties to the Agreement were announced by the OSJC Committee as the depositary of the Agreement to be effective as of 1 October 2019 and 1 January 2020. The amendments affected the following parts of the Agreement:

- 1) Section “General Provisions” addressing the application of the ETT Tariff;
- 2) Section “Procedure for the publication of the Unified Transit Tariff and amendments and supplements thereto” to reflect the changes in the official publications of the Parties to the Agreement;
- 3) Section “Calculation and collection of carriage charges” related to:
 - clarifying certain cases where the procedure for the calculation of carriage charges is applied under the “General tariff rules;”
 - clarification of the weight rounding rules for the purposes of carriage charge collection;
 - use of calculation tables from the proper section of the ETT Tariff;
 - collection of carriage charges at stations of freight transshipment from other modes of transport for the purpose of regulating the relations between the carrier and the payer;

- payment for the transport of an empty wagon as an element of a loaded refrigerator section irrespective of its ownership;
 - payment for carriage with a shortened delivery time;
- 4) Section "Tables of transit distances" related to:
- the update of the Table of transit distances of the Vietnamese Railway (VZD);
 - editorial corrections in the notes to the tables of transit distances;
- 5) Section "Additional charges and other payments" related to:
- clarification of the notes to the table of charges on refrigerated transport;
 - institution of new charges for the purpose of compensating the carrier's costs associated with the operation of the shunting locomotive due to a delay of a wagon or container on a transit railway caused by factors beyond the carrier's control, or by the need to roll the wagon on or off a ferry vessel, or by the arrangement of loaded and empty wagons not owned by the carrier to meet the cargo plan for the placement of wagons on the ferry vessel;
- 6) overall update and editorial correction of the ETT text.

The OSJD Committee in its capacity of the depositary of the ETT Agreement and following the requirements of the Agreement, and based on the official notifications from the Parties to the Agreement, announced the amendments and supplements to the tables of transit distances to be effective as follows:

- of the Railway of Kazakhstan (KZH), as of 28 February 2019;
- of the Latvian Railway (LDZ), as of 16 March 2019;
- of the Railways of Ukraine (UZ), as of 15 July 2019.

The procedure was agreed for calculating the carriage charge under the tariff rate of the ETT 1st tariff class for freights with new GNG codes enacted as of 1 June 2019. A new wording was suggested for the footnotes referring to ETT provisions on the calculation of freight carriage charges to be incorporated into the text of the Harmonized Nomenclature of Freights (GNG) (Part 1 "List of GNG positions," Part 2 "Analytical list of freights," Part 3 "Alphabetical list of freights").

The support staff of the Commission has prepared and posted on the OSJD website the updated texts of the Agreement and the ETT Tariff effective as of 1 October 2019 that incorporated the announced amendments and supplements.

As required by the Agreement, the OSJD Committee as the depositary of the ETT Agreement published and forwarded the updated texts of the ETT Agreement and the ETT effective as of 1 January 2020 to the Parties to the Agreement and stakeholder OSJD observers and affiliated enterprises.

At their meeting, representatives of the Parties to the MTT Agreement reviewed a range of comments and suggestions, as well as the positions of the Parties to the Agreement with regard to amending the Agreement proper and updating the MTT. The comments and suggestions had come from the railways of Belarus (BC), Kazakhstan (KZH), Ukraine (UZ), and from the Ministry of Transport of the Russian Federation.

The amendments and supplements to the MTT that had been agreed by the Parties to the Agreement were announced effective as of 1 October 2019 and 1 January 2020 by the OSJD Committee as the depositary of the MTT



Participants in the meeting of the representatives of the Parties to the Agreement on MTT on the subject "Updating the Agreement on the International Railway Transit Tariff (MTT) and updating the MTT Tariff" (25-28 June 2019, St. Petersburg, Russia)

Agreement. The amendments and supplements affected the following sections:

- 1) Sections “General Provisions” and “Key requirements to the calculation and collection of carriage charges” related to:
 - changes of the official publications of the Parties to the Agreement;
 - the procedure for the calculation of carriage charges;
- 2) Sections “General tariff rules” and “Special tariff rules” related to:
 - clarifying the method for determining the calculated mass of the consignment for the purposes of setting the carriage charges;
 - charges for the carriage of oversized consignment,
 - charges for the carriage of automobiles on a double-deck wagon,
 - charges for the carriage of a perishable freight,
 - charges for the transport of an empty wagon as an element of a loaded refrigerator section irrespective of its ownership,
 - clarifying the charge for the carriage of freight in a wagon not owned by the carrier, and an empty wagon,
 - charges for the transportation of a separating wagon,
 - clarification of charges for the transportation in the same wagon of freights of different types, isothermal units, and motor vehicles,
 - aligning the titles of Parts III and IV with the titles of the corresponding paragraphs of the MTT;
- 3) Section “Tables of transit distances” related to:
 - clarifying the wording of the paragraph “Abbreviations and railway codes;”
 - changes made to the notes, and the addition of new notes to the tables of transit distances;
- 4) Section “Additional charges and other payments” related to:
 - a charge for delaying a wagon, container, or self-rolling freight on a transit railway;
 - instituting new charges for the purposes of compensating the carrier’s costs associated with the work of a shunting locomotive necessitated by a delay of a wagon on a transit railway that was caused by a factor outside of the carrier’s control; for the use of the carrier’s two-axle bogie to re-bogie a wagon not owned by the carrier; for services associated with the acceptance or transfer of loaded or empty wagons, isothermal units, motor vehicles, and self-rolling freights at railway border crossings between Ukraine and Hungary, Republic of Poland, Slovak Republic, and Romania;
 - clarification of notes to the table of additional charges and other payments;
- 5) editorial improvements across the text of the MTT.

The OSJD Committee, in its capacity of the MTT Agreement depositary, and basing on the official notifications received from the Parties to the Agreement during 2019, announced the modifications and additions to the tables of transit distances effective as follows:

- for the Railway of Kazakhstan (KZH) as of 28 February 2019;
- for the Latvian Railway (LDZ) as of 16 March 2019;
- for the Railways of Ukraine (UZ) as of 1 July and 1 October 2019.

The support staff of the Commission prepared and posted on the OSJD website the updated text of the MTT Tariff that was current as of 1 October 2019 and incorporated the announced modifications and additions.

As required by the Agreement, the OSJD Committee in its capacity of the MTT Agreement’s depositary prepared and forwarded to the Parties to the Agreement and stakeholder observers and affiliated enterprises the updated texts of the MTT Agreement and the MTT proper that were current as of 1 January 2020.

Within the subject of **“Improving the Agreement on the Use of Freight Wagons in International Traffic (PGW), modifying and supplementing the PGW,”** the work was done as follows.

In 2019, the PGW Agreement was joined by the Unicom Transit JSC, an OSJD affiliated enterprise. The OSJD Committee as the depositary of the PGW Agreement made the corresponding supplements to Annex A “List of the Parties to the PGW Agreement” and Annex B “Rules for the use of freight wagons in international traffic” (PGW) to the PGW Agreement.

Basing on the data provided by the Parties to the PGW Agreement, the OSJD Committee as the depositary of the Agreement calculated the share of votes of each Party to the PGW Agreement. A table showing the distribution of votes as of 1 January 2019 and 1 September 2019 was forwarded to all Parties to the PGW Agreement.

The question of updating the tariff rates for the use of freight wagons and bogies in international traffic was discussed at a meeting of the Working Group of the Parties to the PGW Agreement held at the OSJD Committee premises in Warsaw on 14-15 May 2019.



Opening of the meeting of the representatives of the Parties to the PGW Agreement (01.07.2019, OSJD Committee)

At the meeting, the Working Group analyzed the data provided by the Parties to the Agreement for the purpose of calculating the tariff rates for the use of freight wagons, bogies, and bogieless wagons in international traffic, and worked out proposals for updating Annex 12 "List of tariff rates" to the PGW (for updating and indexing of the rates).

Under paragraph 19.4 of the PGW, the results of rate calculations and the indexed rates prepared by the Working Group were submitted for review at a meeting of the Parties to the Agreement.

A meeting of representatives of the Parties to the PGW Agreement was held at the OSJD Committee premises in Warsaw on 1-3 July 2019 to improve the PGW Agreement and make amendments and supplements to the Rules for the use

of freight wagons in international traffic (PGW).

The meeting reviewed the proposals, comments, and positions of the Parties to the Agreement related to making modifications and additions to the Agreement. The proposals and comments had come from railway companies of the following OSJD member countries: Belarus (BC), Iran (RAI), Kazakhstan (KZH), China (KZD), Lithuania (LG), Poland (PKP Cargo), Russia (RZD OJSC), Slovakia (ZSSK Cargo), Uzbekistan (UTI), and Ukraine (UZ).

The proposed changes to the size and periodic indexing of the tariff rates for the use of freight wagons, bogies, and bogieless wagons in international traffic were rejected under Article 7 of the Agreement.

The Parties to the Agreement agreed modifications to Annex A "List of Parties to the PGW Agreement;" to Annex B "Rules for the use of freight wagons in international traffic (PGW)" (modifications to the PGW and to Annex 1 "Technical requirements to wagons," Annex 17 "Method for calculating the tariff rates for the use of wagons, bogies, and bogieless wagons," Annex 1-J "Addresses of the Parties to the Agreement," Annex 2-J "List of transferring/accepting railway companies," and Annex 3-J "List of abbreviated names and codes of railway companies (ZDK)"); to Annex D "Method for determining the voting shares of the Parties," and Annex F "Voting on PGW Sections" to the PGW Agreement.

The adopted amendments to the Agreement were announced by the OSJD Committee as the depositary of the PGW Agreement to be effective as of 1 January 2020.

On 4-5 July 2019, a joint expert meeting of the OSJD Permanent Working Group on Finance and Accounting, and of the Parties to the PGW Agreement was held at the OSJD Committee premises in Warsaw.

The meeting reviewed the proposals, comments, and positions of the Parties to the Agreement related to amending and supplementing the PGW Agreement.

The question of exchanging information on the status of freight wagons was discussed. It was noted that no final solution had been found to the problem of identifying the wagons in joint use, which could create difficulties in settling the accounts for the use of freight wagons in the future.

At the meeting, experts from the OSJD Commission on Freight Traffic noted the need to develop a document that would govern the procedure for identifying the statuses of freight wagons in joint use for the purposes of their accounting. In addition, the experts noted that the problem of identifying freight wagons in joint use can be solved by creating an electronic database as an information (electronic) annex to the PGW.

In the course of 2019, the support staff of the Commission, based on the official notifications received from the Parties to the Agreement, prepared and forwarded to the Parties to the Agreement all the changes and information annexes to the PGW.

As the depositary of the PGW Agreement, the OSJD Committee pub-



Meeting of the representatives of the Parties to the PGW Agreement (01-03.07.2019, OSJD Committee)

lished and forwarded to the Parties to the Agreement the updated text of the PGW Agreement and Annexes thereto as of 1 January 2019.

The updated texts of the PGW Agreement with the Annexes that had been prepared by the support staff of the OSJD Commission on Freight Traffic were posted on the OSJD website as the amendments and supplements became effective.

In the reporting period, the railways of the OSJD member countries **updated the Harmonized Nomenclature of Freights (GNG)**. The OSJD's leading duty holder of the GNG, the Russian Railways OJSC, drafted a number of amendments and supplements to the GNG based on the suggestions from OSJD railways that use the GNG.

The modifications and supplements to the GNG were approved by meeting XXXIV of the Conference of General Directors (Authorized Representatives) of the OSJD Railways that took place in Seoul, Republic of Korea, on 8-12 April 2019, and came into effect as of 1 June 2019.

The work was performed in cooperation with the UIC NHM/DIUM Management Group in order to ensure harmonization with the freight nomenclature used by railways in European countries.

The OSJD Committee published the updated text of the GNG that was current as of 1 June 2019. The text was formatted for publication by the leading duty holder and posted on the OSJD website.

As part of the cooperation between the OSJD and the UIC NHM/DIUM Management Group, the representatives of stakeholder OSJD railways and OSJD affiliated enterprises, as well as the representatives of the OSJD Committee participated in the work of the annual meeting of the UIC NHM/DIUM Management Group that was held in Paris, France, on 26-27 February 2019.

The meeting approved a number of modifications and supplements to the NHM to be effective as of 1 May 2019. During the meeting, the President of the UIC NHM/DIUM Management Group noted that the level of cooperation between the two Organisations was high and beneficial to the harmonization of OSJD and UIC documents.

The meeting participants noted the need for the participation of the leading duty holder, representatives of the stakeholder OSJD railways and the OSJD Committee in the work of annual meetings of the UIC NHM/DIUM Management Group in order to facilitate continued harmonization of the GNG with the NHM.

The topic "Updating the List of Freight Stations on the OSJD Railways" was addressed at the Commission's meeting in Almaty, Republic of Kazakhstan, on 12-15 March 2019. The meeting was also attended by experts from the OSJD Permanent Working Group on Coding and Information Technologies (PWG CIT), representatives of OSJD affiliated enterprises – CTM LLC and Unicom Transit JSC, as well as by the attendees representing the President of the UIC NHM/DIUM Management Group, and the OSJD Committee.

By agreeing a number of modifications and supplements, the experts from the OSJD railways completed a large scope of work to update OSJD Leaflet O 405 "Rules for compiling and maintaining the Directory of Freight Stations on OSJD Railways," III Edition (hereinafter, Leaflet O 405).

The modifications and supplements to OSJD Leaflet O 405, as approved by the CGD meeting XXXIV, were announced by the OSJD Committee to take effect as of 1 August 2019.

The Commission's support staff prepared the updated text of Leaflet O 405, Edition III that came into effect as of 1 August 2019, and posted it on the OSJD website www.osjd.org.

The Directory of Freight Stations on the OSJD Railways is available in the PDF format on the OSJD website.

On the subject "**Organisation of high-capacity container traffic between Europe and Asia,**" the Commission's experts followed the approved Work Plan for 2019.

The leading duty holder KTZ NC JSC (KZH) completed its work on updating the database on container trains and contrailer transport in international traffic based on the data submitted by the railways of the OSJD member countries: Azerbaijan (AZD JSC), Belarus (BC), Bulgaria (BDZ Cargo LLC), Hungary (MAV Co.), Georgia (GR), Kazakhstan (KZH),



Expert meeting to consider the issue of organising an unimpeded operation of container trains on the Europe – Asia – Europe route (30.01-01.02.2019, OSJD Committee)

Latvia (LDZ), Lithuania (LG), Moldova (CFM), Mongolia (UBZD JSC), Russia (RZD OJSC), Romania (CFR Marfa JSC), Slovakia (ZSSK Cargo), Uzbekistan (UTI), Ukraine (UZ), Czechia (CD Cargo), and Estonia (EVR).

It should be noted that as by now **175 block container and contrailer trains** have been organised and are running on OSJD railways, with **411 more trains departing** upon request.

Information as of 11 October 2019 on the operation of container block container trains and combined transport services on OSJD railways had been prepared by the leading duty holder jointly with the Commission's support staff and published in OSJD Bulletin issue No. 6/2019, as well as posted on the OSJD website.

The Ukrainian Railway (UZ) as the leading duty holder for the subtopic **"Populating the database of container transport volume indicators"** worked to build a database on the volumes of high-capacity container carriage by OSJD railways in 2017-2018. The leading duty holder also prepared a graphic representation of the dynamics of change in the container carriage volume in 2013-2018.

Summary data for 2018 on the volumes of container carriage was prepared based on the materials provided by the railways of OSJD member countries: Azerbaijan (AZD JSC), Belarus (BC), Bulgaria (BDZ Cargo LLC), Hungary (MAV Zrt.), Georgia (GR), Kazakhstan (KZH), China (KZD), Kyrgyzstan (KRG), Latvia (LDZ), Lithuania (LG), Moldova (CFM), Mongolia (UBZD JSC), Poland (PKP Cargo), Russia (RZD OJSC), Romania (CFR Marfa JSC), Slovakia (ZSSK Cargo), Tajikistan (TDZ), Uzbekistan (UTI), Ukraine (UZ), Czechia (CD Cargo), and Estonia (EVR).

The leading duty holder's analysis showed that in 2018, the railways of the OSJD member countries accepted 4644.6 thousand TEUs and transferred 4944.8 thousand TEUs, with both indicators exceeding the metrics of 2017 by 28.0% and 24.1%, respectively.

To bring up-to-date OSJD Leaflet R 421 **"Rules for the use of general-purpose high-capacity containers in international railway traffic"** (hereinafter Leaflet R 421), the Commission's experts made modifications and supplements to the document.

The agreed amendments to Leaflet R 421 were approved at the Commission's final meeting at the OSJD Committee's premises in Warsaw on 8-11 October 2019, and took effect as of 11 October 2019.

The OSJD Committee published Leaflet R 421 as Edition VI, and distributed it to the railways of the OSJD member countries.

In view of the rapid growth of container carriage volumes, and in order to meet the needs of the parties involved in the transportation process, as well as to create favorable conditions for the seamless operation of container trains, railway companies from Russia (RZD OJSC), Belarus (BC), and China (KZD) suggested that the following issues be discussed with stakeholder railways and other parties involved in the process of transportation:

- define the term "container train," and determine its technical, technological, and operational parameters;
- develop a procedure (requirements) to the organisation and execution of transportation by container trains, and other requisite conditions;
- develop recommendations on the placement and fastening of freight items inside the container.

Given the complex nature of the above issues, a decision was made to review them at separate meetings of the Commission's experts.

Two meetings of the Commission's experts were held (on 30 January – 1 February 2019 at the OSJD Committee's premises in Warsaw; and on 24-25 September 2019 in Moscow, Russian Federation) to discuss ways to organise seamless operation of container trains in the Asia – Europe – Asia traffic.

The discussions that were held at both meetings were based on the analyses of the existing situation in terms of container train operation in international traffic, and resulted in the identification of key issues to be addressed. The discussions continued in 2020.

The OSJD has over many years accumulated vast experience in **the development and execution of goods transportation by container trains in international traffic**.

In the recent years, there has been a steady growth in the number of regular container trains running between China and European countries, as well as the number of block container trains operated in international traffic. The growth is driven by the expanding circles of consignors and consignees who are starting to see railway transport as a real alternative to maritime and air transport.

The Azerbaijani Railways CJSC (AZD CJSC) did much focused work to push up the volumes of container transport. To this end, the subsidiary ADY Container LLC and Alliance Logistics, a logistics company that meets modern standards and specializes in freight carriage by rail, were engaged.

In the framework of the One Belt, One Road initiative, ADY Container LLC (an AZD subsidiary) and China's Xi'an Continental Bridge International Logistics Co. Ltd. signed an agreement on strategic partnership in transport logistics.

Under the agreement, a container train of 21 45-foot containers and 15 40-foot containers was dispatched from the city of Xi'an, China. Another landmark transport operation, supported by the Marketing and Economics Department of the State Oil Company of Azerbaijan, was the first-ever shipment of Azerbaijani urea in containers by rail on the Baku – Tbilisi – Kars line to Turkey.

The total number of containers transported by AZD CJSC in 2019 was 40625 containers, of which 22432 headed to the north, 17287 to the west, and 906 to the south.

Much attention was given to infrastructure development. In the framework of cooperation with China Railways (KZD), AZD CJSC purchased 753 containers from the PRC. Currently, work is underway to transfer high-capacity containers from the inventory fleet into own container fleet and apply the index "ADYU." To meet the surging demand for the transport of liquid bulk cargoes, 200 used tank wagons were purchased in 2019 to transport crude oil and petroleum products. Currently, negotiations are underway to procure approximately 4000 new wagons of various types.

The AZD CJSC ordered and bought 11 AZ&A mainline electric locomotives from Alstom Transport.

At the same time Azerbaijan and Turkey are planning to launch a manufacturing facility to make wagons of new types for use on the Baku – Tbilisi – Kars railway line. Feasibility studies are ongoing on joint production of wagons at the Sumgait Technological Park.

In 2019, the AZD CJSC organised 235 container trains in international traffic.

As part of the cooperation with the State Railways of the Republic of Turkey (TCDD), meetings were held at the level of heads of railway administrations to discuss such important tasks as developing the Baku – Tbilisi – Kars route (BTK) and boosting the flow of international freight transit on it.

To support further development of transport and logistics routes used in container traffic, a Memorandum of Cooperation was signed by the AZD CJSC, State Railways of the Republic of Turkey, and by the Russian Railways OJSC on 6 May 2019.

In September 2019, the AZD CJSC became a full member of the international association Coordinating Council on Trans-Eurasian Transportation, making freight transport by rail from Russia's Far East and Japan to Turkey and southern European and Mediterranean countries more attractive.

In addition, negotiations were held on 21 June 2019 between representatives of the AZD CJSC and RZD OJSC on the issue of joining forces for the organisation of container trains from the Asia-Pacific Region to the Azerbaijani Republic transiting the territory of the Russian Federation and using the infrastructure of the Trans-Siberian railway. In order to coordinate these efforts, a joint working group was set up to organise the transit of containers from China to Azerbaijan. The AZD CJSC suggested a new route for this purpose, Japan – Russia – Azerbaijan – Georgia – Turkey – Europe. Thus, it



Meeting of the representatives of railways and foreign trade organisations of Vietnam, Kazakhstan, China, DPRK, Mongolia, Russia and Uzbekistan to coordinate the volumes of goods transportation in export, import and transit international traffic by rail and measures to ensure them (04-08.03.2019, Da Nang, Vietnam)

was suggested that freight be transported from Japan to Vladivostok by sea, then by rail on the Trans-Siberian railway to Azerbaijan and Georgia, and then on the Baku – Tbilisi – Kars railway to Turkey and Europe.

Representatives of ADY Container (an AZD CJSC subsidiary) and the RZD Logistics JSC (a subsidiary of the RZD OJSC) are working with exporters from the People's Republic of China to organise container trains on that route.

In 2019, the Byelorussian Railway (BC) continued to improve the attractiveness of transit by railway transport. Special attention was given to boosting container transport.

In the view of the global trend toward greater containerization and the trade and economic potential of China, the Byelorussian Railway cooperated with transport companies from Kazakhstan, China, Russia, and European Union countries to create favorable conditions for the development of freight transport under the One Belt, One Road initiative.

As a result of its operation in 2019, the volume of containerized freight carried on the Byelorussian Railway totaled 732.9 thousand TEU, or 115.4% of the 2018 value. In 2019, 338.5 thousand containers transited the Republic of Belarus on their way from China to Europe and back, which was 102.1% of the 2018 figure.

The Byelorussian Railway pays special attention to the operation of container trains in the China – Europe – China traffic, and thus to the interaction with the Polish State Railways (PKP JSC) and licensed Polish freight carriers on the issue of seamless crossing of the Byelorussian-Polish border by trains.

In 2019, the work to increase containerized freight transport in the China – Europe – China traffic was done by the Byelorussian Railway under both the bilateral agreement and a seven-party agreement between the railways of Belarus, Germany, Kazakhstan, China, Mongolia, Poland, and Russia on enhanced cooperation in organising container train operations between China and Europe.

In 2019, the Byelorussian Railway upgraded the container terminal at the Brest-Severnoy station. The terminal's equipment and technologies support full-service processing of at least 1 million TEUs.

To ensure seamless operation of container trains in the East – West – East traffic, the border crossings Bruzgi/Kuźnica Białostocka and Svisloch/Siemianowka are engaged to support the Brest/Terespol border crossing on the primary route.

In order to facilitate and promote Byelorussian exports on the market of the People's Republic of China, BC joined stakeholder economic entities in the Republic of Belarus, including transport and forwarding organisations, in a systemic effort aimed at creating favorable conditions for the development and growth of railway transport operations to carry the country's exports to China.

The Byelorussian Railway is a party to a number of joint projects with other railways in its work to build up traffic on the North – South international transport corridor.

According to the Byelorussian Railway, BC and the RZD OJSC had adopted and were implementing a Joint Action Program to upgrade the infrastructure on the railway segments that were of key importance to the international passenger and freight traffic. The Program covered the period until 2020 and was intended to help to work out strategic decisions that would enable the accomplishment of the best-case scenario estimates, including those for container transport.

In 2019, the Bulgarian railway freight operator BDZ Cargo LLC accepted 22334 TEU and transferred 22376 TEUs, which compared to 2018 was an increase by 16.7% and 15.8%, respectively.

The development of container transport on newly organised block trains is a key line in the business strategy of KTZ NC JSC. Efforts were made to maintain the positive dynamics in the new container train traffic between China and Europe in both directions.

The China – Europe – China segments has the greatest share of the total transit container traffic at 47%, with the segment China – countries of Central Asia accounting for 28% of the total, with the other segments, including the TITR and China – Iran, taking up the remaining 15% of the total transit container traffic.

Currently, the container train traffic China – European countries – China transits the territory of Kazakhstan on the following main routes: Chongqing – Duisburg – Chongqing, Wuhan – Hamburg – Wuhan, Chengdu – Lodz – Chengdu, Chengdu – Nuremberg – Chengdu, Wuhan – Pardubice, Munich/Hamburg – Zhengzhou, Yiwu – Madrid – Yiwu, Hefei – Hamburg, Chengdu – Nuremberg – Chengdu, Duisburg – Urumqi, and Yiwu – Duisburg. Container trains were organised on new routes through the border stations Dostyk and Altynkol, including Milan – Chengdu, Prague – Yiwu, Xiamen – Malaszewicze, Chengdu – Kotno – Chengdu, Yiwu – London, Kouvola – Xian, and Dobra – Chongqing.

The volume of container transport in the transit traffic on Kazakhstan's railway network amounted to 664.6 thousand TEUs in 2019, a 24% increase over the preceding year, including:

- 314.1 thousand TEUs in the traffic China – Europe – China, 4% more than in the preceding year;
- 7.4 thousand TEUs in the traffic China – Caucasus/Turkey – China, an 89% increase over the preceding year;
- 5.6 thousand TEUs in the traffic China – Iran, or 5.4 times the volume of the preceding year.

The volume of container transport from China to Central Asia reached 186 thousand TEUs in 2019, growing by 56% on the preceding year's volume. The primary freight destinations in this segment include the stations that form

the Tashkent node of the Uzbekistani Railways (UTI). The rise in the traffic between China and the Central Asian countries was driven by the economic growth in Uzbekistan and the emergence of the China – Afghanistan transit route.

In the China – Russia – China traffic, the volume of container freight reached 33.4 thousand TEUs, almost four times the value of the preceding year. The freight nomenclature in this segment was dominated by forestry products and chemicals.

Currently, three distinct routes transiting Kazakhstan connect China and Iran: the new railway line Kazakhstan – Turkmenistan – Iran, the Kazakhstan – Uzbekistan – Turkmenistan – Iran railway, and the transport line going through the port of Aktau that is managed by the KTZ NC JSC. Consistent work was performed to build up container carriage in this transport segment.

In January 2019, a bilateral meeting was held with representatives of the Railways of the Islamic Republic of Iran (RAI). In April 2019, a five-party meeting brought together representatives of the railways of Kazakhstan, China, Iran, Turkmenistan, and Uzbekistan to approve the Uzbekistani Railways (UTI) joining the China – Iran container route, and grant favorable tariff rates on the China – Kazakhstan – Uzbekistan – Turkmenistan – Iran route.

In order to attract freight to the Kazakhstan – Turkmenistan – Iran railway route, the Iranian, Turkmenistani, and Kazakhstani parties extended the validity period of the comprehensive tariff rates for the transportation of freight in high-capacity containers.

Kazakhstan took active steps to develop the international transport corridors East – West, North – South, TRACEKA, and the Trans-Caspian International Transport Route (TITR). Much attention was given to infrastructure development, with Kazakhstani infrastructure development programs successfully integrated with those of the neighboring and stakeholder countries, creating synergies between their transport and logistics systems and helping to form a new architecture of transcontinental routes.

Today, the delivery time for freights traveling 10-12 thousand kilometers on land routes to Eurasian markets is between 13 and 16 days, which has boosted the demand for all transport routes between both the CIS countries and other countries of Asia and Europe.

The demand for the services of express container trains running between PRC and EU countries is supported by their attractive features, such as the high speed, short delivery time for containers, and incentives designed to attract freight that are offered by the entities involved, including the China Railways (KZD) and key freight-generating provinces of China, in particular Yiwu, Xian, Xiamen, Wuhan, Urumqi, Zhengzhou, Chongqing, Chengdu, Shenzhen, Hefei, Jiangsu, and others.

In 2019, the China Railways (KZD) ran a total of 8225 block container trains in the China – Europe – China traffic, a 29% increase over the preceding year. 725 000 TEU were transported, which was 34% more than in 2018, with the overall share of loaded containers reaching 94%. Thus, 2927 container trains traveled through the Alashankou/Dostyk border crossing (a 3% increase), 1023 container trains ran through the Horgos/Altynkol border crossing (48% above the level of 2018), the Manchuria/Zabaikalsk border crossing processed 2667 container trains (a 51% growth), the Erenhot/Zamyn-Uud border crossing served 1486 container trains (plus 41%), while the Suifenhe/Grodekovo border crossing handled 122 container trains (455% more). As of the end of 2019, block trains from China provided regular scheduled service to 57 cities in 18 countries of Europe.

The volume of container traffic on the Latvian Railway (LDZ) has been stable on a high level over the recent years. Thus, in 2019, LDZ participated in the transport of 66,738 TEUs, which was 4.2% more than in 2018.

During 2019, export transport operations had the following volumes: from inland stations, 255 containers; and from seaport stations, 7178 containers. Of these numbers, 2627 were headed to Kazakhstan, 849 to Kyrgyzstan, 84 to Tajikistan, 66 to Turkmenistan, and 3806 to Uzbekistan.

In 2019, the Latvian Railways received 122154 TEUs and handed over 118,886 TEUs, topping 2018 by 25% and 19.9%, respectively. Of the total number, 34,539 containers were transit freight, 14.6% more compared with the preceding year.

2019 brought a 13% increase on the 2018 figure in the volume of high-capacity container traffic to the railway network of Moldova (CFM).

The number of container trains transiting the territory of Mongolia has shown substantial growth in the last three years as a result of various measures taken by the Ulan-Bator Railway JSC (UBZD JSC) supported by the Ministry of Road and Transport Development of Mongolia. The measures were designed to improve the efficiency of the shortest corridor between Asia and Europe that runs through Mongolia. New container terminals were opened at the Sainshand and Amgalan stations, a new 928-m track was laid at the Sukhe-Bator station, with nine tracks extended to 1203 m. At the Zamyn-Uud station, two 1435-mm gauge tracks were constructed, and a radio channel-based interval control system for freight trains was put in operation to boost the throughput capacity of the Ulan-Bator Railway.

New container trains were organised to run between China and Europe on the Yantai – Hamburg route through the port of Kaliningrad.

Overall, in 2019 a total of 149249 TEUs was transited by 1454 container trains across the territory of Mongolia, 60% more than in 2018.

Poland's freight railway company PKP Cargo JSC monitored on a permanent basis the quality of services throughout the process of transportation, as well as the operation of the border crossings jointly operated by the Polish State Railways and certain railway administrations on the 1520-mm network, for the purposes of improving the organisation of container transport between Europe and Asia, and between China and European countries in particular. Containerized freight from China goes through four border crossings, with practically all freight coming to Poland is oriented toward the Brest/Terespol (Małaszewicze) border crossing on the border between Belarus and Poland.

In view of the surging flow of containers between Europe and Asia, PKP Cargo JSC has been gradually stepping up the operation of Polish railways at the gauge breaks with the 1520-mm gauge railway system: Byelorussian – Polish border crossings Siemianowka/Svisloch, with transloading on the Polish side, and Kuźnica Białostocka/Bruzgi with the transshipment on the Byelorussian side, as well as at the Polish-Russian border crossing Mamonovo/Braniewo with transloading on both the Polish and Russian sides. Thus, PKP Cargo JSC has three additional border crossings that are prepared to serve container trains in the Europe – Asia traffic.

All these border crossings are supplementary to the primary Terespol/Brest border crossing and provide extra processing capacity to support seamless handling of the rapidly growing flow of freight.

In order to reduce the amount of border control operations, PKP Cargo worked with the border guard and customs agencies to facilitate and speed up freight and commercial operations.

In 2019, the PKP Cargo JSC carried a total of 84,860 containers on the New Silk Road (including 10,410 containers in export, 24,085 containers in import, and 50,365 containers in transit). The primary border crossing facility on the New Silk Road Terespol (Małaszewicze)/Brest averages 17 container trains a week, while the Mamonovo/Braniewo border crossing processes one train a week.

The PKP Broad Gauge Metallurgy Line LLC (PKP Linia Hutnicza Szerokotorowa sp. z o.o.) (PKP LHS) was an active participant in the projects pursued by the TITR Association aimed at further developing the Trans-Caspian International Transport Route and organising the freight traffic so as to make use of the LHS railway line (Linia Hutnicza Szerokotorowa).

In 2019, the PKP Broad Gauge Metallurgy Line LLC launched the first China-to-Poland container train. The introduction of this link was the outcome of cooperative efforts made by the PKP LHS LLC, the Xian Free Trade Port Construction & Operation Company, and their logistics partners from Kazakhstan, Russia, and Ukraine. Loaded with 45 containers, the train departed the city of Xian on 24 December 2019 to travel to Slawkow LHS, its station of destination. The route distance of 9477 km is measured from the city of Xian through the transit stations of Iletsk-I (Kazakhstan), Suzemka (Russia), and Izov (Ukraine) to the destination station of Slawkow LHC (Poland). The container train's travel time over this route was a mere 12 days. To be delivered to the end recipients, the containers were transloaded to 1435-mm gauge wagons or road vehicles at the Euroterminal Slawkow of the station of destination. The broad gauge LHS line was chosen for its advantages in that it removes the necessity of transloading the containers on the border of the European Union, is capable of taking Europe's longest container trains of up to 950 m, and offers the substantial logistics potential of the Euroterminal Slawkow. For 2020, a regular service from Xian to Slawkow was planned, with the estimated delivery time on this route between 10 and 12 days.

About ten RZD OJSC's subsidiaries and joint ventures were engaged in Eurasian container traffic, including the UTLC ERA JSC, RZD Logistics JSC, TransContainer PJSC, Trans Eurasia Logistics, Far East Land Bridge Ltd., TransContainer-Europe GmbH, YuXinOu (Chongqing) Logistics Ltd., and others.

Overall, the container carriage segment of the Russian Railway's operations has shown positive dynamics over the recent years.

Thus, in 2019 the volume of international container traffic on the RZD OJSC's network comprised the following components: transit (581.9 thousand TEU, a 5% increase on 2018), exports (1280.3 thousand TEUs, 13% more than in 2018), imports (1060.4 thousand TEUs, a 24% rise over the 2018 figure).

The RZD OJSC was engaged in active efforts to develop freight transport across the territory of Mongolia. The recent years' surge in the volume of traffic through Mongolia involving the UBZD JSC was primarily driven by the growing volumes of transit operations between China and Europe.

In February 2019, a new "optimization route" was put into service to transport empty containers from Europe and pick up forestry products in the Siberian region as way freight en route to China. Forestry products were delivered on the Russian Railway's network from the Klesschikha station in the Novosibirsk Region across Mongolia to the border station Erenhot of the China Railways. Container trains would cross the Chinese-Mongolian border at the Zamyn-Uud border station. The same route was used in the reverse direction, with containers transported from China to Russia's station Vorsino in the Kaluga Region.

The said route helped to diversify the transfer of empty equipment and rolling stock from Europe to China.

The frequency of departures is once a week.

In addition, the RZD Logistics JSC implemented the following new projects in 2019:

- transit freight transport operations China – Finland – China: a project that was implemented jointly with the UTLC ERA JSC (an OSJD affiliated enterprise). The project started in April 2019 to join China (the Anhui Province) and Helsinki at a frequency of departures of once every two weeks in both directions;
- a new transit container train from the Shandong Province to Germany that was launched in July 2019 and was scheduled to run on a monthly basis starting from September of the same year;
- transportation of freights from the Shandong Province to Budapest, Hungary;
- a freight delivery service from the Shengzhou Province to Hamburg;
- a project of weekly deliveries of finished Porsche automobiles from Bremerhaven to the city of Chongqing.

In March 2019, the RZD Logistics JSC, an RZD OJSC subsidiary, organised the transport of finished Volvo automobiles from Belgium to China and back. The connection takes place at the Adampol terminal in Małaszewicze, Poland. Deluxe cars are transported from Europe for consumers in China, while the reverse route transports cars of the mid-price segment.

According to the TransContainer PJSC, an OSJD affiliated enterprise, in 2019 the volume of high-capacity container traffic in the Russian market has increased by 12.4% on the preceding year to reach 4986.5 thousand TEUs, primarily due to the greater volume of international transport operations. The rise was the greatest in the segments of export and transit, 24.1% and 12.7%, respectively. The volume of container transport involving TransContainer's wagon and container fleets grew in 2019 by 8.2% year-on-year and amounted to 1953.4 thousand TEUs.

The TransContainer PJSC and Maersk launched the first train carrying 50 40-foot containers with auto parts that departed China's port Dalian and, on 18 July 2019, arrived at the Vorotynsk station in the Kaluga Region of Russia. The joint project between TransContainer and Maersk will significantly expand the potential of container transport on the Trans-Siberian railway connecting northwestern China with central Russia.

The TransContainer PJSC, the Chinese container operator China Railways Container Transport (CRCT), and Liaoning Port Group used the 3-on-2 approach to organise container train operations from China to Russia, where the load of three trains was put through direct transloading on two. Then, the two trains ran across Russia to Moscow. The project was supported by the authorities of Tongliao (Inner Mongolia, China), the Shenyang and Harbin railways, as well as by the customs office of the Manchuria border station.

Another container train was put in service on the Zibo (the Shandong Province of China) – Yekaterinburg (the Sverdlovskaya Railway) route running through the Zabaikalsk border crossing. The first train left China on 22 May 2019, and arrived at the destination on 30 May. The time in transit was shorter than that for one-time consignments and totaled eight days. The train carried 134 TEUs of containers with consumer electronics.

For the 12 months of 2019, the total volume of container freight served by the UTLC ERA JSC – an OSJD affiliated enterprise – amounted to 333,021 TEUs, with 3206 container trains using UTLC ERA's main routes.

In the China – Europe – China traffic, the volume reached 303007 TEU, including 191,623 TEUs served by U-West, and 111,384 TEUs by U-East, topping the 2018 volume by 10.84%.

UTLC ERA's container transport services keep expanding into new geographies. At the yearend of 2019, UTLC ERA's services were used by 83 China – Europe routes and 59 Europe – China routes. Of these routes, 11 European ones are new, those to Barcelona, Bremerhaven, Budapest, Verona, Wrocław, Lovosice, Liège, Luxemburg, Neumarkt, Neuss, and Villach; as well as five new routes to China, those to Changsha, Ganzhou, Nanchang, Xingang, and Shihezi.

The consistent shortening of the transit time on UTLC ERA's main routes is evidence to the company's focus on the high quality of its services. At the end of 2019, the transit time dropped below five days on the primary route Dostyk/Altynkol – Brest/Bruzgi/Swislocz, which is a key competitive advantage of railway transport in the China – Europe – China traffic as has been repeatedly noted by the company's Chinese partners.

In October 2019, a pilot run of the Xian – Germany Express train took place, supported by UTLC ERA services. The total time of delivering the container freight from China to Germany was almost exactly 10 days. The train's route from Xian to Mannheim used UTLC ERA services and ran across Kazakhstan, Russia, Belarus, Lithuania, and the Kaliningrad Region of Russia. The freight was transloaded at the Horgos/Altynkol (China/Kazakhstan) and Mamonovo/Braniewo (Russian Federation/Poland) border crossings.

The Slovakian carrier Železničná spoločnosť Cargo Slovakia, a.s. (ZSSK Cargo) was engaged in five active container train projects from China to Europe:

- Changsha – Budapest (the BILK terminal) and in the reverse direction. The usual frequency of trains is once a week, with a prospect of increasing to twice a week. The project became operational in June 2017, which was a landmark event when the New Silk Road had reached the Slovak Republic to restore container traffic to the Dobra terminal through Mongolia, Russia, Ukraine, and Slovakia.
- Chongqing – Duisburg and back. Currently, trains run once a week, with plans to increase the frequency to two or

three times a week. This promising project was launched in December 2017 and carries freight across Mongolia, Russia, Ukraine, Slovakia, and Czechia;

- Xian – Budapest (the Mahart terminal). The first pilot train ran on this route in February 2018, carrying freight through Kazakhstan, Russia, and Ukraine to Slovakia;
- Port Dalian – Bratislava: transport operations on this route started in June 2018, with trains running once a week across Russia and Ukraine;
- Chengdu – Vienna: since June 2018, trains have been running once a week.

The Ozbekiston Temir Yollari JSC (UTI) worked to step up the high-capacity container traffic on Uzbekistani Railways' network. Specifically, a container train link was created between Lianyungang and Tashkent Tovarny. The trains use the border crossings Horgos/Altynkol, Alashankou/Dostyk, Vladivostok – Chukursai, Nakhodka-Vostochnaya – Asaka, Nakhodka-Vostochnaya – Pitnyak, Riga-Krasta – Ulugbek.

In 2019, a total of 28,146 containers were dispatched from Uzbekistan, of which 21,179 containers to Nakhodka-Vostochnaya, 2476 to Vladivostok, 264 to Kazakhstan, and 4227 containers to China.

UTI has announced its willingness to cooperate under agreements with all the parties involved in transporting high-capacity containers in the Europe – Asia – Europe traffic.

In 2019, over 384 thousand TEUs were transported on the railway network of Ukraine, a 14.6% increase on 2018 and 1.8% of the entire volume of freight transport by rail in the country.

To boost the volume of freight transport, speed up delivery, and improve the security of freight, the Ukrainian Railway JSC (UZ) operates 32 container trains on a permanent timetable, including 9 international trains. In 2019, the trains transported over 163 thousand TEUs in Ukraine, or 71% more than in 2018. The container trains accounted for 42.5% of the total container traffic in the country. Of the number stated above, 19 container trains came online in 2019, including 4 new international trains running the routes Belarus – Ukraine – Romania; Ukraine (Nizhnedneprovsk-Uzel) – Poland, Russia – Poland, and Lithuania – Ukraine.

UZ suggested a number of routes for the transportation of containers between EU countries and China that run across Ukraine. In 2019, transport from China to Europe was carried out on the route China – Kazakhstan – Russian Federation – Ukraine – Slovakia/Hungary. Across the territory of Ukraine, six trains traveled to EU countries (four to Hungary and two to Slovakia) carrying containers with consolidated load (primarily consumer goods). The time of crossing the territory of Ukraine was less than two days, including processing at the border crossings. The train traveled on Ukrainian railways at a rate of 650 km/day.

Since 2018, the growth in the volume of container transport was driven by the active efforts on the part of the Ukrainian JSC aimed at consolidating container freight flows and offering regular services through the organisation of container trains.

In the process of organising the container trains, the Ukrainian Railway JSC offered privileged tariff terms and conditions for the transport of containers on the trains, and developed timetables for the operation of the trains.

In the event that the volumes of freight transport so require, UZ is prepared to support daily transit of container trains across the territory of Ukraine.

This service makes it possible to reduce the turnover of rolling stock by more than two thirds, with the resulting reduction in the overall cost of freight transport by up to 25%.

According to the Estonian Railway JSC (EVR), the Railway observed a rise in the volume of containerized freight transport. Container trains were successfully used to carry auto parts from Germany and Japan to the Vorotynsk station of RZD's Moscow Railway, as well as other freights to the Khorvino station of RZD's Otyabrskaya Railway.

The volume of freight carried by these container trains amounted to 17,836 TEUs, 7338 TEUs or 70.5% more than in the preceding year.

Necessary work was done to support the operation of container train No. 1420/1419 from China to Estonia that transits across Kazakhstan and Russia.

In 2019, Estonia's state operator of freight transport Operail increased the volume of container transport by 46% compared to the preceding year, from 52,428 to 76,756 TEUs. The total tonnage reached 636 thousand tons, growing by 110%. Primary freights carried in containers included fertilizers and chemicals, as well as forestry products, crushed rock, grain, and wood pellets.

Efforts towards the organisation of container transport were taken in cooperation with the UNESCAP and CCTT.

In the context of organising container transport, special attention was paid to the joint UPU-OSJD project **“Transport of postal items between China and Europe by rail.”** Transport of postal items in containers is in demand and has good prospects.

According to the Byelorussian Railway (BC), on 29 October 2018 the Byelorussian Railway State Association and the RZD Logistics JSC signed a Memorandum on Cooperation to support mutually beneficial development of transport/logistics routes for container traffic between China and countries of the European Union. With a view to reaching the goals of the Memorandum, efforts were made on various aspects of organising railway transport of small lots of freight, including international postal items, on the Beijing – Moscow – Minsk route.

In addition, work is in progress with the customs authorities of the Republic of Belarus on organisational and administrative issues involved in these transport operations.

Starting from 2018, the KTZ NC JSC, working in cooperation with China's designated postal operator China Post Group to organise the transportation of postal items, has carried 72 units of 40-foot containers traveling from China to Europe and transiting Kazakhstan, then Russia and Belarus to the stations Brest and Małaszewicze. China Post Group and Poczta Polska were the postal operators for these transport operations that carried, on a permanent basis, postal and courier-delivered items between China and Europe in both directions. In the 12 months of 2019, the volume of such transport operations amounted to 38 containers (76 TEUs).

Today, transport of containerized postal items by rail from China to European countries is only possible through the Alashankou/Dostyk railway border crossing that has the status of an IMPC (International Mail Processing Center). To grow transport operations of this kind, the acquisition of the IMPS status by China's other border stations is required.

As a result of the work to organise transport of postal items between China and Kazakhstan, 11 units of 40-foot containers were carried, with support provided by the Kazakhstani operator KTZ Express JSC and the postal operator Kazpost JSC.

With regard to the organisation of e-commerce, a preliminary analysis of the market, as well as the ongoing negotiations with partners and clients in China, Kazakhstan, and EU countries confirm that this service is much in demand on the part of courier delivery and e-commerce companies.

According to the Lithuanian Railways JSC (LG), a trial transport operation was carried out in July 2019 that involved transporting postal items from the Tuanjiecun station of China Railways (KZD) through the border crossing Alashankou/Dostyk, Iletsk-I/Kanisai, Krasnoye/Osinovka, Gudogai/Kana to the station of destination Vaidotai of Lithuanian Railway. Postal items were transported in a privately owned 40-foot container carried on a container train from China to Germany via Lithuania. The transport operation was completed as follows: a wagon carrying the container was set out of the container train at the Kana border station, forwarded to the Vaidotai station, and then transferred to Vilnius container terminal. China Post Group was the freight's consignor, and the Post of Lithuania was the consignee. Dispatching the freight, the consignor issued forms CN33 or CN37 that were used as customs declarations. Documentation of the customs procedures was done by the Lithuanian postal agency. In 2019, this arrangement was used to transport six containers with postal items.

According to the RZD OJSC, the service under the project "Post" involving the transportation of international postal items (IPI) in containers and the end-to-end delivery of mail (i.e. from the location of the international postal terminal of origin to the location of the international postal terminal of destination) has been developed, and the corresponding technologies tested. Currently, IPI transport operations are carried out on a regular basis.

According to the Polish State Railways JSC (PKP JSC), 104 containers with postal items, including 20 containers bound to Germany, were transported by PKP Cargo through the Terespol/Brest border crossing in the first nine months of 2019.

Railways of OSJD member countries confirmed their interest in the organisation and further development of the carriage of postal items, and deem it necessary to make improvements to certain aspects of such transport operations.

The project "**Transportation of postal items by rail between China and Europe**" is implemented by the Universal Postal Union (UPU) and actively supported by the OSJD in cooperation with WCO, OTIF, and CCTT.

To facilitate the implementation of this project, the UPU approved the Guidelines for the organisation of international transport of postal items by rail, in the development of which the OSJD had been actively involved. The primary goal of the Guidelines was to develop a set of guiding principles that would help the UPU member countries to organise international carriage of postal items by rail.

The UPU initiative involves the adoption of rules, procedures, and common standards for this new type of service. Such tools, along with operating standards for the transport of postal items, continue to be updated, based on the outcomes of pilot projects, even when international transport of postal items has become a regular service. The Guidelines are based on the results of pilot projects in the transport of postal items by rail between China and Europe.

The cooperation on the issues of the organisation of international postal item transport by rail was framed by the Memorandum of Understanding and Cooperation between the OSJD and UPU signed in October 2019.

According to the UPU, the UPU Council on Postal Operations at its October session in 2018 approved the establishment of the UPU Contact Committee on Railway Transport (CC), and its draft Terms of Reference. The Committee

would replace its predecessor the UPU Ad Hoc Team that had worked on the project of transporting postal items by rail, in which the OSJD played an active role.

As part of the cooperation development effort, members of the support staff of the OSJD Commission on Freight Traffic attended the 16 December 2019 Working Meeting held at the headquarters of Poczta Polska (Warsaw, Republic of Poland). The Meeting addressed a number of issues associated with proper charges for the transit of postal items through Poland to Germany or other parts of EU; with customs clearing; with the regularity of postal item transport services from China involving transit across Kazakhstan, Russia, Belarus, Poland and on to European countries; with solving the issue of transport in the reverse direction from EU countries to China.

Thanks to the lower cost of rail transport compared to the currently prevailing transport by air, the rail transport service opens up wide opportunities to attract a completely new type of freight to railway transport. As the volumes of transport-dependent commerce grow, regular container trains carrying postal items become a promising line of container transport business.

Efforts were continued to support the **practical application of the CIM/SMGS consignment note** along the entire route of freight transportation on railways that use disparate legal requirements. The objectives are to make possible the completion of transport operation without re-issuing the carriage documentation, shorten the freight delivery time, improve the administration of transport operations, and thus create favorable conditions for attracting extra volumes of freight.

In the context of enactment as of 1 July 2019 of the electronic version of the CIM/SMGS consignment note, and in view of the practices of using this consignment note between the RZD OJSC and BC, between the RZD OJSC and DB Cargo Polska, the OSJD Commission on Freight Traffic recommended that effort be stepped up to ensure wide acceptance and use of the electronic version of the CIM/SMGS consignment note as the basic document in cross-border transport of containers from China to Europe and back.

OSJD railways worked to organise the carriage of goods in wagons and containers under the CIM/SMGS consignment note from China to Europe and in the reverse direction; from European countries (Germany, Romania, Slovakia, France, and Czechia) to Belarus, Kazakhstan, Moldova, Russia, and Ukraine.

The Byelorussian Railway (BC) is open to freight transportation under the CIM/SMGS consignment note in all directions. 50 origin and destination stations are engaged in transport operations under the CIM/SMGS consignment note, along with 43 consignors and 11 consignees.

Over 2019, Byelorussian Railway transited 42,554 containers, of which the West – East traffic accounted for 21,950 containers (from Czechia, France, Germany, Hungary, and Slovakia to destinations in the Russian Federation, Kazakhstan, and China), while 20,604 containers were carried in the reverse direction from the East to the West. Under the CIM/SMGS consignment note, 4579 containers were dispatched from BC stations to European countries (Slovenia, Czechia, and Romania) along with 3764 loaded wagons of which 3468 were documented to travel to Romania.

In 2019, the KTZ NC JSC registered 1905 high-capacity containers with CIM/SMGS consignment notes, with 1825 containers sent from China to Europe, and 80 containers from Poland to China via Kazakhstan.

In 2019, the CIM/SMGS consignment notes were used to transport 26,097 wagons in Moldova, including 22,178 transit wagons, 1582 wagons with exports, and 2337 wagons carrying imports. Primary types of freight going out of the Republic of Moldova include rolled metal and sugar; incoming freights comprise diesel fuel and cast iron; and transit traffic mostly consisted of ore and iron ore concentrates, hard coal, ash, fertilizers, crude oil and petroleum products, fuel wood, washing machines, cast iron, and common salt.

Over 2019, the RZD OJSC carried under the CIM/SMGS consignment notes a total of 21307 consignments (in both containers and wagons) that involved 54792 containers:

- exports: 11,556 consignments involving 24,909 containers;
- imports: 7058 consignments involving 25,828 containers;
- transit: 2693 consignments involving 4055 containers.

In 2019, export-import transport operations under the CIM/SMGS consignment note were used in the traffic to and from such countries as Germany, Romania, Slovakia, and Czechia.

Standing out among all transit freight transport operations under the CIM/SMGS consignment note are the ones between China and Germany (1903 consignments (containers and wagons), including 1850 containers and 22 wagons), and between the Czech Republic and Kazakhstan (489 consignments (containers and wagons), including 1854 containers and 1151 wagons).

The technology used to organise regular container trains on the primary routes of the UTLC ERA JSC helped to redirect to railway transport the products of the world's leading automakers. Currently, railways are used to transport from Europe to China automobiles made by Volvo, Mercedes, AUDI, Porsche and Range Rover, with Volvo automobiles carried in both directions.

In the early 2019, the UTLC ERA JSC with its partners accomplished multimodal transportation of containers via the port of Kaliningrad. As the next step in the development of this project, multimodal transport operations under the CIM/SMGS consignment note were used in the China – Europe traffic, with the single carriage document working not only for two jurisdictions, but also for two modes of transport. In November 2019, a pilot dispatch of two trains in the opposite directions was performed.

Ukrainian Railways carried a total of 47,667 consignments in 2019, including 41,057 wagons and 6610 high-capacity containers, a 10% drop in the number of consignments against 2018.

Primary freights carried under the CIM/SMGS consignment note include:

- exports to Romania: barley, forestry materials, sugar, wood chips, malt, kaolin, sawdust and waste wood, assorted nitrates and ammonites, calcium carbonate, Portland cement, millcake, iron ore and ore concentrates, urea, bar steel, flat rolled steel, table salt; exports to Hungary: beet molasses; exports to Poland: empty wagons; to Slovakia: empty containers, coal tar, wrought steel rolls; to Czechia: steel structural channels;
- imports from Romania: empty wagons;
- transit: transportation pellets for iron or steel items; empty containers, arsenic sulfide from the Russian Federation to Romania; empty wagons from Romania to the Russian Federation, Hungary, the Republic of Belarus, and from the Republic of Moldova to the Russian Federation; natural steatite from Hungary to the Russian Federation; ceramic tiles, forestry products, wood chips, potassium chloride, fiber wood boards, plywood from the Republic of Belarus to Romania; automobile bumpers and their components.

The Czech Railways Cargo (CD Cargo) transported 26,800 wagons under the CIM/SMGS consignment note in 2019, including 13,343 wagons of exports, and 13,457 wagons of imports, 27% more than in the preceding year.

On the Czech Railways, primary routes for freight transportation under the CIM/SMGS consignment note include Mlada Boleslav – Perspektivnaya and Mlada Boleslav – Nizhny Novgorod, as well as the links with the Republic of Belarus, Ukraine, and Kazakhstan. Percentage-wise, freight transportation under the CIM/SMGS consignment note were as follows: in the traffic with the Russian Federation, exports 99% and imports 69%; with the Republic of Belarus, imports 58%; with Ukraine, imports 1%; and with Kazakhstan, exports 83%.

The leading duty holder for this subject – the Russian Railways OJSC (RZD OJSC) summarized the 2017-2018 data on the volumes of freight transport under the CIM/SMGS consignment note in international traffic that had been provided by the railway companies of the OSJD member countries Belarus (BC), Kazakhstan (KTZ NC JSC), Moldova (CFM), Poland (PKP JSC), Russia (RZD OJSC), Slovakia (ZSSK Cargo), Ukraine (UZ), Czechia (CD Cargo), and prepared an analytical synopsis.

In 2019, the issues of participation in a joint UNESCAP-OSJD project, and of the distribution of work between the stakeholder railways of OSJD member countries and the topic's leading duty holder KTZ NC JSC (KZH) were discussed at a meeting of the Commission's experts at the OSJD Committee premises in Warsaw on 24-26 June 2019.

It was noted that the stakeholder railways of OSJD member countries consistently worked with transport and logistics companies (operators) to plan and organise new block container trains from China and countries of Central and South-East Asia to the countries of Europe and back.

According to KZH, a number of steps were taken in the framework of the joint work with UNESCAP on the project "Commercialization of the Kazakhstan-Turkmenistan-Iran regional railway corridor;" including work on the UNESCAP survey questionnaire looking to identify ways to increase freight flows on the corridor Kazakhstan – Turkmenistan – Iran.

Given the growing interest to trade opportunities between countries of Southeast Asia, Southwest Asia, Central Asia, Caucasus, the Persian Gulf, and Europe, and with a view to attract more freight to railway transport and ensure its seamless carriage, the OSJD Commission on Freight Traffic supported the proposal to continue joint work with the UNESCAP aimed at improving the efficiency of railway freight transport between those regions.

At the Commission's meeting on the issue of ***drafting and coordinating international freight train schedules*** held in the city of Podcetrtek, Republic of Slovenia, on 7-10 May 2019, the attending European railways and OSJD railways of Group I developed and agreed international freight train timetables for 2019-2020.

The meeting was attended by representatives of OSJD member countries' railways from Hungary (MAV Co., RCH, VPE, DSE Cargo), Poland (PKP PLK JSC, PKP Cargo JSC), Romania (CFR JSC, CFR Marfa), Slovakia (ZSR, ZSSK Cargo), and Czechia (SZDC, CD Cargo), and by representatives of Lithuania (LG), RZD OJSC, Ukrainian Railway JSC (UZ), and the OSJD Committee. The meeting was also attended by the invited guests from European railways, operators, and companies of Austria (ÖBB, RCG), Macedonia (MZ Transport), Poland (DB Cargo Poland), HSL Poland), Romania (DB Cargo Romania), and Slovenia (SZ Cargo, SZ Infrastructure).

The meeting participants suggested that representatives of China Railways (KZD) be invited to participate in the scheduled meeting on the drafting and coordination of timetables for freight trains operated by European railways and the OSJD railways of Group I for 2020/2021. It was noted that the attendance by representatives of KZD, KZH, and BC

was deemed necessary in light of the growing freight transport volumes between China and Europe, and will improve the efficiency of container trains scheduling.

PKP PLD JSC noted that the drafting of the TTR was ongoing, given its importance for the process of developing future international train timetables, since it was assumed that these principles would be incorporated in the law of the EU.

At the Commission's meeting on the topic ***“Coordination of freight transport volumes in international traffic”*** held in Da Nang, Socialist Republic of Vietnam, on 4-8 March 2019, the railways of the Socialist Republic of Vietnam (VZD), Republic of Kazakhstan (KTZ NC JSC), People's Republic of China (KZD), Democratic People's Republic of Korea (ZC), Mongolia (UBZD JSC), Russian Federation (RZD OJSC), and Republic of Uzbekistan (UTI), as well as representatives of foreign trade organisations from said countries, and representatives of the OSJD affiliated enterprises TransContainer PJSC and UTLC ERA JSC, and of the OSJD Committee tallied the execution of the foreign trade freight transport volume plans in 2018, and agreed the volumes of transport of export, import, and transit freights for 2019, including the volumes' distribution by the quarters and types of freight for each border crossing. The meeting also designed technical and administrative measures in support of the agreed volumes.

To ensure proper, unambiguous, and consistent freight identification for the purposes of coordinating monthly freight transportation plans, a nomenclature of export, import, and transit freights was agreed.

In addition, agreement was reached that, for the purposes of signing contracts for the delivery of freights in excess of the transport volumes agreed for 2019, the possibility of such transport operations would be reviewed and decided upon in the process of agreeing monthly operating plans in view of the throughput capacity of the border crossings.

Starting from 2019, containerized freight transportation in the reporting and planning years would be accounted in Twenty-foot Equivalent Units (TEUs), among other units, with both loaded and empty containers taken into account.

The texts of OSJD agreements, contracts, and other OSJD documents in the purview of the OSJD Commission on Freight Traffic were posted and maintained up-to-date at the OSJD website and at the OSJD Freight web-portal.



1.4. Passenger Traffic

In 2019, the OSJD Commission on Passenger Traffic, in pursuance of its Work Programme and Work Plan that had been approved by the Joint Meeting of Authorized Representatives of the Members of the OSJD Ministerial Conference and Conference of General Directors, worked to organise the passenger train traffic, develop and coordinate timetables and train formation indicators/diagrams, design passenger environments and services, boost up passenger operations, and meet the timetables for the passing of passenger trains through border crossing points.

In 2019, the Commission agreed on the 2019-2020 international timetables, passenger train formation indicators/diagrams, and allocation of through coaches in them for both Group I of OSJD railways - BC, BDZ, MAV Co., KZH, LG, CFM, PKP, RZD OJSC, CFR, ZSSK, UZ, CD, ZS; and Group II of railways - VZD, KZD, KZH, ZC, UBZD, and RZD OJSC.

The daily operation was coordinated for an additional pair of trains No. 126/125 Warsaw – Brest – Warsaw (PKP Intercity JSC), and No. 725/726 Minsk – Brest – Minsk (BC), with Brest Central designated as the interchange station.

The daily operation of trains No. 128/127 Warsaw – Brest – Warsaw (PKP Intercity JSC) and No. 727/728 Minsk – Brest – Minsk (BC) was upheld, with Brest Central serving the transfer station; as well as the daily year-round operation of train No. 303/304 Krakow – Grodno – Krakow (PKP Intercity JSC).

The daily operation was approved for the through non-transfer sleeper coaches Moscow – Prague and Minsk – Prague via Warsaw, with three coaches provided by the FPC JSC (two regular and one optional), and one optional – provided by BC. In the Moscow – Minsk segment, the Moscow – Prague non-transfer coaches were part of the formation of trains No. 27 Moscow – Brest and No. 96 Brest – Moscow; on the Minsk – Brest segment, the coaches were operated as a separate train No. 655/656; and on the Terespol – Bohumin segment, they were part of the formation of new train No. 130/131 Budapest – Terespol.

Together with the adjoining railways, PKP approved the 2020 timetable for the operation of eight pairs of new international trains. The 2020 timetable also includes 12 pairs of international passenger trains operated by a Lower Silesian carrier.

In the context of the greater passenger flows between Ukraine and the European Union countries after Ukraine was granted a visa-free status, and in order to build-up railway traffic with Slovakia, the two countries completed a successful effort to start regular operation of two new train pairs Nos. 960/961 and 962/963 Kosice – Mukachyovo (the trains provided by ZSSK) on the 1435-mm gauge track. Over the time of their operation in the summer season, the trains' passenger turnover totaled 18.5 thousand persons.

In view of the upward trend in the passenger flow from Ukraine to Poland in 2019, Ukrzalyznitsia JSC agreed to the change in the frequency of train No. 89/90 Lvov – Przemyśl in the 2019/2020 timetable, making it a daily train.

The concerned railway administrations agreed to increase the frequency of the second through coach Kiev – Vienna in the 2019/2020 timetable in response to the surging demand for passenger transport on this route.

The other railways of Group I agreed on their routes without significant changes.

The timetables of international passenger trains of Group II of railways (VZD, KZH, KZD, ZC, UBZD, RZD OJSC) was agreed without changes.

The meeting reviewed the issue of passenger trains' performance under the timetables for passing border crossings. At border crossing points between PKP and BC, CFR and UZ, ZS and MAV, the trains continued to be processed with great delays. As before, technical issues are the primary causes of such delays, with inefficiencies in the work of the border control and customs services running a close second.

Two meetings were held to address the issues of interoperability between national electronic booking and travel document issuing systems, as well as the information services and general services provided to passengers.

The **Azerbaijani Railways** were implementing modern methods of travel document sales, and working to improve the SD-SOFT national travel document sales system.

Automated information systems were introduced into active use. To that end, electronic information systems with sensor displays, and VOL information monitors were installed for the convenience of passengers.

The **Byelorussian Railway** was developing Version 4.0 of the Online Travel Document Sales Software System and its companion mobile applications. The mobile apps for iOS and Android platforms were tested by a closed group of application testers.



Chairman of OSJD Commission on Passenger Traffic
Viktor Kashanau



Specialists of OSJD Commission on Passenger Traffic: Nguyen Duc Minh (left) and An Seong-min



Opening of the final meeting of the OSJD Commission on Passenger Traffic to consider the results of work for 2019 (22-24 October 2019, OSJD Committee)

A new technology core SPPD 4.0 was created that contained the entire back-end functionality of the current travel document sales system except the timetable view functionality.

The self-service terminals were introduced to sell travel documents (tickets) to passenger trains with unnumbered seats. The terminals were installed at the Minsk-Passazhirsky terminal station in the preparation for the II European Games hosted by the Republic of Belarus in 2019.

The **Railways of Kazakhstan** made upgrades to its Mobius electronic ticket sales system and automated passenger boarding control system that had been in use since 2015. In July 2019, an upgraded version was launched that brought significant enhancement to the system's functionality. Passengers were offered a new Waiting List service. If no

seats are immediately available, the passenger can register in an electronic queue that collects and offers returned seats, unsold reserved seats, and seats in optional railcars.

The functionality of mobile terminals used by ticket inspectors was updated to allow online recording of violations, calculation of fines, and transmitting the results of ticket inspections to the central server.

During 2019, the **Ulan-Bator Railway** was working to develop an integrated system to support passenger transport. The goal was to create a single software product that could be used to buy tickets for both local and international travels. The system has been in operation since September 2019, and makes it possible to:

- print out RCT2 tickets;
- issue duplicates of lost tickets.

On 28 February 2019, the **Russian Railways** introduced, under the RZD Bonus loyalty programme, the issue through the RZD OJSC web portal of bonus travel documents to international trains operated by the FPC JSC. Participants in the loyalty programme are granted discounts on the regular seat reservation and ticket rates for the territory of the Russian Federation (100%, 75%, 50%, 25%) at the time of purchasing a ticket for international travel.

In January 2019, the FPC JSC, BC, and CD JSC signed an Agreement on Cooperation in the organization of online sales of tickets to international trains operated by the FPC JSC. Under the Agreement, CD opened sales of tickets to the FPC JSC's train No. 21/22 Moscow – Prague on 15 January 2019.

In 2019, online ticket sales at the RZD OJSC's website accounted for more than 59% of the total volume of travel document sales.

Under the relevant agreements, the functionality of issuing travel document duplicates was introduced in 2019:

- as of January 2019 – for the trains running to Finland;
- as of 28 May 2019 – for train No. 9/10 "Polonez" Moscow – Warsaw – Moscow.

In 2019, new passenger services were introduced:

- lost and found,
- the Road Companion multimedia portal,
- orders for extra meals,
- delivery of food onto the board of the train,
- a new train boarding system.

Since 1 July 2019, a fiscal receipt of the passenger's payment for the railway transport service has been issued at the point of sale, including the web portal, as required by the Federal Law of the Russian Federation.

On 15 September 2019, the Express system was enhanced with a newly developed billing component that supports issuing electronic tickets to organisations (legal entities), with the organisations paying the invoices from their general billing account. The RZD OJSC website





was supplemented with a "Corporate clients" module where legal entities can register, under an electronic ticket sales contract with the RZD OJSC, their employees, have electronic tickets issued to such employees, and obtain statistical information on transactions involving the organization.

To encourage electronic ticket sales through RZD OJSC's web resources for the trains that have seat quotas in the systems operated by the PKP and CD, work will continue to improve query exchange on seat availability for specific coaches and seats.

The terms and conditions for traveling in the through transfer-free Mos-

cow – Prague coaches of the FPC JSC formation were presented. The wagons were put on the 2019/2020 passenger train timetable, and an agreement was reached on the quota exchange procedure, the procedure for boarding of passengers with electronic tickets, and the procedure for the return of the unused portions of the quotas of tickets for these coaches.

The software system DUTISS was developed to dynamically manage the tariffs and stimulate the demand for travel by train No. 13/14 Moscow – Berlin "Strizh." The DUTISS system automatically adjusts the tariff depending on the train's occupancy rate and the number of days until the departure in line with the requirements stated by the carrier. The DUTISS system was introduced as of 19 December 2019 for train No. 013M/014M Moscow – Berlin for departures starting from 16 February 2020.

At the meetings held in 2019, the participants were provided with information on the issues addressed by the TLG (the Ticket Layout Group), TSG (Ticket Security Group), and TAP-MD (Services and Development Group) Working Groups in the context of the changes in the booking systems:

- the use of the XML format for messages;
- the use of elements 73 "Partial price" and 94 for ID verification;
- termination of partners' access to the EPA system;
- new booking systems used by ÖBB (Austria) and SZ SEPA (Slovenia);
- indication on the ticket of the VAT as an additional element of the price in the XML message format;
- replacement of UIC leaflets with IRS (International Railway Solutions). Information on IRS is available at <https://uic.org/standardisation/irs>.

The **Ukrainian Railway** introduced new passenger services. 57% of travel documents are issued online, and the amount of online travel documents in international traffic raised up to 50%.

Under an international agreement between UZ and PKP Intercity on online sales of electronic tickets for all trains in the traffic UZ – PKP – UZ, electronic tickets became available at the UZ website in May 2019. Travel documents for the Kiev – Przemyśl trains are issued along the entire route. The inspection of electronic tickets is performed with an mobile electronic ticket verification terminals. In the territory of Poland, inspection of electronic tickets (return trip) is performed with a list of boarding documents.

On the **Railways of Uzbekistan**, the VNIIZT JSC implemented a new technology for the issue (return) of electronic tickets online, without the need for print-outs on accountable forms. The technology supports the accounting of cash at the time of the travel document's issue, and generates reports on completed transactions.



Final meeting of the OSJD Commission on Passenger Traffic to consider the results of work for 2019 (22-24 October 2019, OSJD Committee)

Within the subject ***“Updating the Agreement on International Railway Passenger Tariff”*** one meeting was held at the OSJD Committee premises in 2019.

The meeting participants reviewed and approved the modifications and supplements to the text of the Agreement on International Railway Passenger Tariff (MPT) and the MPT Tariff that were proposed by BC, KZH, UBZD, and the RZD OJSC. KZD suggested a rephrasing of the additional paragraph of Article 4 of the MPT Agreement, which rephrasing was scheduled for review at a meeting on the MPT issues in 2020.

KZH supported the proposal of the RZD OJSC regarding the use of the actual weight of luggage as the basis for calculating the carriage charge. The meeting participants made a second request to KZD asking to review at the next meeting in 2020 the option of determining the luggage carriage charge based on the actual weight, with the rates per one kilogram set out in a separate table.

Under paragraph 2, Article 5 of the MPT Agreement, the modifications and supplements to the MPT Tariff, that were agreed at the meeting on 11-13 June 2020, took effect as of 1 January 2020.

Within the subject ***“Updating the Agreement on the Rules for the Use of Passenger Coaches in International Traffic (PPW) and the PPW Rules,”*** one meeting was held at the OSJD Committee's premises in 2019.

In the absence of any objections from the Parties to the PPW Agreement, the meeting adopted the modifications and supplements to the PPW that had been agreed by the meeting of experts from the Parties to the PPW Agreement held at the OSJD Committee's office on 12-16 June 2018, except item 7.6 of paragraph 7, sub-item 12.2 of item 12, and item 14 of Annex 1 to the PPW.

The meeting reviewed and agreed on the proposals into the PPW Rules presented by BC, KZH, CFM, PKP, RZD OJSC, TDZ, and UTI.

Under Article 3 of the PPW Agreement, the modifications and supplements to the PPW Agreement took effect as of 1 July 2019 (OSJD Committee letter No. IV-42423ND dated 3 June 2019).

The meeting requested that the Parties to the Agreement should review and approve the modifications and supplements to paragraph 7 of Annex B to the PPW Rules before 1 August 2019. The objections on this paragraph that were received from KZD and UBZD were to be addressed in 2020.



Participants in the meeting on the development and approval of timetables, passenger trains formation layouts/indicators and the provision of coaches in them in international traffic for 2019-2020 of the 1st group of railways, visiting the LG dispatch control center in Vilnius (06.08.2019)



Participants in the meeting for the development and approval of timetables, passenger trains formation layouts/indicators and the provision of coaches in them in international traffic for 2019-2020 of the 2nd group of railways (16-20.09.2019, Pyongyang, DPRK)

1.5. Infrastructure and Rolling Stock

The OSJD Commission on Infrastructure and Rolling Stock continued its work in 2019 to tackle the issues in the technical and technological fields, which had been assigned by CGD meeting XXXIV, and in accordance with the Work Plan for 2019.

In 2019 the activities were continued within the following subjects:

- "Rolling stock dimensions in international traffic in view of interoperability requirements";
- "Rolling stock for railways. Technical requirements for its elements";
- "Signaling, interlocking and communications networks";
- "Energy supply and electric traction equipment";
- "Rolling stock for railways. Technical requirements for its elements";
- "Participation of the railway companies interested in the conversion of the OSJD/UIC joint leaflets included in the priority list into the draft OSJD/UIC international railway solutions (IRS)".



Chairman of OSJD Commission on Infrastructure and Rolling Stock
Radovan Vopalecky

At the meeting on the subject **"Rolling stock gauges in international traffic in view of interoperability requirements"**, ZSR as the leading duty holder presented its information material on the practical application of the OSJD leaflet named as "Development of Album 1 on gauge passing ability of railway main routes" with a concept added concerning the simplification of the coding of gauge passing ability.

The MAV Co. presented the information material on the admission conditions for freight wagons of 1-BM gauge in the OSJD 1435-mm railway sections, in which passenger platforms are available, which were constructed according to the European standard (2008/164/EC). For 2020, there is a plan to develop the reference outlines to provide the admission of the wagons of 1-BM gauge in view of the specific features of the passenger platforms constructed according to the European standard (2008/164/EC).



Specialists of OSJD Commission on Infrastructure and Rolling Stock: Angelina Shurganova and Vasile Codreanu

Work on the subject **"Railway track and engineering structures"** has been divided into four subtopics.

At the meeting on the subtopic **"Development of a set of issues regarding the rails, rail fastenings, seamless track, mechanisation of trackside works"**, the MAV Co. being the leading duty holder presented a Leaflet named as "Reasons for the fatigue microcrack initiation. Methods for their detection and assessment of their development", which highlighted the theoretical basis, the initiation reasons, the lay-out of fatigue surface irregularities in the rail head, the different methods of their detection, the evaluation of control results, the methods of initiation lowering of such defects and troubleshooting techniques.

The MAV Co., as the leading duty holder, presented its information on the topic "Development of rational application fields of rails of different quality categories" (for the 1435 mm track gauge), which included the research results aimed at the rail types to be selected for the specific conditions of operation.

The experts from the RZD OJSC and "KTZ NC" JSC delivered their information of the purpose of rails depending on their specifications according to their linearity class, profile accuracy, surface quality, rigidity, impact viscosity for formation of rational fields of rail application (for the 1520-mm gauge tracks).

The leading duty holder from SŽDC (SŽ) presented its information material on the Leaflet named as "Technical conditions and structural design solutions for noise protection constructions" in view of the proposals and comments submitted by the ZSR and "KTZ NC" JSC as to identification of the maximum height of the noise protection constructions, a distance from the track centerline and the application of different materials of constructions. The Leaflet contains the basic acoustic, technical and structural requirements for the noise protection constructions, stipulates the sites and the method of their installation and their operation procedure. Material was also presented with regard to draft Leaflet named as „Roadbed parameters to provide the traffic speed up to 200 km/h with the ballasting construction of the permanent way“, which includes description of the construction of railway roadbed in view of development of the up-to-date railway infrastructure, strengthening requirements for its operational specifications, increasing train traffic speed and loads. The draft Leaflet stipulates the main requirements for the structure of structural layers of the roadbed, its subgrade support at the stage of designing of railway lines with the ballasted permanent way for the train traffic speed up to 200 km/h.

The Byelorussian Railway being a leading duty holder presented a draft Leaflet on the subject "Roadbed defects. Methods of troubleshooting", which stipulates the categorization, description, approach to the operational observation and troubleshooting of railway roadbeds for the different natural and climatic zones, specificity of the composing mineral rocks and conditions of operation.

The leading duty holder from the RZD OJSC presented its information material on the subject "Application of the geo-synthetic materials in the construction of the roadbed", which contains the purpose of the application scope of



Participants in the expert meeting on the subject "Power supply and power traction facilities" during a working meeting with the President of Southwest Jiaotong University (12.09.2019, Chengdu, China)

the geo-synthetic materials to reinforce the roadbed, application of repairs techniques to the roadbed with the geo-synthetic materials applied, samples of sections of variable rigidity arranged with the plane two-axial geo grid.

The RZD OJSC being a leading duty holder presented a Leaflet named as "Normative requirements for the maintenance of engineering structures", which contains information on the requirements for the maintenance of engineering structures in part of monitoring and operation. Moreover, the information material was also delivered on the subject "Calculation of the number of employees engaged in the current maintenance of engineering structures", which contains information on the issues of development and introduction of standards for the number of employees engaged in the current maintenance of engineering structures

in view of the differentiation according to the classes and specializations of railway lines, the list of main works and their frequency.

At the meeting on the subject "Comprehensive diagnostics of railway track", the leading duty holder from the RZD OJSC delivered a Leaflet named as "Requirements for the video-control systems". The purpose of the given work includes the systematization of requirements for the automated video-measuring control system of the railway track technical condition.

The leading duty holder from "Ukrzaliznytsia" JSC (Ukrainian Railway) familiarized the meeting participants with the updates of the information material on the permissible standards affecting the rolling stock operation on the railway track.

The meeting participants acknowledged the information delivered by the representatives from the MAV Co., NRIC and OSJD affiliated enterprise - "Firma TVEMA" CJSC which was related to the comprehensive management system of the enterprise infrastructure as framework system including the expert systems of different aspects of railway infrastructure.

The MAV Co. presented its information material on the rolling stock control equipment installed in the MAV railway network.

On the basis of the developed information materials, and in view of the comments submitted, a draft Leaflet would be developed named tentatively as "Construction Concept of the automated diagnostics system of rolling stock in motion in order to minimize the damage inflicted on the railway infrastructure".

Within the framework of the subtopic "*Ferro-concrete sleepers, bulks, turnout switches and their diagnostics*", the MAV Co. as the leading duty holder on the subtopic presented its information material "Calculation methods of laying-in the turn-out switches in the curved railway track sections for railways of 1520-mm and 1435-mm track gauges, which included the options of calculation methods of laying-in the switches in the curved railway track sections. And information material was also presented on the subject "Study of turnout switches laid-in at a station at the same time under the same load, being made of different material quality and different canting, from the point of view of life cycle cost".

The PKP JSC, as the leading duty holder, presented the draft updated Leaflet named as "The system of diagnostics of turnout switches", which incorporated information on the application of devices with continuous laser scanning to measure the geometrical sizes of the turnout switch elements.

The "Ukrzaliznytsia" JSC (Ukrainian Railway), as the leading duty holder, presented its information material on the subject "Technology for laying-in



the turnout switches”, which contained the description of the laying-in technology of the turnout switches and the equipment applied to handle such work. Additionally, the MAV Co. and NRIC being the developers delivered their information materials on the mentioned subject.

The leading duty holder from the RZD OJSC presented a Leaflet with a changed name “Troubleshooting of switch blade defects by means of grinding in the track”, which contained the description of defects of switch blades and point rails, their mutual position, in which the grinding of switch blades must be performed to provide the safe operation of trains.

The leading duty holder from the RZD OJSC presented the information material on the subject “Technical requirements for designing the switches of high-speed railway lines”, which contained the listed range of the types of switches for all operational speeds according to the main and side line, as well as requirements for the design of the mentioned turnout switches and their individual elements, life cycle and service life.



Meeting of the OSJD/UIC Joint Group of concerned railway companies in reviewing and converting the OSJD/UIC joint leaflets, included in the priority list, into draft OSJD/UIC international technical solutions in the field of railway transport of voluntary accession (1-3 October 2019, OSJD Committee)

Within the framework of activities on the topic **“Signaling, interlocking and communications networks”**, the RZD OJSC, as the leading duty holder, presented a Leaflet named as “Requirements for the hardware and software of the railway automatics and teleautomatics”, which covers the computational hardware and software of the railway automatics and teleautomatics of the systems and equipment of the railway automated systems, and were conducted on the basis of computing facilities, which are developed and supplied to be applied on the railway transport of the OSJD member countries, and to which requirements are imposed in terms of the functional, information and cyber security and safety.

The “Ukrzaliznytsia” JSC (Ukrainian Railway), as the leading duty holder, presented a Leaflet named as “General requirements for the development of signaling and interlocking devices”, which identified the single methodological basis for the construction of signaling and interlocking devices and contained requirements recommended for implementation during the development and modernization of the systems on the railway transport of the OSJD member countries.

The meeting participants got acquainted with the presentation from the LG on the subject “Signaling, interlocking and communications equipment on the Lithuanian Railways”, which included the description of the ALSC signaling system (automated locomotive signaling of continuous operation) applied on the Lithuanian Railways.

On the topic **“Power supply and power traction”**, the RZD OJSC as the leading duty holder developed a Leaflet named as “Recommendations on the periodicity of the technical maintenance and repairs of traction electric power substations, transformer substations and linear equipment of the traction electric power supply system”. The purpose of the Leaflet implies the creation of preconditions for optimization of the operational costs of infrastructure managers for handling of works concerning the technical maintenance and repairs of traction substations, transformer substations and linear equipment of the traction electric power supply system.

The BC, as the leading duty holder, developed a Leaflet named as “Recommendations on preparing the electrification equipment and electric power supply systems for operation in winter conditions”. The purpose of the Leaflet includes the identification of periods of control for the technical equipment and recommendations to organisation of reliable electric power facilities of overhead lines, signaling and interlocking and communications, computing devices etc. when preparations are made for operation in winter conditions.

The “Ukrzaliznytsia” JSC (Ukrainian Railway), being the leading duty holder, presented a Leaflet named as “Recommendations for the organisation of operation of the overhead catering systems with minimum breaks of train traffic”, the purpose of which included the creation of preconditions for optimizing the costs of railway infrastructures to purchase, installation and operation of the overhead catering.

The topic **“Rolling stock for railways. Technical requirements for its elements”** has been divided into two sub-topics: “Locomotives” and “Wagons”.

The experts made amendments in the information material “Crash-systems. Technical requirements and testing of crash-elements of railway rolling stock of 1435-mm and 1520-mm gauge tracks” in part of the sector “Scenarios of crashes for the assessment of the crash-system”. A decision was made to develop a draft Leaflet “Crash-systems. Technical

requirements for and testing of crash-elements of railway rolling stock of 1435-mm and 1520-mm gauge tracks" on the basis of the information material and in view of amendments made. The experts on the subtopic "Wagons" presented a Leaflet named as "Braking systems of wagons and methods of analytical identification of the main parameters for designing for the railways of 1435 mm track gauge" in view of TSI requirements and current UIC leaflets. A decision was made to update the Leaflet "Railway rolling stock. Technical requirements imposed on the rolling stock in international traffic between the railways of 1435-mm and 1520-mm gauges of the OSJD member countries. Freight wagons" and "Railway rolling stock. Technical requirements imposed on the rolling stock in international traffic between the railways of 1435-mm and 1520-mm gauges of the OSJD member countries. Passenger coaches".



Participants of the final meeting of the OSJD Commission on Infrastructure and Rolling Stock (5-7 November 2019, OSJD Committee)

On the subject ***"Participation of the railway companies interested in the conversion of the OSJD/UIC joint leaflets included in the priority list into draft OSJD/UIC international railway solutions (IRS)"***, the Joint working group presented at its meeting the first edition of the OSJD/UIC international railway solution in the field of railway transport on the basis of the joint OSJD/UIC leaflet "Rolling stock gauges".

They also considered the proposals regarding the OSJD/UIC joint Leaflet "Transportation of unconventional goods in international traffic with the participation of the 1435-mm and 1520-mm gauge railways" for the conversion into the international railway solution. Following the structural changes that took place in the UIC and the setting up of the UIC Standardization Unit and the change in the name of documents under conversion from "standard" to "solution", it was decided to commence work on the updates of the JWG Terms of Reference. The experts of the Commission on infrastructure and rolling stock conducted consultations with representatives from the International Standardisation Organisation (ISO) for the purpose of making clarifications and establishing interaction. It was decided that in 2020 the JWG would continue its activity on the development of draft technical documents on the basis of the joint OSJD/UIC Leaflet "Rolling stock gauges" and on the basis of the joint OSJD/UIC Leaflet "Transportation of unconventional goods in international traffic with the participation of the 1435-mm and 1520-mm gauge railways" and on the updates of the JWG's Terms of Reference.

The works on the given subject are expected to be attended by the representatives from the following railways: BC, "KTZ NC" JSC, CFM, UBZD, PKP, RZD OJSC, "Ukrzaliznytsia" JSC (Ukrainian Railway) as well as the MAV Co., EVR, LDZ and LG which will have an observer status.



1.6. Coding and Information Technology

In 2019, the OSJD Permanent Working Group on Coding and Information Technology (PWG CI) worked in pursuit of its Work Plan and the decisions of the CGD in cooperation with OSJD affiliated enterprises and the international organizations UIC, CIT, ERA, and RailData.

Topic: Coding and Information Technology

Leaflet O 920-13 “Uniform coding and data structure required in international freight traffic”

The Russian-language version of the 5th Edition of Joint OSJD/UIC Leaflet O 920-13 was approved by CGD session XXXIV, following which the OSJD Committee published it as part of its routine work.

Given that new suggestions on updating the Leaflet provided by the UIC representative, the participants in the annual PWG CI meeting decided to have an additional discussion on further updating Leaflet O 920-13 “Uniform coding and data structure required in international freight traffic” after obtaining a UIC decision in the first half of 2020.



Specialist of OSJD PWG
on Coding and IT
Mario Matta

Leaflet O 917-5 “Description of the Hermes system”

In March 2019, the PWG CI specialist informed the participants in the expert meeting on the progress of work on updating Joint OSJD/UIC Leaflet O 917-5 “Description of the Hermes system.”

The annual meeting of the PWG CI approved the work performed on Joint Leaflet O 917-5 “Description of the Hermes system,” and deemed the 2019 work on updating the Leaflet completed.

Analysis of the application of OSJD/UIC leaflet in the operation of OSJD railways

At the expert meeting in March 2019, the PWG CI specialist updated the meeting participants on the progress of reviewing the application by OSJD railways and affiliated enterprises of OSJD/UIC joint leaflets in the area of coding and information technology as part of the wider analytical efforts undertaken by the railways engaged in the work on the topic, including the use of the member-only portal of the OSJD website.

The expert meeting discussed the analytical results obtained by the RZD OJSC, approved the work completed on the topic, and concluded that an additional analysis was needed, the purposes of which would include finding out whether the nomenclature of joint OSJD/UIC leaflets should be expanded.

At the annual meeting, the UIC representative presented information on the nomenclature of joint OSJD/UIC leaflets, and on the outcome of their evaluation by the UIC in terms of their application/updating. The attendees of the annual meeting discussed the presented information and corresponding OSJD materials, and agreed on the directions of further efforts.

Updating the Terms of Reference of the OSJD/UIC Joint Working Group on Coding and Information Technology

The PWG CI specialist updated the participants in the March 2019 PWG CI expert meeting on the status of drafting the Terms of Reference of the OSJD/UIC Joint Working Group on Coding and Information Technology.

The UIC representative informed the participants on the presentation and approval of an English-language draft update of the Terms of Reference of the OSJD/UIC Joint Working Group on Coding and Information Technology at the UIC General Assembly held in Budapest on 25 June 2019.

Following the approval of the Terms of Reference by the governing bodies of both Parties, the Terms of Reference took effect as of 1 January 2020.

The annual meeting of the PWG CI took note of the information on the progress of work, upheld the decision on updating the Terms of Reference of the OSJD/UIC Joint Working Group on Coding and Information Technology, and decided to include the corresponding item in the draft Work Plan of the PWG CI for 2020.

Updating the OSJD/UIC Regulation on Company Code Management and its Annexes

In March 2019, the meeting participants listened to the information presented by the PWG CI specialist on the outcomes of the 49th Meeting of the OSJD/ERA Contact Group (22-24.01.2019).

The PWG CI specialist introduced to the attendees the presentation of an ERA expert on new changes in the EU of the company codes under TAF and TAP TSI/RICS for four-digit alphanumerical codes.

In particular, the presentation provided information on the work of the ERA in pursuit of the decision by the European Commission (Executive Act (EU) 2018/1614 that had been driven by the liberalization of the railway market leading to an increase in the number of companies engaged in providing railway services.



Opening of the PWG CI expert meeting
(10 October 2019, OSJD Committee)

As a result of the ensuing discussion, the OSJD/ERA Contact Group noted the relevance of the issue and the need for trilateral cooperation between the OSJD, UIC, and ERA on railway company coding.

In this context, the PWG CI specialist invited the representatives of ERA to participate in the Workshop and in the work of the Joint OSJD/UIC Group on Coding and Information Technology where said issue was under review.

As a result of the ensuing discussion, the meeting participants upheld the need to maintain the existing procedure for the allocation of OSJD/UIC company codes in the range 0000-9999 and in the 4N format, as well as maintaining the previously allocated codes.

Due to the new coding system becoming an open issue, the draft OSJD/UIC Regulation on Company Code Manage-

ment was not presented for approval by the XXXIV session of the CGD.

The 73rd session of the Joint OSJD/UIC Group on Coding and Information Technology decided to put on hold the work on updating the Regulation until the final decision was made on the code format and on the system of delineating the responsibility for the allocation and maintenance of codes.

The annual PWG CI meeting took note of the information and decided to add the corresponding scopes of work to the PWG CI Work Plan for 2020.

Collaboration with the UIC

In 2019, collaboration with the UIC in the area of coding and information technology were marked with the resumption of the dialog, and with mutual interest of both parties in achieving success in joint endeavors. Joint events were held as scheduled in the PWG CI Work Plan, with UIC representatives attending four expert meetings of the PWG CI and participating in the annual meeting.

Under the joint OSJD/UIC RICS project (Railway Interchange Coding System), work was done to allocate four-digit codes at the request of applicant railway companies. As of 31 December 2019, 22 codes had been modified and 150 newly allocated.

Subject: Paperless technology in international railway freight traffic

Drafting of the new leaflet "Basic principles of information exchange between carriers using SMGS electronic documents"

At the March 2019 expert meeting, BC and RZD OJSC as the leading duty holders of the leaflet with the tentative title "Basic principles of information exchange between carriers using SMGS electronic documents" presented no additional material on the contents or structure of the new Leaflet's draft due to the absence of any comments or suggestions from the meeting participants. The RZD OJSC requested the railways engaged in the topic to submit their comments and suggestions on the contents or structure on the draft of the new Leaflet in conformance with the proper procedure.

At the expert meeting in October 2019, the meeting attendees made a second review of the presented draft Leaflet that incorporated the additions suggested by BC. Following the discussions, the leading duty holders - BC and RZD OJSC came to a conclusion that there was no need to do further work on the draft Leaflet due to the completion of the work on modifications and supplements to the SMGS and SI to SMGS relating to the application of electronic documents, with the modifications and supplements having taken effect as of 1 July 2019.

At the same time, the leading duty holders deemed it possible to use the results achieved so far to formalize common approaches to the processing of claims and complaints electronically.

The representatives of the RZD OJSC opined that that line of work was still relevant and had good prospects since it was based on the respective provisions of the SMGS and needed further improvement in terms of its treatment of implementation technologies. BC supported the position of the RZD OJSC.

The participants in the annual meeting of the PGW CI invited BC and RZD OJSC to further review the issue of technologies applicable in electronic processing of loss-and-damage statements, with the outcome of the review to be discussed at a PWG CI expert meeting in 2020.

Leaflet R 919/1 "Recommendations on the completion and application of machine-printed paper copies of an electronic consignment note in international freight traffic"

At the October 2019 expert meeting, the discussion by the participants resulted in the suggestion that Leaflet R 919/1 "Recommendations on the completion and application of machine-printed paper copies of an electronic consignment note in international freight traffic, 2nd edition dated 20.10.2005, be rescinded, with the respective decision to be taken at the annual meeting of the PWG CI.

The annual meeting of the PWG CI approved the rescission of Leaflet R 919/1 "Recommendations on the completion and application of machine-printed paper copies of an electronic consignment note in international freight traffic, 2nd edition dated 20.10.2005.

Information support to freight transport operations in international railway traffic (electronic data exchange, EDE), and to transport operations involving electronic carriage documents (E-CONSIGNMENT NOTE)

The annual meeting of the PWG CI recognized the availability of the **EDE** information received from ten railways, and approved publishing the information in the draft "2019 report on the PWG CI work results."

Drafting of Technical Specifications (TS) containing information on consignors and consignees (the PARTIN message)

As an outcome of the reviewed submitted comments, the RZD OJSC as a leading duty holder presented to the annual meeting in October a consolidated draft of the Technical Specifications for the PARTIN electronic message.

At the annual meeting, the representative of KTZ NC JSC suggested that the PARTIN message include the information on consignees that were payers in the country of destination but were not freight forwarders.

The PWG CI annual meeting approved the results of the work, and noted the feasibility of putting the PARTIN message in practical application to improve the quality of information exchange. The meeting recommended that the concerned railways use the Technical Specifications of the PARTIN electronic message.

Updating OSJD leaflets:

- O+R 943 Library of UN/EDIFACT standard electronic messages for freight transport operations in international traffic under the terms and conditions of SMGS;
- O+R 944 List of classifiers and data element codes. Library of code lists for freight transport operations under the terms and conditions of SMGS.

In March and September 2019, representatives of the RZD OJSC being a leading duty holder of the leaflets updated the attendees of the PWG CI expert meetings on the modifications and additions to the drafts of leaflets O+R 943 and O+R 944.

The annual meeting of the PWG CI approved the draft OSJD Leaflets and requested that the PWG CI specialist present to CGD session XXXV Leaflet O+R 943 as the 13th Edition, and Leaflet O+R 944 as the 12th Edition for its approval.

Prospects for the use of the XML or JSON formats

In light of the October 2019 review of the proposal by LG to start considering the options for the use of the XML or JSON formats to describe the structures of electronic documents and electronic messages suggested by Ukrzalyznitsia JSC, the outcome of the discussions on this issue at the annual meeting of the PWG CI, and in view of the support



Participants in the final meeting of the PWG CI (19-21 November 2019, OSJD Committee)

stated by BC, KTZ NC JSC, UBZD JSC, PKP JSC, EVR, Rail Cargo Hungaria Co., and PLASKE JSC, the decision was made to include an item into the Work Plan for 2020 of the PWG CI on the drafting of a concept for the application of the XML or JSON formats through the use of web services to describe the structures of electronic documents and electronic messages. LG (LTG since July 2020) was designated the leading duty holder for this document.

The RZD OJSC and the UBZD JSC deemed it proper to review this proposal after its comprehensive analysis and in view of the economic effectiveness of the proposal and technological preparedness of the existing equipment systems.

Draft revised edition of the Technical Specifications for the IFTMIN message

At the expert meeting held in October 2019, the leading duty holder from the RZD OJSC informed the PWG CI experts on the results of updating the draft Technical Specifications for the IFTMIN message. The representative of BC also advised the meeting participants of the problems that had been encountered during the transmission of SMGS item 19 "Seals" in the IFTMIN message, and suggested that the maximum length of data element 9308 of the SEL segment be increased from 10 to 70 characters.

Following the discussion, the participants in the PWG CI annual meeting approved the suggestion and decided to incorporate it into the consolidated draft of the Technical Specifications for the IFTMIN message, thus declaring the completion of work of that stage.

The meeting participants emphasized the need for work on this improvement to be done between railway carriers that use message 4770 in their information exchange through initiating the solution of this issue by the Directorate of the Council for the Railway Transport of the Commonwealth Member States.

Subject: Paperless processing of international financial payments

An analysis of the List of payment documents related to technological operations that are suggested to be exchanged in electronic formats

At the October 2019 expert meeting, the RZD OJSC as the duty holder for the subject presented its analysis of payment documents suggested by experts from the PWGF (accounting statements, balance statements, payment balance statements), confirmed their suitability for the transformation into standard electronic message formats, and suggested that the electronic message COACSU, version D.16B under the UN/EDIFACT standard be used for the transmission of said documents via the EDI system.

The PWG CI annual meeting took a decision that, at the current stage, the development of the Unified Payment Information Processing System that would use electronic financial and payment documents was impractical.

The participants in the annual meeting invited the RZD OJSC to organise the drafting of Technical Specifications for a COACSU electronic message to be used in international financial settlements. The participants also requested that any railways interested in being engaged in the work on the subject present for the PWG CI meeting in March 2020 their suggestions as to the organisation of financial settlements based on the electronic documents and the COACSU message, as well as their suggestions on other aspects of the subject.

Subject: Security of information resources and IT and telecommunication infrastructure (SIRITTI)

Capitalizing on and summarizing the experience in making paperless documents legally valid through the application of the TTP technology in the course of cross-border transport operations that involve two or more parties

The participants in the PWG CI annual meeting noted that coordination of international transport corridors was becoming one of the most important issues, since such corridors formed the structural foundation of Eurasia's integrated transport network of the 21st century. Proper functioning of the corridors necessitates the use of new information technologies at railways' connection points (i.e. the blockchain technology), which would substantially reduce the freight travel time. In light of the above, the PWG CI annual meeting participants suggested that the work in this topical area be continued, and a corresponding item be included in the draft PWG CI Work Plan for 2020 under the rubric of **SIRITTI**.

The PWG CI annual meeting upheld the results of the work done by experts, and approved the inclusion of this subject in the 2020 Work Plan of the PWG CI.

Analysis and development of projects involving the use of the TTP technology to attain the objective of introducing into practical use of accompanying, customs, and other transportation technology-related documents that are relevant to international traffic, and to support cross-border interactions between government agencies and companies involved in international railway freight transport operations.

The annual meeting of the PWG CI invited BC as a duty holder to continue its work on the analysis and development of projects involving the use of TTP technology, upheld the results obtained by the experts, and approved the inclusion of the topic in the 2020 Work Plan of the PWG CI.

Improving and updating OSJD Leaflet R 941-4 “Description of model technical specifications of cross-border interactions between “Open-key infrastructures” administered by the railways of the OSJD member countries” for the purposes of accounting for new methods of information exchange between two or more parties, and for keeping track of updates on the methods already in use.

The September 2019 expert meeting took note of the information provided by RZD OJSC on the results of a monitoring project that had tracked changes in the implemented methods of cross-border information exchange between two or more parties.

The PWG CI annual meeting upheld the results of the experts’ work, and approved adding the item on updating the Leaflet to the PWG CI Work Plan for 2020.

Operation and web-mastering of the Portal of the Bank of Specifications of Methods for Cross-Border Information Exchange, including web-mastering of a version in English. Updating the technological and software solutions, and regulatory or executive documents related to the commissioning into commercial operation of new methods of cross-border information exchange between two or more parties that are accessible through the Portal.

The representative of RZD OJSC updated the participants in the PWG CI expert meeting on the work that had been done in 2019 to maintain the Portal to the Bank of Specifications of Methods for Cross-Border Information Exchange. The PWG CI annual meeting upheld the results of the experts’ work, and approved adding the item on the subject to the PWG CI Work Plan for 2020.

Monitoring and analyzing projects in the field of cross-border electronic information exchange undertaken in the European Union and countries of the Asia-Pacific Region. Preparation of recommendations on the accounting for new regulatory documents and standards governing the application of the TTP technology in cross-border transport operations, and the inclusion of such documents into the Bank of Specifications of Methods for Cross-Border Information Exchange accessible through the Portal.

The RZD OJSC as a duty holder railway presented to the PWG CI experts its report on the monitoring and analysis of projects in the field of cross-border information exchange that were ongoing in the European Union and countries of the Asia-Pacific Region.

The PWG CI annual meeting approved the work done by the RZD OJSC, and invited the duty-holding railway to continue its monitoring and analysis of cross-border information exchange projects, with a focus on information on the enactment of new regulations in the area of cross-border trust space, so that such information could be timely put in the Bank of Specifications of Methods for Cross-Border Information Exchange accessible through the Portal.

Subject: “Information support for freight and passenger railway traffic. Technical Specifications for Interoperability (TAF TSI u TAP TSI)”

Preparation and conduct of a Workshop on the implementation of the Technical Specifications for Interoperability in international freight and passenger railway traffic (TAF TSI u TAP TSI)

Under the 2019 PWG CI Work Plan, the Rail Cargo Hungaria Co. in cooperation with the PWG CI organised a Joint OSJD/UIC Workshop in the city of Budapest, Hungary.

The Workshop was attended by 29 experts from 16 entities, including railways of OSJD countries, observers, affiliated enterprises, international organisations, and IT companies.

The Workshop comprised seven presentations and corresponding discussion sessions.

The outcomes of the Workshop were posted onto the OSJD website. The OSJD Committee provided each concerned OSJD railway with a paper copy of the aide-mémoire, with the annexes in an electronic format on a CD-ROM attached.

Subject: OSJD Website

Continued improvement of the OSJD website

The participants in the PWG CI annual meeting addressed the RZD OJSC as a leading duty holder of the subject “OSJD Website” with a request to complete the upgrade of the OSJD website in 2019 under the current agreement for the support of the OSJD website, and in conformance with the decision of CGD meeting XXXIV, held in Seoul, Republic of Korea, on 8-12 April 2019.

1.7. Financial and Accounting Issues

In 2019, the activities of the OSJD PWG on Finance and Accounting (PWGF) were aimed at implementing the decisions of the CGD and the PWGF Work Plan for 2019.

One of the main activities of the PRGF was tackle the debt settlement issue and reduce those between the railways. Basing on the data received as of 31 January 2020, the total debt was 197,102.97 thousand Swiss francs, which means an increase of 3,661.49 thousand Swiss francs or 1.89% as compared to the data of 31 January 2019.

In accordance with the Work Plan, two meetings of the Parties to the Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic and two meetings of the PRGF Expert Group were held in 2019.

On 3 September 2019, the Group Feroviar Romyn JSC (GFR) joined the Agreement.

The PRGF continued its work to improve the technology and reduce the timing of payments for transportation in international railway traffic.

During the year, at the meetings of experts and the Parties to the Agreement on the Rules for Accounting, a number of amendments and additions to the existing Rules for Accounting were agreed and put into effect on time.

Taking into account the adopted amendments and additions, in 2019, the OSJD website posted the OSJD Information Guide on mutual accounting in passenger and freight international railway traffic, which includes the actual data on bank details and legal addresses of the financial organisations provided by the railways – parties to the Agreement on the Rules for Accounting, and other necessary information, as well as the Agreement and the Rules for Accounting.

As part of the development of measures to improve the technology and reduce the timing of mutual accounting, together with the PWG CI, the discussions were continued regarding the measures aimed at introducing the electronic exchange of financial documents.

In order to reliably identify the status (owner) of freight wagons and minimize the risks associated with accounting for their use, the proposals of the railways on amending the Rules for the use of freight wagons were considered at a joint meeting of experts of the PRGF and the Parties to the PGW Agreement.

As part of the cooperation continuation with the UIC in the financial and accounting area, a joint OSJD/UIC Seminar on financial and accounting issues was held in Warsaw on 25 June 2019, the programme of which included:

- presentation by the UIC on the subject "Organisation of the system of relationship between the carrier, operator, wagon owner in the implementation of freight services";
- presentations by OSJD:
 - RZD OJSC on the subject "Organisation of payments for the use of wagons being part of the general (inventory) rolling stock",
 - PKP JSC on the subject "Wagon status in the CoReDa system".

Having acknowledged the presentations, the participants in the Seminar discussed the topical issues from practice that relate directly to the financial accounting, and noted the benefits of holding such events, as well as the positive results of interaction between the experts from the PRGF and the UIC Financial Committee, agreeing to continue their cooperation.



Final meeting of the PRGF (15-18 October 2019, OSJD Committee)



Specialist of OSJD PWG
on Finance and Accounting
Kunka Kirkova

The Seminar was attended by over 25 representatives of the Parties to the Agreement on the Rules for Accounting, as well as the OSJD Committee.

In the reporting period, the PRGF considered the issues of mutual accounting and the state of debts between the Parties to the Agreement on the Rules for Accounting and prepared a summary information as of 31.07.2019 and 31.01.2020.

During the reporting period, the Commission for the Accounting Settlement between the Parties to the Agreement on the Rules for Accounting was not convened, since no applications had been received from the parties to the Agreement.

1.8. Issues of Vocational Training/Education in the Field of Railway Transport

The Ad hoc Working Group (AWG) on vocational education/training in the field of railway transport has been established in accordance with the decision of session XLIII of the OSJD Ministerial Conference (2-5 June 2015, Ulan Bator, Mongolia). The AWG is composed of the representatives from: Hungarian State Railways CJSC, Georgian Railway JSC, Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan, "Kazakhstan Temir Zholy National Company" JSC, Korean Railroad Corporation KORAIL, "Railway of Moldova" State Enterprise, Ministry of Transport of the Russian Federation, Russian Railways OJSC, Ukrainian Railway JSC, Uzbek Railways JSC (Ozbekiston temir yollari), as well as OSJD affiliated enterprises: Association of Transport High Schools, Beijing Jiaotong University, "PLASKE" JSC, CTM LLC, TransContainer PJSC, South-West Jiaotong University (city of Chengdu).

The representative of the Ukrainian side is the Chairman/Chairperson of the AWG on vocational education/training in the field of railway transport, the representative of the Association of Transport High Schools is the AWG Deputy Chairman.

Three meetings of the AWG were held during the year: meeting XIII (3-5 July 2019, OSJD Committee) and meeting IV of the AWG (12-14 November 2019, OSJD Committee) were chaired by the representative of PLASKE JSC, and meeting XV (3-5 March 2020, OSJD Committee) was chaired by the representative of Ukrzaliznytsia JSC. The confirmation of the Ukrainian side on the chairmanship in the AWG and the candidacy of the chairman of the AWG were presented by the Ministry of Infrastructure of Ukraine in accordance with paragraph 1 of Article IV of the Rules of Procedure of the AWG on vocational education/training in the field of railway transport.

Following the decision of session XLVI of the OSJD Ministerial Conference (paragraph 9 of the Protocol of session XLVI of the OSJD Ministerial Conference held on 4-6 June 2019 in the capital city of Tashkent, Republic of Uzbekistan) The AWG was instructed to continue working on:

- the development of draft standard programmes for education, advanced training and personnel training in the field of application of OSJD documents basing on the subjects proposed by the AWG and approved by the OSJD member countries;
- organisation of pilot training projects in the field of the OSJD documents' application;
- development of the draft "OSJD Academy Regulations" and other draft documents related to its operation;
- development of the OSJD Internet information resource to popularize the issues of vocational education/training in the field of railway transport;
- organisation of conferences and seminars in the field of education/training;
- use in their activities the Recommendations developed by the participants of the OSJD High Level Seminar "Challenges and new opportunities for training personnel in the field of international railway traffic in the 21st century" (14-15 February 2017, Warsaw, Republic of Poland) and the OSJD Conference "Training in the field of railway traffic: new challenges and opportunities for the growth of professional competencies" (22-23 October 2018, Moscow, Russian Federation).

The AWG has completed its work for the preparation of draft Regulations on the OSJD Academy and the procedure for maintaining registers of OSJD documents in the field of vocational training and education, developed by the leading duty holders taking into account the proposals and comments received from the AWG members.

In accordance with the decisions of the OSJD governing bodies, the activities of the OSJD Academy are aimed at achieving the interests of OSJD members and are designed to ensure:

- implementation of the goals of sustainable development of railway transport and the objectives of the Organisation for Cooperation between Railways (OSJD);
- expansion of technical, legal, economic knowledge in the field of railway transport;
- increasing the professional level and quality of knowledge, qualifications, experience, skills of personnel in the field of organisation of railway traffic, including that with the participation of other modes of transport;
- development of cooperation with international organisations in the field of transport and relevant academic institutions;
- popularization and recognition of regulatory and other OSJD documents and their significance at the international level;
- strengthening the OSJD authority at the international level.

The activities of the OSJD Academy are aimed at organising and methodological support of common



Opening of meeting XIII of the AWG on vocational education/training in the field of railway transport (3 July 2019, OSJD Committee)

approaches to training and education on the application of regulatory and other OSJD documents governing the implementation of international railway transport, including with the participation of other modes of transport.

The activities of the OSJD Academy are not financed from the OSJD Committee Budget and are implemented without the membership fees of the OSJD members therefor the Budget costs are not increased. The functions of the OSJD Academy Secretariat have been assigned onto the OSJD Committee .

Approval of the procedure for maintaining OSJD documents' registers in the field of vocational training and education will make it possible for OSJD to efficiently solve its problems by identifying a unified procedure, requirements and ways of keeping registers in the field of vocational training and education as a whole, involving the inclusion, in the short-term, into the OSJD documents' registers the pilot training projects on the application of OSJD documents implemented within the framework of OSJD following the approval of the OSJD governing bodies, which were organised by the "Kazakhstan Temir Zholy National Company" JSC, Russian Railways OJSC, "Ukrainian Railways" JSC, OSJD Affiliated companies - Association of Transport High Schools and PLASKE JSC and issue OSJD certificates of an approved form.

The draft documents were submitted for consideration by CGD meeting XXXV (14-16 September 2020, OSJD Committee) and approval by session XLVIII of the OSJD Ministerial Conference (28-30 September 2020, OSJD Committee).

Following the discussion of the draft documents being developed for the OSJD Academy, the AWG members noted the advisability of clarifying certain terms and adding new terms to the OSJD Glossary on vocational education/training in the field of railway transport. The interpretation of the clarified and new terms in English and Chinese has been performed by the OSJD Committee and the Association of Transport High Schools, and therefore the AWG prepared draft amendments and updates into the Glossary.

The AWG asked the OSJD Commission on Transport Policy and Development Strategy to submit draft amendments and additions to the Glossary for consideration and approval by session XLVIII of the Ministerial Conference. These changes and additions are made in connection with the draft documents being developed in order to update the Glossary.

When developing the draft Regulations on the OSJD Academy and the Procedure for Maintaining the OSJD Documents Registers in the Field of Vocational Training and Education, the AWG members noted the advisability of making amendments into the following OSJD documents:

- "Statute of the Organisation for Cooperation between Railways";
- "Regulations on the OSJD Committee";
- "Regulations on the Ad hoc Working Group on vocational education/training in the field of railway transport".

In this regard, draft amendments (addenda) to these documents was prepared to be considered by the OSJD governing bodies following standard procedure.

The AWG will continue to develop the following documents related to the OSJD Academy activities to be submitted for consideration and approval by the OSJD Ministerial Conference taking into account the proposals of the Conference of General Directors (Authorised Representatives) of OSJD Railways:

- accreditation procedure at the OSJD Academy of educational organisations and institutions providing training (leading duty holder: PLASKE JSC);
- procedure for the development and implementation of standard OSJD training programmes (leading duty holder: RZD OJSC);
- procedure for approving training programmes introduced by OSJD accredited educational organisations and institutions providing training (leading duty holder: Association of Transport High Schools);
- quality control procedure for the implementation of standard OSJD programmes and OSJD approved programmes in training organisations (leading duty holder: Ukrainian Railway JSC).

The AWG considers it expedient to complete the work on the package of documents on the OSJD Academy, taking into account the following functions and tasks:

- preparation and submission of proposals in the field of professional training and education for the agreement and approval by the OSJD governing bodies;
- exercising control over educational programmes with the purpose of ensuring their full compliance with OSJD requirements;
- development of:
 - standard OSJD training programmes,
 - draft OSJD documents in the field of vocational education/training and in the field of the OSJD Academy's activities,
 - criteria for the approval of training programmes and their assessment, as well as for the accreditation of training organisations;
- development of quality criteria for the implementation of training programmes;
- preparation of an expert opinion on the compliance of training programmes proposed by the OSJD Academy participants for approval;
- monitoring the quality of implementation of the OSJD standard programmes and the programmes approved by the OSJD in the organisations providing training.

Following the decision of the OSJD Ministerial Conference, the AWG member - “Kazakhstan Temir Zholy National Company” JSC implemented a pilot training project on the subject: “Organisation of freight transportation with reloading at the border stations”, held from 18 till 21 June 2019 in Almaty and at the border station of Altynkol.

The data obtained as a result of the analysis carried out in regard to the current situation in the organisation of goods transportation in transshipment services at the border stations of Dostyk and Altynkol formed the basis of the curriculum, which is aimed at achieving the following main objectives:

- updating knowledge and enhancing staff competencies;
- training of personnel to fulfill the production tasks and step up for further career growth.

The entire cycle of the process was examined, a survey was conducted among those employees of the “KTZ NC” JSC, who are directly involved in the technological process, meetings were also held with the representatives of forwarding, logistics companies and government agencies (customs, sanitary-epidemiological and quarantine services).

The purpose of the curriculum was to improve and develop the competencies necessary for professional activities and improve the professional level of employees within the framework of their qualifications.

As a result, the curriculum includes sections on the planning of export, import and transit traffic through the interstate joint points at border stations, the use of documents of intergovernmental organisations, regulatory acts of Kazakhstan and China, tariffs, document processing technology, the study of automated control systems, the cycle of transshipment works, the procedure for interaction with government bodies.

The main focus was on conducting practical exercises at the Altynkol border station, where students had the opportunity to see and familiarize themselves with the technological process of organising transshipment freight traffic at the border station, to visit the checkpoints for road vehicles, cargoes, etc.

The pilot training project on the subject: “Organisation of transshipment freight traffic at border stations” included theoretical and practical exercises.

Theoretical lessons at the station of Almaty included:

- an introductory course on OSJD activities in the field of international traffic organisation, on SMGS and SI to SMGS;
- an introductory course on the OTIF activities, the scope of CIM;
- regulatory legal acts regulating the activities of railways in international traffic;
- planning of export, import and transit traffic through the border stations of Dostyk and Altynkol;
- tariffs for freight transportation (MTT, ETT, Tariff policy for the freight year, national tariffs);
- automated control systems (ACS PS, ASUD KR);
- operation technology of Dostyk station.

The purpose of the theoretical training course for the students was to increase their knowledge of applying the requirements of local acts of “KTZ NC” JSC that regulate the transportation process of goods by rail; OSJD documents regarding the ongoing activities in the field of international railway freight traffic.

To increase the effectiveness of training, practical classes were organised during a technical visit of students to the border station of Altynkol.

Among other things, the technology of operation of siding tracks, terminals, the technological process of operation of the entire station were demonstrated to the students. They also studied the classification of goods according to the type of cargoes delivered for transshipment, learned the procedure for planning the goods transportation, gained skills in the use of automated systems, preparation of documents and financial accounting, visited the checkpoints of



Meeting XIV of the AWG on vocational education/training in the field of railway transport
(12-14 November 2019, OSJD Committee)

road vehicles and cargoes, witnessed the practical organisation of work of the checkpoints across the state border of the Republic of Kazakhstan.

The purpose of the practical training was to consolidate the material covered and master the skills.

The audience of this pilot training course was represented by the employees (cashiers, office managers and engineers of the automated control system) who are directly involved in the process of organising goods traffic with reloading/transshipment at border stations. Representatives of the Kazakhstan Association of Carriers and Wagon (Container) Operators and the Association of National Freight Forwarders of the Republic of Kazakhstan took also part in the training process as independent observers.

As a result of this pilot project, the transportation process participants (logistics and freight forwarding companies) demonstrated their interest in organising and conducting training on this subject and on the practical application of the OSJD documents, as well as of the documents of other intergovernmental organisations.

The AWG members from the Russian Railways OJSC, together with the Association of Transport High Schools organised and carried out a successful pilot project on the subject: "Organisation for Cooperation between Railways (OSJD): regulatory legal framework (an introductory course)" from 26 till 30 August 2019 (Moscow, Russian Federation).

The curriculum of the pilot project included the following subjects:

- common understanding of the system of legal regulation of all aspects of railway transport (UN system, WTO, OSJD, OTIF, Council for Railway Transport, EU and EAEU);
- OSJD: structure, working and governing bodies;
- OSJD fundamental documents.

The programme aroused great interest among the managing personnel of the RZD OJSC: more than 100 employees of the company were declared for training.

Representatives of "KTZ NC" JSC, "Railway of Moldova" State Enterprise (CFM), "Ukrainian Railway" JSC ("Ukrzaliznytsya" JSC) and PLASKE JSC participating in the XIII-th meeting of the AWG, responded positively to the RZD OJSC's invitation to take part in the training course, as well as representatives of the Korean Railroad Corporation KORAIL and the Rohi Ohani Tajikiston (TDZ/ROT) State Unitary Enterprise.

Upon the training course completion, the participants were issued the Certificates of the Russian University of Transport (MIIT) acknowledging that they had undergone the advanced training programme.

The Programme participants have given a very high appreciation and rating to the pilot training project. According to the results of the questionnaire, the satisfaction of the participants was at a level of 4.8 points out of the 5 maximum possible.

The RZD OJSC and the Association of Transport High Schools (MIIT) organised and held a pilot training project on the subject "Regulatory documents in international freight traffic on the basis of the OSJD agreements and other instruments and their digitalization" from 16 till 20 December 2019 in Moscow (Russian Federation), which was attended by employees of the RZD OJSC, as well as representatives of the "KTZ NC" JSC and the Korean Railroad Corporation KORAIL.

In order to introduce the approved training subjects into the training programmes for railway specialists in higher educational institutions, the Ukrainian Railway JSC launched a pilot project to develop educational requirements for railway educational institutions.

On 12 November 2019 in Kiev (Ukraine), the Ukrainian Railway JSC, being an AWG member, held a successful international conference on dual education with the aim of sharing experience in the implementation of dual training programme in educational institutions, disseminating best international practices, developing forms of joint cooperation to improve the level and quality of personnel training in specialized railway occupations, ensuring sustainable development of the transportation process of the "Ukrzaliznytsia" JSC.

This exchange of experience will make it possible for the specialists of the "Ukrzaliznytsia" JSC to effectively apply the knowledge and skills gained in practice during their every-day work.

Currently, the "Ukrzaliznytsia" JSC is carrying out work on the projects being implemented in the field of professional training and personnel development, namely: the implementation of the dual form of training in the field of professional (vocational) and higher education, career guidance on children's railways, the launch of pilot projects: vocational training "School of the conductor", implementation of elements of the lean manufacturing system and distance learning system in the "Ukrzaliznytsia" JSC, conducting modular training studies (HR school) for specialists in human resources departments.

The "Ukrzaliznytsia" JSC as an AWG's member has proposed the development and subsequent implementation of joint pilot projects for the modular training of conductors working on the international trains in terms of unifying requirements, approaches to passenger services and studying the regulatory framework for international traffic.

After analyzing the results of the pilot programmes, it can be stated that the implementation of successful practices in the training and education of personnel as a whole significantly affects the sustainable development of the transportation process.

The AWG prepared a draft OSJD Work Programme for 2021 and subsequent years in the area of the AWG work on vocational education/training in the field of railway traffic.

2.

Activities of OSJD Governing Bodies



2.1. OSJD Ministerial Conference

On 4 - 7 June 2019, the capital of the Republic of Uzbekistan – the city of Tashkent hosted session XLVII of the OSJD Ministerial Conference that was attended by the ministers, authorized ministerial representatives, and representatives of agencies in charge of railway transport from 24 OSJD member countries. Attendees also included representatives of the OSJD Committee, Eurasian Economic Commission (EAEC), Intergovernmental Organisation for International Carriage by Rail (OTIF), International Rail Transport Committee (CIT), and PLASKE JSC, an OSJD affiliated enterprise.

During the session, participants in the OSJD Ministerial Conference whose countries are parties to the SMPS and SMGS Agreements upheld the intent of the Republic of Korea to join the Agreements. As a party to both Agreements, the People's Democratic Republic of Korea notified that it needed to complete its internal procedures by the government to support the accession of the Republic of Korea to the SMPS and SMGS.

The OSJD Ministerial Conference noted the fulfillment of the OSJD Programme and Work Plans for 2018, and approved the Report on OSJD Activities for 2018, Report of the Internal Audit Commission for 2018, Budget of the OSJD Committee (provisional for 2020 and final for 2019), and OSJD Work Programme for 2020 and beyond.

In the area of transport policy and development strategy, the Ministerial Conference approved the results achieved in 2018 by the OSJD Commission on Transport Policy and Development Strategy. The review of the Commission's results led to important decisions, such as the approval of the progress achieved in the implementation of measures aimed at further development of railway infrastructure, and at attracting new freight flows onto the certain segments of railway transport corridors. The Conference noted the information on the new lines added to OSJD Railway Transport Corridors Nos. 2, 5, 8, and 10; on the approval of new templates for electronic statistical data spreadsheets and a manual for their completion. OSJD member countries were requested to submit their statistical data by the appropriate due dates, in the approved formats, and in full.

In the area of transport law, decisions were made to improve the SMPS and SI to the SMPS; as well as SMGS and the SI to the SMPS. In particular, it was decided:

- to continue work on the project "Reference Book. Documents governing international passenger transport;"
- to continue work on updating Annex 2 to the SMGS in 2019;
- to continue in 2019 the development of annexes that set forth technical requirements to the stowing and fastening of loads inside 1520-mm gauge wagons;
- to continue efforts to improve Annex 6 "Guidelines for the use of the CIM/SMGS Consignment Note" under the project "CIM/SMGS Transport Law Harmonization".

The Ministerial Conference approved and enacted as of 1 July 2019 a number of amendments to the Agreement on the Organisational and Operational Aspects on Combined Transport Operations between Europe and Asia, and to Annexes III and IV to the Agreement.

With regard to the work on the creation of unified railway law, the Ministerial Conference recommended that the OSJD member countries concerned participate in the efforts of the UNECE Group of Experts "Towards Unified Railway Law," and the OSJD Committee was directed to continue its participation in the work of the Group.

Information was taken heed of on the results of the work of International Conference on the Adoption of the Text of the Convention on Direct International Railway Traffic. It was noted that two sessions of the International Conference had been conducted.

In the activities area of the AWG on Vocational Training in Railway Transport, the Ministerial Conference resolved to support the practice of conducting pilot projects, and the development of model training programmes of advisory nature while continuing to collaborate with stakeholder training organisations in OSJD member countries on non-mandatory training programmes proposed by such organisations. The OSJD Ministerial Conference set up an OSJD Academy to foster common approaches to training personnel in the application of OSJD documents and other regulations governing international railway traffic, including transport operations that involve other modes of transport.

A decision was made to draft the 2020 Work Plans of respective OSJD Commissions in view of the Implementation Plan of UNECE ITC Resolution No. 264 on international carriage of passengers.

Concerned OSJD member countries were recommended to complete their national procedures to join the Convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail.

The Ministerial Conference decided that the OSJD Committee be headquartered in Warsaw, the capital of the Republic of Poland, for the period of 2020-2024.

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

At the invitation of the President of the National Korea Railroad Corporation KORAIL, meeting XXXIV of the Conference of General Directors (Authorized Representatives) of OSJD Railways was held in Seoul, the Republic of Korea, on 8-12 April 2020. The meeting was attended by delegations from the 20 CGD member railways, as well as by the representatives of the OSJD observers and affiliated enterprises.

The session approved the results achieved by the OSJD working bodies in the areas under the oversight of the Conference. In particular, the following decisions were made:

- approve and enact as of 1 June 2019 the modifications and supplements into the Harmonized Nomenclature of Goods (GNG);
- approve and enact as of 1 August 2019 the modifications and supplements into OSJD Leaflet O 405 "Regulation on the Compilation and Administration of the Directory of Freight Stations on OSJD Railways;"
- approve a number of OSJD leaflets; rescind obsolete leaflets in the areas of freight transport, coding and information technology, and in finance and accounting;
- assign the OSJD Permanent Working Group on Finance and Accounting Issues the task of continuing its effort to update the existing Agreement on the Rules of Accounting in International Passenger and Freight Railway Traffic, and the Rules of Accounting in view of the contemporary operating environment for railway transport; to improve the technologies of and reduce the time needed for processing payments involved in international railway transport operations; to introduce electronic document processing to financial relations between the Parties to the Agreement of the Rules of Accounting.

The OSJD Work Programme for 2020 and Beyond was approved for the areas of Conference's authority.

The Conference granted the status of an OSJD Affiliated Enterprise to eight companies.

The Conference reviewed the materials to be presented for the OSJD Ministerial Conference, and prepared its recommendations on them. In particular, such areas were covered as proposals of the AWG on Vocational Training/ Education in Railway Transport; the OSJD Activities Report for 2018, and the OSJD Committee's Budget.



Presidium of session XLVII of the OSJD Ministerial Conference
(04-07.06.2019, Tashkent, Republic of Uzbekistan)

Presidium of meeting XXXIV of the Conference of General Directors (Authorized Representatives) of OSJD Railways
(11.04.2019, Seoul, Republic of Korea)





Meeting of the heads of delegations of the XXXIV meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways (11.04.2019, Seoul, Republic of Korea)

Plenary session of meeting XXXIV of the Conference of General Directors (Authorized Representatives) of OSJD Railways (11.04.2019, Seoul, Republic of Korea)



Meeting of the heads of delegations at session XLVII of the OSJD Ministerial Conference (06.06.2019, Tashkent, Republic of Uzbekistan)

Plenary meeting of session XLVII of the OSJD Ministerial Conference (06.06.2019, Tashkent, Republic of Uzbekistan)



3.

Participation of Observers and Affiliated Enterprises in OSJD Activities



3.1. Cooperation with Observers

At the end of 2019, six railway companies had the status of OSJD Observer, namely: German Railway JSC (Deutsche Bahn AG), Organisation of Greek Railways (OSE), National Society of French Railways (SNCF), Finnish Railways (VR), Serbian Railways JSC (ZS), and Federal Passenger Company JSC (FPC).

The meetings of OSJD Commissions and expert meetings on individual topics of the Work Plan noted the contribution of the observers to OSJD activities. Observers were actively involved in improving the SMGS and SI to SMGS, in the work of the CIM/SMGS Steering and Coordination Groups, in the work towards unified railway law, on the practices of border crossing in railway transport, and on compiling a Directory of freight stations on OSJD railways. Observers played an important role in the organisation of high-capacity container transport between Europe and Asia; in the improvement of the processes at border stations; in the coordination of passenger train timetables and formations; in the organisation of travel documents sales using novel sales technologies; on paperless freight transportation technologies in international traffic; in the drafting of technical leaflets, and in tariff-related and commercial issues.

Representatives of the OSJD observers also attended the CGD meeting and the meeting of the Plenipotentiary Representatives.



3.2. Cooperation with Affiliated Enterprises

The status of an OSJD affiliated enterprise as a form of participation in OSJD activities reflects the business-oriented nature of the Organisation. The OSJD is open for cooperation with companies from any countries, in any fields of activities, with any ownership structure or method of incorporation. A company can declare its willingness to cooperate as an affiliated enterprise by submitting a statement of its interest in such a status. At its session XL, the Ministerial Conference decided to grant OSJD affiliated enterprises the right to participate in the work of OSJD working bodies that had been set up by not only under the CGD, but also under the Ministerial Conference.

In the past, OSJD Affiliated enterprises primarily fulfilled the function of suppliers to the railways in such areas as transport-related construction, services, and manufacturing of equipment. In recent years, a trend has manifested itself where a number of companies from the categories of licensed carriers, rolling stock operators, or freight forwarders were seeking to become affiliated enterprises. As a result, affiliated enterprises have been growing increasingly involved in the work on freight and passenger transport, as well as trying to take part in the discussion-making regarding the issues of transport law.

In some cases, affiliated enterprises not only participated in the work and meetings of OSJD working bodies, but also became organisers of such events. Representatives of affiliated enterprises are regular attendees of sessions of the Conference of General Directors (Authorized Representatives) of OSJD railways.

In 2019, the CGD granted the status of Affiliated Enterprises to eight companies, of which five were from Russia, and the other three from Lithuania, Italy, and the Czech Republic.

As a result of cooperation with its affiliated enterprises in 2019, the OSJD was able to expand its field of activities. Thus, the work of the Ad Hoc Working Group on Vocational Training/Education in Railway Transport engages eight railways and five OSJD affiliated enterprises. The Ad Hoc Working Group was set up in 2015 and its Chairman was a representative of the PLASKE JSC, an OSJD affiliated enterprise. The Deputy Chairman of the AWG represented the Association of Transport High Schools, another OSJD affiliated enterprise. In 2019, the AWG held three meetings.

The number of affiliated enterprises that have current Cooperation Agreements with the OSJD changes every year. At the end of 2019, their number stood at 50.





Representatives of affiliated enterprises at the final meeting of the OSJD Commission on Freight Traffic (8-11 October 2019, OSJD Committee)

Representatives of affiliated enterprises at the final meeting of the OSJD Commission on Freight Traffic (8-11 October 2019, OSJD Committee)



Representatives of affiliated enterprises at the plenary session of meeting XXXIV of the Conference of General Directors (Authorized Representatives) of OSJD Railways (11.04.2019, Seoul, Republic of Korea)

Participants in the expert meeting of the OSJD Commission on Infrastructure and Rolling Stock on the subject "Power supply and power traction facilities" visiting the technical research center of the Southwest Jiaotong University (OSJD affiliated enterprise) (12.09.2019, Chengdu, China)



4.

Cooperation with International Organisations



4.1. Cooperation with the United Nations Economic Commission for Europe (UNECE)

In 2019, OSJD continued its cooperation with the UN Economic Commission for Europe in fields that fall within the purview of a number of UNECE ITC Working Parties.

UNECE ITC is a UNECE body that guides international cooperation in the sector of inland transport of ECE member countries. As part of its activities, the UNECE ITC keeps up-to-date a number of UNECE conventions and agreements on transport that govern international carriage of freight and passengers by road, inland waterways, and rail, as well as improve the terms and conditions of transport operations.

Within its remit, the OSJD Committee participated in the activities of a number of Working Parties.

Rail Transport (SC.2)

At its annual sessions, the Working Party on Rail Transport (SC.2) addresses the following issues: the development of international transport operations, including border crossing facilitation measures, application of the unified CIM/SMGS consignment note, harmonization of the functioning of various railway systems, safety of railway transport, building up cooperation under the Trans-European Railway Network project, investment in railway infrastructure and rolling stock, creation of unified railway law, etc.

Transport-related Border Crossing and Customs (WP.30)

The primary task of the Working Party on Border Crossing and Customs (WP.30) is to keep up-to-date and applicable in practice the UN Convention governing the customs procedures in international freight carriage by rail, and facilitation of passenger and luggage transport across borders, and international railway transit.

The draft Convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail is one of the most impactful documents recently drafted by the Working Party.

The draft of the new Convention was reviewed and approved by the 81st session of the UNECE ITC held in Geneva on 19-22 February 2019. The Convention has been open for signing since 4 April 2019. Among other improvements, the Convention simplifies the border control procedures applicable to passenger trains, encourages new technology-based border and customs controls to be performed on the train during its movement, nonstop passing of the passenger train in international railway traffic through the railway checkpoints and reducing the time needed to complete all types of control operations at border stations, as well as reducing the stop time of trains through shortening the time needed to complete such control operations and implementation of modern information technologies in passenger transport.

Following its signing, the Convention will become the legal foundation for the organization of passenger carriage across Eurasia, allow the application of uniform customs and border procedures to passenger trains, simplify the procedure for crossing state borders, and thus make railway more attractive in the eyes of the passenger.

Transportation of dangerous goods (WP.15)

Recognizing the need to harmonize the standards and rules for interactions between the parties involved in the transport of dangerous goods and chemicals by various modes of transport, the OSJD Committee's Specialist was a regular participant in the meetings of the RID Expert Committee and the WP.15 Working Party.

Group of Experts towards Unified Railway Law (GEURL)

In 2019, UNECE-initiated work towards unified railway law in the European Region and on Eurasian transport corridors was continued by the Group of Experts focusing on the preparation of the legal foundation for a unified body of railway law.

The OSJD Committee participated, with the status of an observer, in the meetings of the Group of Experts, and in the drafting of unified railway law.

In view of the UNECE ITC decision to extend the mandate of the Group of Experts towards Unified Railway Law, the OSJD Committee management plans to actively participate in future meetings of the Group of Experts.

In February 2019, the Chairman and Deputy Chairman of the OSJD Committee attended the 81st session of the UNECE ITC.

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

An OSJD Committee delegation participated in the Sixth Session of the Working Group on Trans-Asian Railway that was held on 10-11 December 2019 in Bangkok, Thailand. The meeting discussed the implementation of the Inter-governmental Agreement on Trans-Asian Railway Network.

The meeting was attended by representatives of the following member states: Armenia, Afghanistan, Bangladesh, Georgia, India, Iran, Kazakhstan, Cambodia, China, People's Democratic Republic of Laos, Malaysia, Mongolia, Myanmar, Nepal, Pakistan, Republic of Korea, Russian Federation, Tajikistan, Thailand, Turkmenistan, Turkey, and Uzbekistan. The attending organizations included the Asian Institute of Transport Development, OSJD Committee, Eurasian Economic Commission, Railway Agency of the European Union, IDB, Infrastructure Economics Center, Monash Institute of Railway Technology (Australia), Intergovernmental Organization for International Carriage by Rail, Research and Design Institute for Information Technology, Signaling and Telecommunications in Railway Transport (an RZD subsidiary), Korea Rail Network Authority, Korean Railroad Research Institute, Presidential Committee for Northern Economic Cooperation of the Republic of Korea, Russian Railways Open Joint Stock Company, and the United Transport and Logistics Company - Eurasian Rail Alliance Joint Stock Company.

The Intergovernmental Agreement on Trans-Asian Railway Network entered into force on 11 June 2009. Under Article 3, and without prejudice to Article 14, the Parties to the Agreement undertake to bring the routes on the Trans-Asian railway network, referred to in Annex I to the Agreement, in line with the guiding principles and technical requirements set forth in Annex II to the Agreement.

Since it took effect, the Agreement has served as a high-level coordination plan for the development of railway lines of international significance under the Parties' national development programs. As the Agreement's steering body, the Working Group on Trans-Asian Railway Network held five meetings to review and approve a series of amendments to Annex I to the Agreement.

The amendments that have come into effect can be summarized as follows:

- a) modifications in the routes of the existing lines on the Trans-Asian Railway Network;
- b) commissioning into operation of a new line on the Trans-Asian Railway Network;
- c) removal of one line off the Trans-Asian Railway Network. After the Agreement went into effect, one amendment was made to Annex II, which amendment was approved at the Fourth Session of the Working Group. This document contains information on the amendments to the Agreement that were made at the Fifth Session of the Working Group on 13 and 14 June, 2017.

At the meeting, information was presented on the progress of implementation of the Intergovernmental Agreement on Trans-Asian Railway Network. In particular, the Working Group on Trans-Asian Railway Network noted the information on:

- 1) the changes in the number of Parties to the Agreement, and their current number;
- 2) the proposed amendments that had been reviewed and approved at the preceding meeting of the Working Group in June 2017;
- 3) the notifications from the depositary issued by the General Secretary after the preceding meeting of the Working Group;
- 4) the entering into force the amendments to Annex I after the preceding meeting.

Member states were requested to keep the Working Group informed of the progress of the process leading to the accession to the Agreement as Parties. Members of the Working Group were further requested to provide additional recommendations to the Secretariat on any ways that the Secretariat could use to assist the member states in fulfilling their legal obligations under the Agreement.

In the course of the meeting, updated information was provided on issues originating from the Fifth Session of the Working Group on Trans-Asian Railway Network.

A draft framework document on improving the operational efficiency of railway border crossings on the Trans-Asian Railway Network and beyond had been prepared by the Secretariat based on the recommendations of the Working Group on Trans-Asian Railway Network issued at its Fifth Session in Busan, Republic of Korea, in June 2017.

The draft framework document was reviewed by the Committee on Transport at its Fifth Session in Bangkok in November 2018. Incorporating the Committee's comments on reaching a common understanding of issues set forth in the framework document, this document provides brief explanations on four aspects addressed by the framework document:

- a) electronic data exchange between railways and between railways and control authorities;
- b) harmonization of customs formalities applicable to railway transit through appropriate agreements between member states;
- c) effective solution to the gauge break problem;
- d) development of comprehensive indicators and methodological tools for evaluating the performance of railway border crossings.

The document also proposes ways to implement the recommendations contained in the draft framework document, primarily on harmonizing the disparate initiatives for electronic data exchange between railways and other stakeholders that are used by railways in the region through officially documenting the respective electronic data exchange mechanism with a view to facilitating the procedures involved in international railway traffic in the region.

The representative of OTIF elucidated for the Working Group the role that his organization played in strengthening transport connectivity between Europe and Asia, highlighting the Uniform Rules concerning the Contract of International Carriage of Passengers by Rail contained in Appendix A to the Convention concerning International Carriage by Rail, and cooperation with the OSJD aimed to facilitate international carriage by rail between Europe and Asia.

In their presentations, representatives of the OSJD informed the Working Group on the efforts undertaken by the OSJD to facilitate border crossing in international carriage of passengers by rail and electronic data exchange, and presented their recommendations.



On 19-22 February 2019, the 81st meetings of the UNECE ITC adopted in Geneva the text of the Convention on Facilitation of Border Crossing Procedures for the International Carriage of Passengers, Luggage and Goods Luggage by Rail, which was prepared with an active participation of the OSJD

6th meeting of the UNESCAP Working Group on the Trans-Asian Railway Network with the participation of the OSJD Committee representatives (10-11 December 2019, Bangkok, Thailand)



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

Cooperation between the OSJD and OTIF is based on an agreement on cooperation signed by the leaders of both organisations on 5 June 1991, and on the document “Cooperation between the OSJD and OTIF. Common point of view” that was approved at session XXXI of the OSJD Ministerial Conference in Tbilisi, Georgia, on 17-20 June 2003.

OSJD and OTIF agreed to cooperate in developing and implementing comprehensive measures to improve international carriage by rail; in designing measures (institutional, regulatory, technological, and technical) to facilitate border crossing procedures in international carriage by rail; drafting and amending legal documents governing international carriage by rail; developing combined and multimodal transport operations to improve transport and logistics services; in improving rail transport’s competitive positions and marketing; and in other activities to improve the efficiency of international carriage by rail.

In 2019, representatives of the OSJD and OTIF were engaged in the work of the UNECE Group of Experts towards Unified Railway Law. The OSJD Committee and OTIF Secretariat maintained regular exchange of information on the subject, noting the need for a wider involvement of both organizations’ member states in this work.

In 2019, OSJD and OTIF continued their cooperative efforts to update the rules concerning the international carriage of dangerous goods by rail, aligning them with the modifications and supplements made to international or national regulations governing the carriage of dangerous goods, and with the specific operational traits of railways in OSJD member countries. During the year, OTIF representatives were active participants in the meetings hosted by OSJD Commission on Transport Law, and OSJD experts worked at meetings called by OTIF. As a result of their efforts, remarkable progress was achieved in harmonizing legal documents related to the carriage of dangerous goods.

In 2019, OSJD and OTIF continued to collaborate with the Universal Postal Union (UPU) within the UPU’s Ad Hoc Group on the Project for the development and organization of carriage of postal items by rail, and in the development of guiding principles that would help UPU member countries to organize international carriage of postal items by rail. OSJD and OTIF are interested in continuing their cooperation and information exchange with the UPU.

2019 was a year of continued cooperation and information exchange between the OSJD and OTIF on the subject of technical requirements to railway infrastructure and rolling stock. Representatives of both organizations participated in meetings organized by the OTIF Technical Expert Committee and OSJD Commission on Infrastructure and Rolling Stock.



Wolfgang Küpper, OTIF Secretary General, addressing the plenary meeting of session XLVII of the OSJD Ministerial Conference (06.06.2019, Tashkent, Republic of Uzbekistan)

4.4. Cooperation with the International Rail Transport Committee (CIT)

OSJD and CIT cooperated in 2019 under the Memorandum on Cooperation between the OSJD and CIT that had been signed in Ulan-Bator, Mongolia, on 4 June 2015.

In 2019, OSJD and CIT continued to exchange their documents (work programmes and annual plans, meeting schedules and records, publications, etc.), and to participate in each other's events.

Cooperative efforts and information exchange were continued to design measures facilitating border crossing in international carriage by rail in Eurasia; to draft new or improve existing regulations governing international carriage of passengers and freight by rail; to step up multimodal carriage; to organize combined transport operations and high-capacity container carriage between Europe and Asia; to encourage transport of postal items in containers and transport of general freight under the CIM/SMGS consignment note.

OSJD representatives attended the 16th and 17th sessions of the CIV/SMPS Working Group. The sessions addressed ways to improve the contents and application of international legal instruments; personal data protection in international carriage of passengers; drafting of model documents; and participation in the drafting of tariff agreements. Information was also shared on modifications made to the SMPS and CIV, and on new trends in international passenger traffic.

In 2019, work was continued on the joint OSJD-CIT project "Transport law and harmonization of CIM/SMGS."

An important topic of cooperation under this project in 2019 was the transition to transport operations relying on the use of the electronic CIM/SMGS consignment note and more general paperless technologies. Joint work was continued to address information exchange with customs authorities, including the scope of such information, as well as legal aspects of using electronic accompanying documents, such as resolving claims electronically based on an electronic loss-and-damage statement.

Attendees of the meetings of the CIM/SMGS Working Group and the CIM/SMGS Steering Group discussed the feasibility of pilot transport operations under the CIM/SMGS consignment note that would be based on contracts of carriage under the electronic consignment note to be entered by the CIM and SMGS carriers.



Delegations of CIT and EAEC at the plenary session of session XLVII of the OSJD Ministerial Conference (06.06.2019, Tashkent, Republic of Uzbekistan)

4.5. Cooperation with the European Union Agency for Railways (ERA)

In pursuance of the Memorandum of Understanding between the OSJD and ERA for 2015-2019, and of the approved Work Plan, the OSJD-ERA Contact Group held four meetings in 2019 to deliberate on:

- the parameters that are critical for the preservation of the technical compatibility and interoperability of the subsystem "Telematics applications for passengers." Work on the document has been completed, and the document version 1.0 FINAL is ready for publication through the OSJD and ERA websites.
- the parameters that are critical for the preservation of the technical compatibility and interoperability of the subsystem "Noise;"
- the parameters of the subsystem "Telematics applications for freight (TAF);"
- the parameters of the "Power supply" subsystem.

An analysis of measures intended to maintain and improve the existing level of technical compatibility and interoperability on the border between the CIS and the EU. Gauge break 1520/1524. Gauge break 1520/1435.

As part of this work, information was exchanged on regulatory requirements in EU member countries and countries that were not members of the EU:

- "On corporate certification of activities aimed to ensure safety and reliability of the process of carriage;"
- "Activities of the National Standardization Authority of Ukraine in 2018."

In the reporting year, a Memorandum of Understanding between the OSJD and ERA was signed for the period 2020 – 2024. The MoU allows automatic prolongation for the next five-year period.



50th anniversary meeting of the OSJD/ERA Contact Group (05-07.03.2019, Lille, France)

4.6. Cooperation with the International Union of Railways (UIC)

The fundamental principles of cooperation between the OSJD and UIC are set forth in the Agreement on Cooperation between the two organizations that was signed in 1995. Joint OSJD-UIC work is conducted under the Memorandum and Program of Cooperation between the OSJD and UIC. The Memorandum and Program of Cooperation for 2011-2015 expired at the end of 2015, thus the documents for 2016-2020 were signed by the Chairman of the OSJD Committee and the General Director of the UIC in Geneva on 23 February 2016. The fundamental principles underlying the cooperative efforts include a global approach to the development of the transport system with a view to the interests of railways; harmonization of operational and technical requirements to railway transport to improve interoperability and efficiency.

In 2016-2020, the OSJD and UIC continued the following key lines of cooperation:

- help to create a unified interoperable railway system in Eurasia respecting the interests of railway companies;
- draft a list and scope of services to be provided by railway transport to improve its competitive strengths;
- harmonize operational and technical regulations, and other documents impacting the railway industry, in order to improve the interoperability and efficiency of railway transport;
- present the outcomes of joint development efforts and joint proposals for review by the governing bodies of both Organizations.

Drawing on the 20 years of cooperative experience since the signing of the Agreement on Cooperation, the following forms of cooperation are used:

- sharing and exchange of information and documents, including work programmes and annual work plans;
- mutual attendance of meetings, organization of joint events;
- drafting of joint documents (leaflets).

To enhance the cooperation between the OSJD and UIC on drafting international railway solutions (documents of voluntary accession), the Chairman of the OSJD and General Director of UIC signed, on 15 May 2018, a Supplementary Agreement to the effective Agreement on the Publication of Leaflets Jointly Drafted by the OSJD and UIC dated 22 November 2001.

Representatives of the OSJD Committee attended the 94th session of the UIC General Assembly in Budapest, Hungary, on 25 June 2019.

UIC delegates participated in the 12-15 March 2019 meeting of the OSJD Commission on Freight Traffic on the topic "Improvement and updating of the Harmonized Nomenclature of Goods (GNG)" and "Updating the directory of freight stations on OSJD railways" in Almaty, Republic of Kazakhstan; in the 8-11 October 2019 annual meeting of the OSJD Commission of Freight Traffic at the OSJD Committee offices; in the 5-7 November 2019 annual meeting of the OSJD Commission on Infrastructure and Rolling Stock; in the 19-21 November 2019 annual meeting of the OSJD Permanent Working Group on Coding and Information Technology; as well as in the joint meeting of Authorized Representatives of the members of the OSJD Ministerial Conference and Conference of General Directors (Authorized Representatives) of OSJD Railways that was held at the OSJD Committee offices on 3-6 December 2019.

The OSJD is continuing its cooperation with the UIC in such fields as coding and information technologies, and payments and finance.

The 73rd meeting of the joint OSJD-UIC group on coding and information technologies took place in Budapest on 30 May 2019. A joint OSJD-UIC workshop on finance and payments was held at the OSJD Committee offices on 25 June 2019.

The OSJD is continuing its cooperation with the UIC in the areas of finance and accounting, as well as in the areas of coding and information technologies. A joint OSJD/UIC workshop on finance and accounting was held in Vilnius on 28 August 2018. The 72nd meeting of the joint OSJD/UIC group on coding and information technologies was conducted in Brussels, Belgium, on 31 May 2018.



Meeting of the OSJD-UIC Joint Group of concerned railway companies in reviewing and converting the OSJD/UIC joint leaflets, included in the priority list, into draft OSJD/UIC international technical solutions in the field of railway transport of voluntary accession (5-7 February 2019, OSJD Committee)

4.7. Cooperation with the International Association “Coordinating Council for Trans-Siberian Transportation” (CCTT)

Extensive cooperation between the OSJD and CCTT was continued, especially in terms of organizing the transport of goods in containers, which included the scheduling and formation of container trains on new international routes. The two organizations worked together to facilitate border crossing by freight trains and improve transport law.

Representatives of OSJD working bodies and the OSJD Committee participated in the XXVIII Plenary Session of the CCTT held in Nur-Sultan, Republic of Kazakhstan, on 19-20 September 2019, and in meetings of CCTT working groups.

CCTT delegates attended the XXXIV session of the CGD in Seoul, Republic of Korea, on 9-12 April 2019, as well as other meetings held by OSJD working bodies in the reporting period.



CCTT Chairman of Oleg Belozyerov speaking at the XXVIII CCTT Plenary Session (19-20.09.2019, Nur-Sultan, Kazakhstan)

CCTT Secretary General Gennady Bessonov delivering his speech (19.09.2019, Nur-Sultan, Kazakhstan)



CCTT Chairman Oleg Belozyerov (right) presenting a CCTT Membership Certificate of “Azerbaijani Railways” CJSC to AZD JSC Chairman Javid Gurbanov (19.09.2019, Nur-Sultan, Kazakhstan)

4.8. Cooperation with the International Federation of Freight Forwarders Associations (FIATA)

OSJD worked with FIATA toward developing international freight transport and making it more efficient, especially international carriage of goods between Asia and Europe. The two organizations worked together to devise measures aimed at improving the competitive standing of freight carriage by rail, and at improving information exchange. They shared their best practices in vocational training, logistics, and freight forwarding.

4.9. Cooperation with the Eurasian Economic Commission (EAEC)

In 2019, OSJD maintained its cooperation with the Eurasian Economic Commission under the Memorandum of Understanding signed by the Parties on 21 January 2016.

OSJD and EEC cooperate toward further developing of international carriage of freight and passengers by rail, to include express and high-speed passenger trains, stronger competitive positions of railway transport, simplified formalities and procedures involved in border crossing, coordination of measures taken to upgrade the infrastructure of international railway corridors, and implement modern information technologies in the transport sector.

EAEC representatives participated in the activities of OSJD Commissions, and kept the involved parties updated on the efforts to work out strategies for further development of railway transport in the EAEC.



EAEC Minister for Energy and Infrastructure Emil Kaikiev delivering his speech at the plenary meeting of session XLVII of the OSJD Ministerial Conference (06.06.2019, Tashkent, Republic of Uzbekistan)

4.10. Cooperation with the Universal Postal Union (UPU)

In their efforts to organise the transport of containerized goods, railways of OSJD member countries paid particular attention to the development and organization of international carriage of postal items in containers. Carriage of containerized postal items enjoys great demand and has good prospects for further growth.

OSJD has been actively involved in the implementation of the UPU project “Transport of Postal Items between China and Europe by Rail.”

To provide a framework for efficient cooperation on the organization of international carriage of postal items by rail, an Agreement on Understanding and Cooperation between the OSJD and UPU was signed in October 2019.

Experts from the OSJD Commission on Freight Traffic were active participants in the work of the UPU Contact Committee for Rail Transport, and other UPU events.



4.11. Cooperation with the World Customs Organization (WCO)

Due to its specific traits, international railway transport would be unable to grow and improve without active involvement of state control authorities, including customs authorities. Thus, the relations of partnership between the OSJD and WCO have a great potential, as reflected in the Memorandum of Understanding signed on 6 March 2018 with a view to strengthening the two organisations' cooperation in the railway transport sector.

As part of the cooperative work, discussions took place on the operation of customs authorities, including the application of advanced technologies; e-commerce and cooperation between customs authorities and postal services; cooperation between customs and railways and ways to step up their cooperative efforts; comprehensive management of supply chains, including their customs regimes applied to the procedures of container return and reloading; conduct of studies on the duration of customs clearance processes; operation of customs agents and transit, including sharing best practices among the members of both Organisations, etc.

In international trade, great quantities of freight transported by rail cross international borders, and border-crossing processes are the subject of cooperation between railway companies and customs authorities. While information exchange plays a key role, other fields of cooperation should be reviewed for potential benefits.

Representatives of the OSJD and WCO conducted a panel discussion on the future of cooperation between the two organisations, and suggested that more information on the existing practices and challenges should be shared in order to work out recommendations on next steps.

4.12. Cooperation with the International Association “Trans-Caspian International Transport Route” (TITR, TCITR Association)

With a view to enhancing their cooperation in improving transport operations in Eurasia that involve railway transport along with other modes of transport, the Organisation for Cooperation between Railways and the Association of Legal Entities “International Association Trans-Caspian International Transport Corridor” (TITR, TITR Association) signed, on 31 May 2019, a Memorandum of Cooperation in the fields of railway transport and combined, intermodal, and multimodal transport covering the following areas:

- joint action for the development and betterment of international railway carriage, including transport corridors, in Eurasia;
- cooperative exchange of experiences and best practices;
- organisation of joint events, preparation of joint publications, drafting of proposals and recommendations on issues of mutual interest;
- facilitating further improvements in information exchange between both Organisations, thus fostering a deeper understanding of common challenges and a wider access to the existing knowledge base and lessons learned, as well as searching for new solutions to the problems of development;
- facilitating the sharing of best practices between both Organisations to advance regional and international cooperation.

5.

Activities of the OSJD Committee



Opening of the joint meeting of Plenipotentiary Representatives of Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorized Representatives) of OSJD Railways (3 December 2019, OSJD Committee)

5.1. Main Issues

In 2019, the OSJD Committee kept on carrying out its permanent activities on the performance of tasks defined in the main documents and by the decisions of the OSJD governing bodies. The Committee, as the OSJD executive body, performed the functions of a coordinating body in the organisation and implementation of the Programmes and Plans of the OSJD working bodies.

Eight meetings of the OSJD Committee's members were held to consider the results of work carried out by the Commissions and Permanent Working Groups (PWG) in the course of the year, including the reports on the meetings of the OSJD working bodies and other international organisations, which were attended by the OSJD Committee's members, as well as draft decisions on the issues of transport policy, transport law, combined traffic and other issues, being subject to be submitted for approval by the OSJD governing body.

The OSJD Committee performed the functions of a Secretariat with regard to the preparation and conduct of meeting XXXIV of Conference of General Directors (Authorized Representatives) of OSJD Railways in Seoul, session XLVII of the OSJD Ministerial Conference in Tashkent, as well as the joint meeting of the Plenipotentiary Representatives of Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorized Representatives) of OSJD Railways.

From 25 till 29 March 2019, the OSJD Committee organised the work of session VI of the International Conference on the adoption of the text of the Convention on Direct International Railway Traffic. Session VII of the International Conference scheduled for November 2019 was not conducted for the technical reasons beyond the OSJD Committee's control.

On the basis of the agreements concluded and on the basis of mutual benefit, the OSJD Committee implemented co-operation with international organisations, OSJD observers and affiliated enterprises. In accordance with the decision of the meeting XXXIV of the Conference of General Directors, the OSJD Committee concluded eight agreements with affiliated enterprises.

In 2019, the Committee comprised the representatives from twenty-five OSJD member countries, but Turkmenistan had not assigned its representative. The issue of assignment of a representative from Turkmenistan, as well as the issue of cooperation extension with the Republic of Austria became the subject of discussions in the course of the working meetings.

In the course of 2019, the rotation of the representatives of the OSJD Committee members took place as follows: the Republic of Azerbaijan and Slovak Republic, and besides, the OSJD Committee's member from the Republic of Korea commenced his work for the first time together with the second representative of the country, being engaged in work on the basis of a separate seconding agreement.

On 31 December 2019 the OSJD Committee's member from the Republic of Latvia completed his work. It was scheduled for January 2020 that his successor would arrive to take office.

In 2019, one hundred and two meetings of the OSJD working bodies were held, of which sixty three at the OSJD Committee premises. In 2019 the OSJD Committee hosted a number of the meetings and visits:

- On 7 January the Ambassador of the People's Democratic Republic of Korea Mr. Ri Geun paid a visit to the OSJD Committee and the subject matter of his meeting with the Chairman of OSJD Committee comprised the issues of mutual co-operation;



Participants in the working meeting with the delegation of the Republic of Korea at the OSJD Committee (14.01.2019)

- On 14 January the delegation from the Republic of Korea arrived at the OSJD Committee, which was headed by Minister of Land, Infrastructure and Transport Ms. Kim Hyun-mee accompanied by the Ambassador Extraordinary and Plenipotentiary of the Republic of Korea to Poland Ms. Mira Sun. During the visit the OSJD Committee's delegation under the leadership of the Chairman of OSJD Committee Mr. Tadeusz Szozda briefed the guests on the most important aspects of work carried out within the framework of OSJD. The delegation of the Republic of Korea informed on the structure and organisation of railway transport of their country. Both sides exchanged their opinions as to the admission of the Republic of Korea to OSJD as a member;
- On 12 February the Ambassador of the Republic of Cuba Mr. Jorge Martí Martínez paid a visit to the OSJD Committee. The issue of OSJD membership of the Republic of Cuba and its possible re-activation was discussed at the meeting with the Chairman of the OSJD Committee;
- On 18-22 February in Geneva, Chairman of OSJD Committee Mr. Tadeusz Szozda participated in the 81st session of the UNECE Inland Transport Committee;
- On 1 March the Ministry of Foreign Affairs of Poland hosted a meeting of Chairman of OSJD Committee Mr. Tadeusz Szozda with Diplomatic Protocol Director Mr. Krzysztof Krajewski, at which problems were discussed being encountered by the foreign staff members of the OSJD Committee in regard to their status and recognition of the legitimation document issued by the Ministry of Foreign Affairs of the Republic of Poland on part of the border control authorities and other state agencies, besides, a working meeting on those issues was agreed between the delegation of the OSJD Committee and specialists of the Ministry of Foreign Affairs of the Republic of Poland;
- On 12 March the Ambassador of the Russian Federation to the Republic of Poland Mr. Sergey Andreyev paid a visit to the OSJD Committee, who discussed the relevant issues of passenger railway traffic between Warsaw and Moscow at his meeting with the Chairman of OSJD Committee Mr. Tadeusz Szozda;
- On 15 March the Deputy Ambassador Extraordinary and Plenipotentiary of the Republic of Belarus to the Republic of Poland Mr. Alexandr Hasnovsky paid a visit to the OSJD Committee, being accompanied by the representative of the Belarus Railway to the Republic of Poland Valery Varenich, who discussed the relevant issues of mutual co-operation with Chairman of the OSJD Committee Tadeusz Szozda;
- On 14 June the World Transport Conference (WTC 2019) took place in Beijing, which was attended by the Executive Secretary of the OSJD Committee Mr. Attila Kiss on part of the OSJD Committee. He delivered his speech when the Conference was opening, devoted to the history of foundation and development of OSJD;
- On 28 June Chairman of the OSJD Committee Mr. Tadeusz Szozda participated in a ceremonial meeting that took place at the PKP JSC Headquarters in Warsaw with Mr. François Davenne on the occasion of his vacating the OTIF President's post and his appointment to the post of the President of the International Union of Railways;
- On 19 September the OSJD Committee was visited by a delegation headed by KORAIL's Chief Auditor Mr. Kang Song Su, the meeting with whom comprised a mutual exchange of information on the activity of the two organisations;
- On 19-20 September the capital city Nur-Sultan hosted the XXVIII-th CCTT Plenary meeting, which was attended by Deputy Chairman of the OSJD Committee Mr. Mikhail Vsevolozhskiy and Chairperson of the OSJD Commission on Freight Traffic Zubaida Aspayeva;
- On 24 September Gdansk hosted the 13th International Railway Fair TRAKO, within the framework of which an International Conference named as "Traditional modes of transport and new transport systems: what will the world be like tomorrow?" was held which was attended by Chairman of the OSJD Committee Mr. Tadeusz Szozda;
- On 21-24 October Chairman of the OSJD Committee Mr. Tadeusz Szozda participated in the International Conference-Forum "New Silk Road" which took place in Tbilisi;
- On 19-21 November Moscow hosted "Transport Week-2019" which was attended by a delegation from the OSJD Committee headed by Chairman of the OSJD Committee Mr. Tadeusz Szozda. Within the framework of the event, a working meeting took place with the delegation from the Ministry of Transport of the Russian Federation headed by Deputy Minister of Transport Mr. Vladimir Tokarev with the participation of the RZD JSC representatives, at which the issues of mutual co-operation were discussed;
- On 29 November an OTIF Seminar was organised in Vilnius on the occasion of the 20th anniversary of the Vilnius Protocol, which was attended by Chairman of the OSJD Committee Mr. Tadeusz Szozda.



Minister of Transport of the Russian Federation Yevgeny Ditrikh presenting honorary awards to OSJD Committee Chairman Tadeusz Szozda within the framework of the XIII International Forum and Exhibition "Transport Week" on the occasion of the 210th anniversary of the transport ministry foundation in Russia (20.11.2019, Moscow, Russian Federation)

5.2. Publishing Activities

In 2019, publication of the 'OSJD Bulletin' journal was carried out in accordance with the schedule. 4 single and 1 coupled (No. 5-6) issues were published in Russian, Chinese and English languages with the total number of 3300 copies in all three languages.

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, OSJD Commissions and Permanent Working Groups, expert and working groups, various aspects of activities pursued by the OSJD members, observers, affiliated enterprises, other railways and companies.

It is worth mentioning that the concern and interestingness of the OSJD participants and partners on cooperation for publishing articles and other information in the OSJD Bulletin and on the OSJD Website is growing with every passing year, together with the volume of the information concerning the OSJD events and activities.

The Bulletin was dispatched free of charge to all the OSJD member countries, observer railways and affiliated enterprises, to the international organisations and individual subscribers, as well as, by way of free exchange, to railway transport publishing agencies 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 agencies and other companies, such as Bahnfachverlag (Germany), Gudok, RZD-Partner, Eurasia-News, Railways of the World, Transport World, Transport Innovations, Training and Methodological Center on Railway Transport (UMC ZDT), Organising Committee of the Golden Chariot Award, Organising Committee of the TRAKO international railway exhibition (AmberExpo) and others.

In connection with the issuing of the 'OSJD Bulletin' journal in English, which started in 2015, the interest to it has considerably increased in many OSJD member and observer countries, among companies and international organisations where Russian and Chinese languages are not used, resulting in a significant growth in the number of readers and demand.

In addition to publishing the journal, the following works have been completed:

- mobile stands dedicated to the OSJD activities were designed and produced;
- the biannual OSJD Information Guide was published in Russian, Chinese, German and English languages;
- "Report on the Activities of the Organisation for Cooperation between Railways for 2018" in Russian, Chinese, and English was prepared and posted onto the OSJD Website and printed typographically;
- "OSJD Bulletin of Statistical Data on Railway Transport for 2018" 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;
- calendars with the Work Schedule of OSJD Events for 2020 were issued in hard copies in English, Chinese and Russian and posted onto the OSJD Website;
- the editorial staff continued to administer the OSJD Web site in Russian, Chinese and English and participated in the work towards its modernization.

The working staff of the Editorial Office participated in the meetings of the working bodies as well as the OSJD governing bodies - CGD meeting XXXIV in Seoul (Republic of Korea), session XLV of the OSJD Ministerial Conference in Tashkent (Uzbekistan), in session VI of the International Conference on the adoption of the text of the Convention on Direct International Railway Traffic held in Warsaw in March 2019, as well as in other events within the framework of OSJD working bodies and organised by other international organisations and partners for cooperation.

Representatives of the Editorial Board and the Editorial Office took part in a number of international exhibitions, seminars and conferences where they distributed OSJD printed publications and carried out information exchange



Diplomas and certificates for the preparation of materials in foreign languages, which OSJD was awarded following the results of the V-th International Competition of publications "University Book – 2019" in the field of "Engineering and technology of land transport", which were presented during the awarding ceremony on 6 September 2019 within the framework of the business programme of the XXXII-nd Moscow International Book Fair at the VDNKh exhibition center (Moscow, Russia)

work, of which the following ones worth mentioning:

- VII-th International Forum on Intermodal Transport (2-3 April, Gdansk, Poland);
- RailFreight Summit-2019 (15-16 May, Gdansk, Poland);
- International Railway Congress (18-19 March, Vienna, Austria);
- "World Transport Convention 2019" (13-16 June, Beijing, China);
- TransCaspian/Translogistica (11-13 June, Baku, Azerbaijan);
- a training course within the framework of the OSJD pilot training project under the advanced training programme (26-30 August, RUT/MIIT, Moscow);
- Pro//Motion.Expo (28-31 August, Shcherbinka, Moscow, Russia);
- XXVIII CCTT Plenary Session (19-20 September, Nur-Sultan, Kazakhstan);
- International Exhibition "TRAKO-2019" (23-27 September, Gdansk, Poland);
- 71st meeting of the Council for Railway Transport of the Commonwealth Member States (15-16 October, Minsk, Belarus);
- Forum "Pro//Motion.1520" (29-31 October, Sochi, Russia);
- Second Eurasian Forum on Communications and Industrial Cooperation (6-7 November, Brussels, Belgium);
- Transport Week-2019 (17-21 November, Moscow, Russia);
- Conference "Europe-China: Development of Sustainable Commercial and Technological Cooperation in the Field of Container Transportation in the Kazakhstan-Russia-Belarus Transit Corridor" (19 November, Warsaw, Poland).

Following the results of the 5th International Competition in publication of printed matters entitled "University Book – 2019" OSJD was honoured as a laureate in the branch of "Engineering and Technology of Land Transport", being awarded with diplomas and certificates for the preparation of the following publications in foreign languages (Russian, English, Chinese): "Reports on OSJD Activities", "OSJD Bulletin" journal for 2018 and 2019 and the collection of materials under the title "Directions of Strategic Development of Railway Transport in the OSJD Member Countries". The awarding ceremony was held on 6 September 2019 as part of the business programme of the XXXII-nd Moscow International Book Fair at the VDNKh Exhibition Center (Moscow, Russia).

In 2019, the joint work with the UIC Terminology Group was continued, a regular meeting of which took place on 26-27 September within the framework of the TRAKO-2019 Railway Fair in Gdansk (Poland). The issues of development and improvement of thematic paper and electronic dictionaries and glossaries on railway subjects (RailLexic, Turnout Switches and Intersections, etc.), standardization of terminology, development of software for terminology management, etc. were considered. Representatives of the OSJD Bulletin editorial staff take part in the work of this group as part of the cooperation procedure with the UIC. The Group deals with the development of railway-related glossaries with the purpose of simplifying and standardizing the terminology used for translations into working languages in international cooperation activities in various fields of railway transport.



Minister of Land, Infrastructure and Transport of the Republic of Korea Ms. Kim Hyun-mee and President of KORAIL Mr. Son Byung-seok looking through issue 2-2019 of the OSJD Bulletin journal, prepared on the occasion of meeting XXXIV of the Conference of General Directors (11.04.2019, Seoul, Republic of Korea)

Participants in the meeting of the UIC Terminology Group at the rolling stock exposition of the TRAKO-2019 Exhibition (26-27 September 2019, Gdansk, Poland)





Participants in the World Transport Conference-2019
(14.06.2019, Beijing, China)

Oleg Belozyerov, General Director - Chairman of the
Management Board of the Russian Railways OJSC,
speaking at the opening ceremony
of the PRO//Motion.1520 forum
(29 October 2019, Sochi, Russian Federation)



Winners of the "Golden Chariot" international award
(09.24.2019, "TRAKO", Gdansk, Poland)

International Exhibition
TransCaspian/Translogistica-2019
(11-13.06.2019, Baku, Republic of Azerbaijan)



6.

International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic



Heads of delegations at session VI of the International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic (25-29.03.2019, Warsaw, Poland)

In 2019 (25-29 March 2019, Warsaw), session VI of the International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic (hereinafter - the Conference) was held. The Conference considered and adopted the texts of Articles 50-60 and 62-64 of the draft Convention. The Conference also elected a new President: two candidates were proposed for this position – from Ukraine, Mr. Andrey Galushchak, and from the Russian Federation, Mr. Vladimir Tokarev. As a result of a secret ballot, Mr. Vladimir Tokarev, Deputy Minister of Transport of the Russian Federation, was elected the Conference Chairman.

Due to the technical reasons, session VII of the Conference scheduled for November 2019 could not be held.

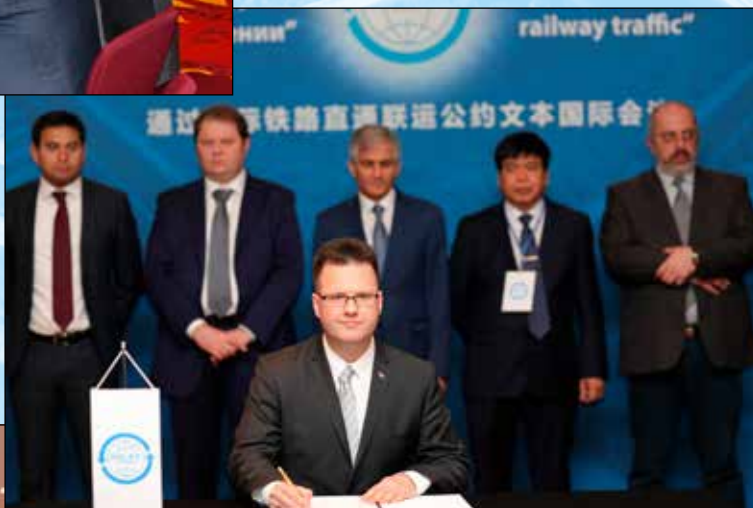


Presidium of session VI of the International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic (25-29.03.2019, Warsaw)



Counting of votes following the balloting

The ceremony of signing the protocol of session VI of the International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic (29.03.2019, Warsaw)



In the hall of session VI of the International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic (25-29.03.2019, Warsaw)

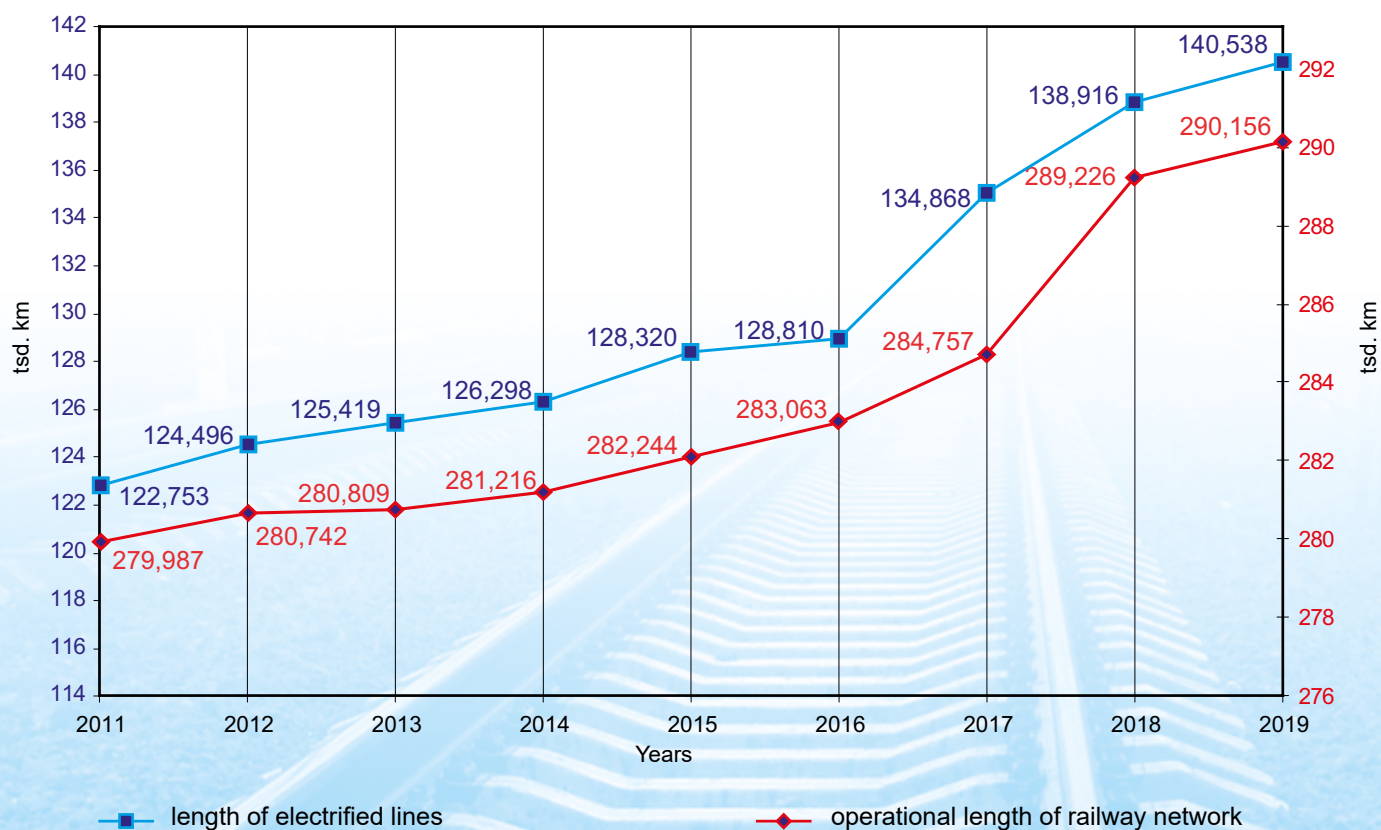
REFERENCE

on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework (as of 02.03.2020)

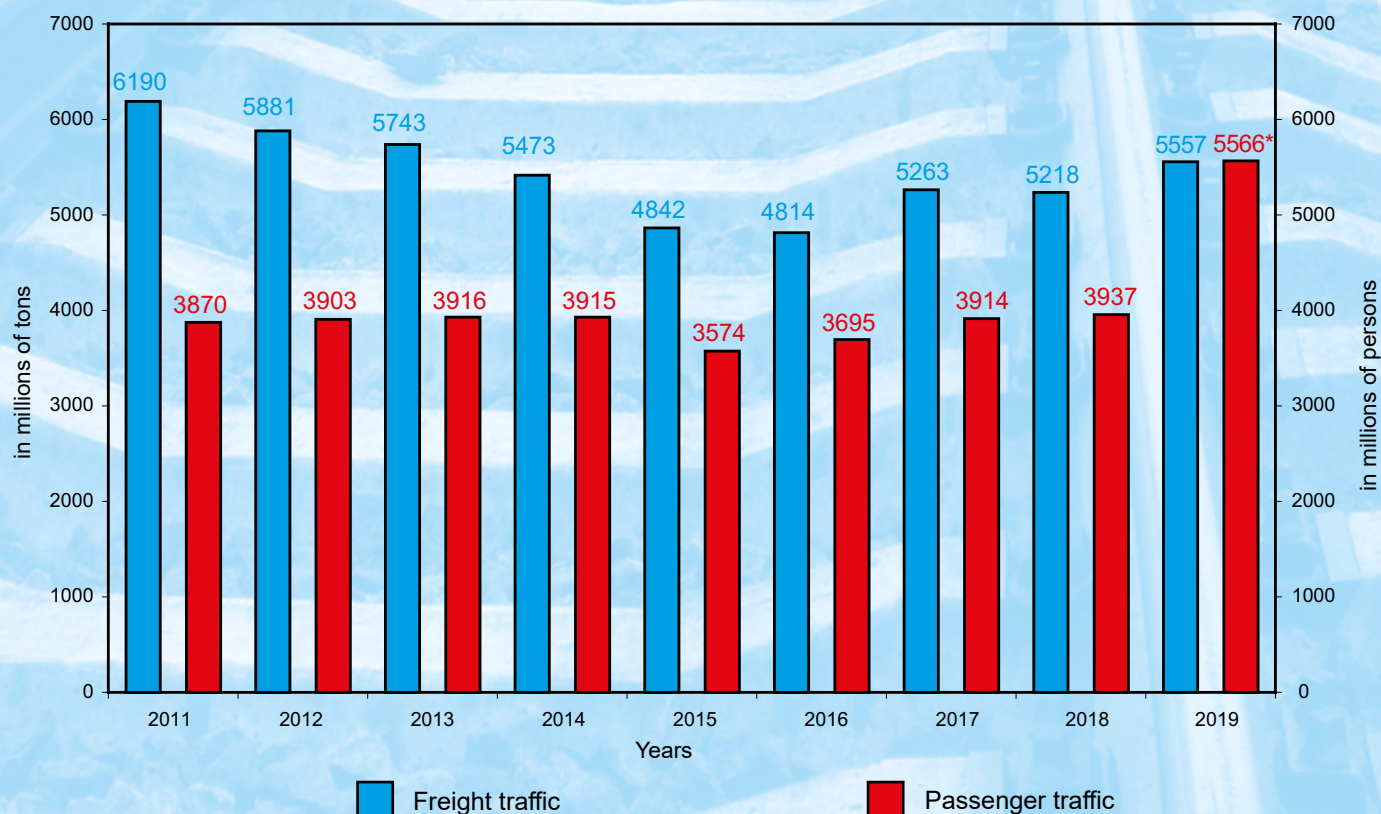
№ n/n	Name of the Country	Abbreviation	Participation								
			SMPS	SMGS	MPT Agreement	MTT Agreement	ETT Agreement	PPW Agreement	PGW Agreement	Agreement on Rules for Accounting	Agreement on Combined Transport
1.	Republic of Azerbaijan	AZD	yes	yes	no	yes	yes	no	no	yes	no
2.	Islamic Republic of Afghanistan	ARA	yes	yes	no	no	no	no	no	no	no
3.	Republic of Albania		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	no	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
Total number of participants			24	25	13	15	17	15	20	23	15



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



The dynamics of changes in the traffic volume



* taking into account the data of the Republic of Korea after joining OSJD



oltis group



BALTIJAS TRANŽITA SERVIS



ООО "Euro Rail Cargo"



راه آهن جمهوری اسلامی ایران



AXTONE

