

**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 2022**

Members of OSJD

As of 1 August 2023

The Countries and Railways - Members of OSJD

Countries	Railways/Authorities
Republic of Azerbaijan	AZD - Azerbaijani Railways CJSC
Republic of Albania	
Islamic Republic of Afghanistan	ARA - Afghanistan Railway Authority (ARA)
Republic of Belarus	BC - Byelorussian Railway
Republic of Bulgaria	BDZ - Holding "Bulgarian State Railways"
Hungary	MAV - CJSC "Hungarian State Railways"
Socialist Republic of Vietnam	VZD - Vietnamese Railway State Company
Georgia	GR - "Georgian Railway" JSC
Islamic Republic of Iran	RAI - Railway of the Islamic Republic of Iran
Republic of Kazakhstan	KZH - JSC "Kazakhstan Temir Zholy National Company" (Railway of Kazakhstan)
People's Republic of China	KZD - State Department for Railways / China State Railway Group Co., Ltd.
Democratic People's Republic of Korea (DPRK)	ZC - Railways of the People's Democratic Republic of Korea
Republic of Korea	KORAIL - Korea Railroad Corporation
Republic of Cuba	
Kyrgyz Republic	KRG - "Kyrgyz Temir Zholy National Enterprise" State Company (Kyrgyz Railway)
Lao People's Democratic Republic	
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 Construction Production of Turkmenistan
Republic of Uzbekistan	UTI - JSC "Uzbek Railways" (O'zbekiston temir yo'llari)
Ukraine	UZ - JSC "Ukrainian Railways"
Czech Republic	CD - JSC "Czech Railways" (České dráhy)
Republic of Estonia	EVR - JSC "Estonian Railway"

Railways – OSJD observers

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

OSJD Affiliated Enterprises:

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

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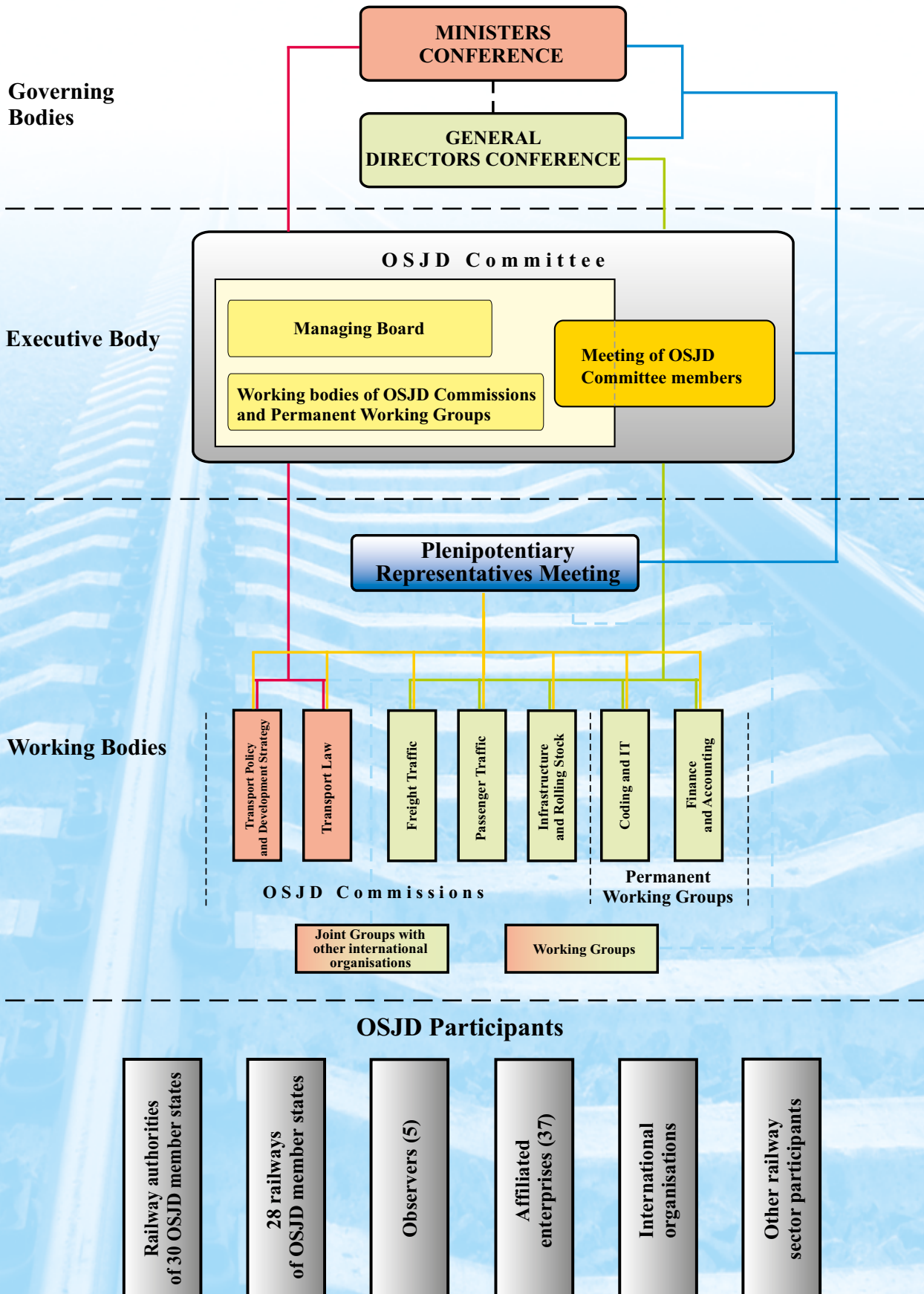
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List of Abbreviations Used in the Text

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

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

(As of 1 August 2023)



OSJD Committee's Managing Board



Chairman
Miroslaw Antonowicz



Deputy Chairman
Mikhail Vsevolozhskiy



Deputy Chairman
Sui Ruizheng



Secretary
Attila Kjss

Statistics

Main Indices of Railways of the OSJD Member Countries in 2022

No.	Country	Railway	Code	Length of lines km	Electrified km	Passenger traffic tsd. p.	Passenger- kilometres mln. pass-km	Freight traffic in tsd. t	Tonne-kilometres mln. t-km
1	Azerbaijan	AZD	0057	2137.6	1156.7	5136.5	193.9	18730.5	7096.9
2	Afghanistan*	ARA	0068	99					
3	Belarus	BC	0021	5474.1	1369.5	61980.5	5056.2	103321.3	36485.9
4	Bulgaria	BDZ	0052	4031	3001	23074.4 ¹	1603.2 ¹	19079.2 ²	5160.7 ²
5	Hungary ⁵	MAV	0055	7654	3208	141009.1	7792.1	39887	9514
6	Vietnam	VZD	0032	2347		4498	1617.2	5683.4	4646.8
7	Georgia	GR	0028	1386.8	1364.8	1604.7	482.9	14772.8	4193.2
8	Iran*	RAI	0096	6317					
9	Kazakhstan	KZH	0027	16005.6	4237.5	19990.2	16886.2	285298.3	245176.4
10	China	KZD	0033	69839	48772	619967	213229	2795193	2571665
11	DPRK*	ZC	0030	4400					
12	Republic of Korea	KORAIL	0061	4153	3277.2	145509	25843	23626	6054
13	Kyrgyzstan	KRG	0059	417.2		268.7	21.7	8022	1013.8
14	Latvia	LDz	0025	1864.9	250.9	15694	541	21588	7372
15	Lithuania	LTG	0024	1919 ³	152 ³	4688.2	432.6	30977.4	7375.1
16	Moldova	CFM	0023	1150.8		572.2	32	3815.1	1219.5
17	Mongolia	UBZD	0031	1839.6		2382.9	701.5	27724.9	14910.2
18	Poland**	PKP	0051	19461	11924	344830	23848.9	248630	62516
19	Russia	RZD	0020	85520	44314	1135184	122761.6	1355326.7	2636555.4
20	Romania	CFR	0053	10615	4031	70 252.4	5 730		
21	Slovakia	ŽSR	0056	3580.1	1584.7	67118 ⁴	3226.9 ⁴		8 363.7
22	Tajikistan	TDZ	0066	670		455.6	21.3	6104.2	274.1
23	Turkmenistan*	TRK	0067	3840					
24	Uzbekistan	UTI	0029	4726.1	1933.9	9139.2	3549.4	102282.3	24989.3
25	Ukraine	UZ	0022	21603.7 ⁷	9349.7 ⁷	52690 ⁸	10904	150582.0	94563
26	Czechia*	CD	0054	9523.4	3234				
27	Estonia	EVR	0026	910	135	7133.8	382.3	7826.7	976.9
	TOTAL	OSJD		291484.9	143295.9	2733178.4	444856.9	5268470.8	5750121.9

* - data up to 2021

** - data of all carriers

1 - BDZ-Passenger Services LLC

2 - Railway carriers, including BDZ-Passenger Services

3 - data as of 01.01.2022

4 - ZSSK data

5 - data of MAV Co., MAV-START Co., GySEV Co.

7 - data for 2013

8 - number of passengers dispatched

Opening address by Chairman of the OSJD Committee Miroslaw Antonowicz

In 2022, the transport industry had to respond to new challenges related to the unstable geopolitical and social situation. The Organisation for Co-Operation between Railways took into account in its activities the development of international cooperation in the field of railway transport and the development of measures aimed at stabilising the situation and maintaining the secured supply chains.

The activities of the OSJD working bodies were carried out in accordance with the approved plans and work programmes using modern communication technologies and tools. The Organisation in the most difficult geopolitical and social environment has shown its stability and the ability to flexibly adapt to new modes of operation. The activities of the management and members of the OSJD Committee were focused on increasing the efficiency of transportation processes and improving all aspects of the work of the railway transportation industry. At the same time, the Organisation stood for peace, mutual respect and the resolution of disputes on the basis of international law.

The OSJD governing bodies – the Ministerial Conference and the Conference of General Directors (Authorised Representatives) of the OSJD Railways, took a number of important decisions related to the activities of the Organisation last year. The ranks of the OSJD were replenished with a new member – the Lao People's Democratic Republic.

Last year, within the framework of the OSJD Commissions and Permanent Working Groups, works were carried out on a wide range of issues related to transport policy and development strategy, transport law, organisation of freight and passenger traffic, infrastructure development and modernisation of rolling stock, the use of modern technologies and financial accounting.

The successful fulfillment of these tasks would not have been possible without the active assistance and efforts of the Committee's members and staff, specialists and experts of the OSJD member countries, as well as observers and affiliated enterprises. I highly appreciate this and express my gratitude to everyone for their work and contribution to the activities and development of our Organisation.

The OSJD Committee management and members, despite the unfavourable external conditions, managed to hold a number of meetings within the framework of the conferences and other events, presenting the Organisation's position on the railway transport issues at international forums. This made it possible to strengthen cooperation with the ministries and railways of the OSJD member countries, as well as to raise awareness of the functioning and contribution of the Organisation to the development of the transport industry on an international scale. Digital transformation, environmental protection and climate change, as well as the need for railways to respond to these challenges, have defined new directions in the Organisation's activities.

OSJD continued to fulfill its mission in 2022, aimed at developing the most optimal solutions for the railway industry.

I express hope for peace and success in the search for measures to overcome's difficulties for the benefit of all members of the Organisation for Co-Operation between Railways and further development of railway transport in the Eurasian space.

With deepest respect

*Chairman of the OSJD Committee
Miroslaw Antonowicz*





1.

Activities of the OSJD Governing Bodies



1.1. OSJD Ministerial Conference

In 2022, session L of the OSJD Ministerial Conference did not take place. In this regard, the decisions of the OSJD Ministerial Conference were adopted in accordance with the procedure provided for by paragraph 2 of Article IV of the OSJD Committee Regulations. The materials of the OSJD Ministerial Conference were agreed upon by the extraordinary meeting of the OSJD Committee members on 24 October 2022. As a result of the procedure applied, decisions were made to ensure the functioning of the OSJD executive body and the Organisation as a whole.

The OSJD Ministerial Conference accepted the Ministry of Public Works and Transport of the Lao People's Democratic Republic as a member of the OSJD, while the members of the Ministerial Conference being Parties to the SMPS and/or SMGS Agreements agreed to the accession to these agreements by the Ministry of Public Works and Transport of the Lao People's Democratic Republic from 1 January 2023.

At the same time, the OSJD Ministerial Conference approved the OSJD Work Programme for 2023 and subsequent years, as well as the final OSJD Committee Budget for 2022 and the preliminary OSJD Committee Budget for 2023.



L anniversary session of the OSJD Ministerial Conference
(13-16 June 2023, Busan, Republic of Korea)

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

The decisions of the Conference of General Directors (Authorised Representatives) of the OSJD Railways (CGD) were adopted in accordance with the procedure provided for by paragraph 2 of Article IV of the OSJD Committee Regulations. The materials of the CGD were agreed upon by extraordinary meetings of OSJD Committee members on 4 April and 15 September 2022. 13 items of the adopted agenda were considered and discussed.

The work results of the OSJD working bodies operating under the auspices of the Conference were approved. These included the following decisions:

- approval and entry into force as of 1 June 2022 of changes and additions into the Harmonised Nomenclature of Goods (GNG);
- transfer from 1 July 2022 the administration of the Agreement on Organisational and Operational Aspects of Combined Transport in Europe-Asia Traffic from the competence of the OSJD Commission on Freight Traffic to the competence of the OSJD Commission on Transport Policy and Development Strategy;
- approval of a number of OSJD leaflets, cancellation of leaflets that have lost their relevance in the field of infrastructure and rolling stock, coding and information technology;
- approval and entry into force as of 1 January 2023 of the amendments and additions to the Agreement on the "Rules for the Use of Passenger Coaches in International Traffic" (the PPW Agreement);
- instructing the OSJD Permanent Working Group on Financial and Accounting to continue its works towards updating the existing Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic and the Rules for Accounting in International Passenger and Freight Railway Traffic, taking into account modern conditions for the operation of railway transport, to improve technology and reducing the time for making payments for transportation in international railway traffic, for the preparation of proposals agreed by the Parties to the Agreement on the Rules for Accounting for the organisation of electronic document management in the field of financial settlements.

The OSJD Work Programme for 2023 and subsequent years was approved in the field of freight and passenger traffic, infrastructure and rolling stock, coding and information technology, as well as financial and accounting issues.

The materials to be submitted for the session of the OSJD Ministerial Conference were considered, with the recommendations prepared on them as regards the accession to the OSJD of the Lao People's Democratic Republic, on the proposals of the AWG on vocational education/training in the field of railway transport, on the Report on OSJD Activities for 2021, as well as regarding the OSJD Committee Budget.

The conference granted the status of an affiliated enterprise to one institute from Poland.



XXXVII meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways (12-14 and 19 April 2023, Warsaw, Republic of Poland)



2.

Activities of the OSJD Committee



2.1. General Issues

During 2022, the OSJD Committee, as the executive body of the Organisation, continued its activities to fulfill the tasks defined by the basic documents and decisions of the OSJD governing bodies. The OSJD Committee carried out coordination activities to organise and implement the Work Programme and Plans of the OSJD working bodies.

The improving epidemiological situation in the Republic of Poland and many other OSJD member countries in 2022 made it possible to gradually resume intramural (face-to-face) events and bilateral meetings. However, taking into account the restrictive measures still in force in some countries, the management of the OSJD Committee took the necessary measures to ensure safe working conditions for employees and the implementation of all works according to the plan.

The next CGD meeting, which was supposed to be held in Kiev (Ukraine), did not take place. The OSJD Committee expressed its gratitude to the Ukrainian Railways JSC for the intention and all possible actions taken to prepare for the organisation of the CGD meeting in person. The regular session of the OSJD Ministerial Conference also did not take place. The meeting of the Authorised Representatives of the Members of the Ministerial Conference and the Conference of General Directors was held by the OSJD Committee in the videoconferencing mode from 29 November till 2 December 2022.

At ten meetings of the OSJD Committee members, the work results of the Commissions and the PWGs were considered during the year. They included reports regarding the meetings of the OSJD working bodies and other international organisations, in which OSJD Committee members took part. Particular attention should be paid to the role of the OSJD Committee in ensuring the functioning of the Organisation in view of the missed meetings of the OSJD governing bodies. The meetings of the OSJD Committee members approved the draft decisions on the Organisation's activities, which were submitted for approval to the OSJD governing bodies in accordance with the written decision-making procedure in OSJD. This made it possible to accept the Lao People's Democratic Republic as an OSJD member, as well as to provide the financial basis for the OSJD activities and implementation of its Work Programme for 2023 and subsequent years.

The OSJD Committee management expressed its gratitude for the great support of the countries to ensure the Organisation's activities and active joint efforts to implement the work plans. In order to make decisions by the governing bodies of the OSJD member countries, the OSJD Committee ensured the use of the decision-making mechanism in writing, provided for by the OSJD fundamental documents.

The regular session of the International Conference to adopt the Text of the Convention on Direct International Railway Traffic was not held for the reasons beyond the OSJD Committee's capacity.

The OSJD Committee cooperated with international organisations, observers and affiliated enterprises on the basis of concluded agreements and on a mutually beneficial basis. In 2022, the OSJD Committee signed two agreements with affiliated enterprises.

In 2022, representatives of 23 OSJD member countries worked at the OSJD Committee, while representatives of the Republic of Moldova, the Islamic Republic of Iran, the Democratic People's Republic of Korea and Turkmenistan were absent. The issue of seconding the representatives of these countries was the subject of working contacts.

During 2022, the representatives of the OSJD members from Ukraine and the Republic of Korea were substituted.

In 2022, the OSJD Committee held 80 meetings of the OSJD working bodies, most of which were organised by using the videoconferencing mode. Thanks to the joint efforts of the OSJD Committee members and the administrative and technical staff, as well as the support of all specialists and experts from the OSJD member countries, observers and OSJD affiliated enterprises, the OSJD Committee ensured the successful implementation of all activities in the videoconferencing mode and using remote work tools.

In 2022, the OSJD Committee management board took part in the following events:

- 2 February – participation and speech of the OSJD Committee Deputy Chairman – representative of the People's Republic of China Zhang Qun at the 11th Meeting of the Ministers of Transport of the Economic Cooperation Organisation (virtual format hosted by the Republic of Türkiye) "Transit Facilitation in the Post-Pandemic Period";
- 22–25 February – participation and speech of the OSJD Committee Chairman at the eighty-fourth session of the Inland Transport Committee of the United Nations Economic Commission for Europe (Geneva/videoconferencing);
- 25 February – meeting of the OSJD Committee Chairman with the Ambassador Extraordinary and Plenipotentiary of the Democratic People's



On 25 January 2022, a meeting was held in the OSJD Committee of the three OSJD Committee Chairmen, who held this post at different times: Andrzej Gołaszewski (1990-1998, in the photo on the left), Tadeusz Szozda (1998-2020, in the photo on the right) and Mirosław Antonowicz (from 2020 to the present)

- Republic of Korea Choe Il, discussion of issues of cooperation within the framework of OSJD and the resumption of work by the representative of the DPRK in the OSJD Committee, taking into account the measures in force in the country to prevent the spread of the COVID-19 coronavirus infection;
- 15 March – participation of the OSJD Committee Chairman in the event dedicated to the 70th anniversary of the OSJD affiliated enterprise – Railway Research Institute (Warsaw);
 - 23 March – a trilateral meeting of the OSJD Committee Chairman with the Director General of the International Union of Railways Francois Daven and the UIC Chairman Krzysztof Mamiński took place, during which the issues of bilateral cooperation were discussed;
 - 14 April – meeting of the delegation of OSJD Committee members from Uzbekistan, Czech Republic and Slovakia, headed by the OSJD Committee Chairman, with representatives of the Red Cross from the Czech Republic to support and facilitate the safe transportation of humanitarian goods to Ukraine by the OSJD railways;
 - 27 April – meeting of the OSJD Committee Deputy Chairman Zhang Qun with O Jimny, Deputy Director of the Department of Railway Transport Policy of the Ministry of Land, Infrastructure and Transport of the Republic of Korea;
 - 28 April – participation of the delegation OSJD Committee headed by the OSJD Committee Deputy Chairman Zhang Qun in the Forum of Polish-Korean cooperation on high-speed railway issues;
 - 6 May – meeting of the OSJD Committee Chairman with the Minister of Infrastructure of Ukraine Oleksandr Kubrakov on the subject of cooperation within the framework of OSJD (videoconferencing);
 - 18-20 May – the OSJD Committee delegation headed by Chairman Mirosław Antonowicz took part in the Summit-2022 of the International Transport Forum chaired by Morocco in the city of Leipzig (Germany), where Mirosław Antonowicz delivered a speech within the framework of the ministerial session on the development of transport in the pandemic conditions and on the OSJD activities in response to current challenges in the field of railway transport. A bilateral meeting of the OSJD Committee Chairman with the OTIF Secretary General Wolfgang Küpper took place, during which various issues of cooperation were discussed. The event also became a platform for bilateral and multilateral meetings with the representatives of the participating countries – OSJD members and other international organisations;
 - 13 June – an intramural working meeting was held in the OSJD Committee in Warsaw of the management and members of the OSJD Committee with the delegation of the “KTZ NC” JSC, which was headed by the Chief Engineer – Director of the Department of Technical Policy Batyr Kotyrev and the Chief Manager of the Department of Cooperation with International Organisations of the “KTZ NC” JSC Yerzhan Araltay;
 - 16 June – participation of the management and members of the OSJD Committee in the Joint CIT – OSJD – TRACECA – UIC seminar on the use of the CIM/SMGS consignment note on the TRACECA railway routes passing through Azerbaijan, Georgia, Türkiye and Kazakhstan;
 - 21 June – participation of the OSJD Committee Chairman in the forum “Railway border crossings”, organised in Warsaw by the Pro-Kolej Foundation.
 - 30 June – participation of the OSJD Committee delegation headed by the OSJD Committee Chairman in a bilateral meeting with the delegation of OTIF headed by the Secretary General Wolfgang Küpper;
 - 18-20 July – participation of the OSJD Committee Chairman in the International Conference “International transport and transit corridors: interconnection and development” (Ashgabat, videoconferencing) at the invitation of the Chairman of the Agency “Turkmenmiryollary”;
 - 20-23 September – participation of the OSJD Committee delegation headed by the OSJD Committee Chairman in the Innotrans International Railway Exhibition in Berlin (Germany).



Working meeting between the delegations of the OSJD Committee and “KTZ NC” JSC (13.06.2022, OSJD Committee, Warsaw)



On 29 May 2023, a working meeting was held at the OSJD Committee with the delegation of the Ministry of Public Works and Transport of the Lao PDR, headed by the Minister Mr. Ngampasong Muongmany, as well as with the participation of the representative of UNESCAP – Mr. Sandeep Raj Jain, Economic Affairs Office of the Transport Connectivity and Logistics Section

- *14 October* – participation and speech of the OSJD Committee Chairman in the Eurasian Forum on Security and Digitalisation in Railway Transport of the Academy of Logistics and Transport (Almaty/ videoconferencing);
- *18-21 October* – participation of the OSJD Committee Chairman in the festivities held in Tbilisi on the occasion of the 150th anniversary of the Georgian Railway, at the invitation of the General Director David Peradze;
- *16 November* – meeting with Ambassador Extraordinary and Plenipotentiary of the Republic of Korea Im Hongmin, as well as secretaries Jon Sowon and Jon Hayoung; during the meeting, topical issues of cooperation within the Organisation and preparations for the Ministerial Conference session to be held in 2023 in the Republic of Korea were discussed;
- *17 November* – participation of the OSJD Committee Chairman in the CIT General Assembly: in his speech Miroslaw Antonowicz outlined the importance of cooperation and joint actions to contribute to the stabilisation of the situation in the world, and also congratulated Mr. Gilles Munier on his appointment to the post of Secretary General of the CIT;
- *16-18 November* – participation of the Deputy Chairman of the OSJD Committee, the Secretary of the OSJD Committee and members of the OSJD Committee in the 76th session of the Working Party on Railway Transport of the Inland Transport Committee of the UN Economic Commission for Europe: during the session Attila Kiss, Secretary of the OSJD Committee delivered a report on the OSJD activities towards the development of the railway transport and its cooperation with other international organisations;
- *23-25 November* – participation of the OSJD Committee Deputy Chairman – representative of the Russian Federation and specialists of the OSJD Commission on Transport Policy and Development Strategy in the Seventh session of the Transport Committee of the Economic and Social Commission for Asia and the Pacific (UNESCAP) (Bangkok/ videoconferencing): participants discussed the issues of strategic importance for the development of regional transport and cooperation to promote the implementation of the Ministerial Declaration on Sustainable Transport Development in Asia and the Pacific, the Regional Action Programme for Sustainable Transport Development in Asia and the Pacific (2022-2026), relevant Commission resolutions and global initiatives. The OSJD Committee members took part in the exchange of views, experience and discussion of policies aimed at achieving three overarching goals – economic, environmental and social sustainability of the transport sector in the region;
- *6 December* – a meeting was held between the OSJD Committee Chairman and the Ambassador Extraordinary and Plenipotentiary of the Democratic People's Republic of Korea Choe Il, during which the parties discussed possible actions to resume the work of the OSJD Committee member from the DPRK and further development of cooperation within the OSJD.

The OSJD Committee management monitored the development of the geopolitical and epidemiological situation and took the necessary measures to ensure the uninterrupted fulfillment of the planned tasks. The OSJD Committee members took part in the events dedicated to the joint work in the face of new challenges of the time for the benefit of railway transport and the common prosperity of the OSJD member countries.

3.

Status of OSJD Activities by Subjects



3.1. Transport Policy and Development Strategy

Works within the framework of the OSJD Commission on Transport Policy and Development Strategy were carried out on issues of the OSJD railway transport policy, the main strategic task of which is the coordinated development of the OSJD railway system, the implementation of comprehensive measures aimed at improving transportation and developing OSJD transport corridors, railway passenger and freight transport, increasing the attractiveness of railway transport, raising the railway component in multimodal transport in order to attract international transit traffic and, accordingly, increase the share of railway transport in the transport market, using the advantages inherent in railway transport, namely: environmental friendliness and acceptable delivery times at economically justified prices.

In the reporting year, the working staff of the OSJD Commission on Transport Policy and Development Strategy prepared draft Comprehensive Plans for the improvement of transportation and the development of OSJD railway transport corridors Nos. 1-13 until 2030 based on the information provided by the OSJD member countries, which were subsequently approved at session L of the OSJD Ministerial Conference (13-16 June 2023, Republic of Korea).

Taking into account possible additions and provision of materials for the Comprehensive Plans for the Improvement of Transportation and the Development of OSJD Railway Transport Corridors Nos. 1-13 until 2030 by the OSJD Member States, as well as the proposals of the OSJD Member States to connect new

lines to the OSJD Railway Transport Corridors No. 1-13, work on updating the Comprehensive Plans for Improving Transportation and Development of OSJD Railway Transport Corridors Nos. 1-13 until 2030 will be continued.

Also, in order to analyze the progress in implementation of the planned activities for the development of the railway infrastructure, including the joint sections indicated in the "Comprehensive Plans for the improvement of transportation and development of OSJD railway transport corridors Nos. 1-13 until 2030", it was decided to start monitoring the implementation of the "Comprehensive Plans for the improvement of transportation and development of the OSJD railway transport corridors Nos. 1-13 until 2030" for 2021.

Works were also underway to update the Technical and Operational Passports of the OSJD railway transport corridors Nos. 1-13 in accordance with the requirements of the OSJD Leaflet O+R 303 "Regulations for the Formation and Completion of the Technical and Operational Passports of the OSJD Railway Transport Corridor". Draft updated Technical and Operational Passports of the OSJD railway transport corridors Nos. 1-13 were prepared based on the materials submitted by the OSJD member countries.

At the final meeting, the drafts of the updated Technical and Operational Passports of the OSJD railway transport corridors Nos. 1-13 were agreed as of 10 November 2022.

It was also decided to continue the work on updating the TOPs, taking into account possible additions, updating the data and connecting lines to the OSJD railway transport corridors Nos. 1-13.

At the final meeting of the Commission, the draft amendments to the Map of OSJD Railway Transport Corridors were considered and it was decided to finalise it in 2023.

The interest in continuing the exchange of information on the activities aimed at the implementation of the provisions of the Memoranda of Cooperation in the field of technical, operational and commercial development of the OSJD railway transport corridors Nos. 1-13 was confirmed.

In 2022, 4 consultative meetings were held with the participation of concerned countries participating in the OSJD railway transport corridor No. 1. As part of these consultations, information was exchanged on the development of the corridor, the goals and objectives of the consultative meetings were considered, the possibility of creating a coordinating body for the corridor, its goals and objectives, unified approaches to presenting information on the development of the OSJD corridor No. 1.

One of the important activities of the OSJD Commission on Transport Policy and Development Strategy is the development of the OSJD railway transport corridors by studying the possibility of connecting to them of new lines. Thus, in the reporting year, a number of proposals from the OSJD member countries on the connection of new lines to the OSJD railway transport corridors (OSJD RTC) were considered.

Thus, branch 1b of the OSJD RTC No. 1 was extended with the addition of the Tapa-Tallinn section.



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, Bakyt Orozbaev, Diana Iurkovski

The railway sections of Tbilisi – Marabda – Akhalkalaki – Kartsakhi – Dzhambaz – Kars were attached to the OSJD RTC Nos. 5 and 10.

The following changes were made to branches 10a and 10e of the OSJD RTC No. 10:

- 10a: Aktau-Port / Kuryk-Port – Beineu – Shalkar – Sekseul – Zhezkazgan – Atasu – Zharyk – Moynty – Aktogay – Dostyk;
- 10e: Aktau-Port/Kuryk-Port – Beineu – Shalkar – Sekseul – Arys-1 – Turksib – Shu – Zhetygen – Altynkol.

In all of the above areas, work has begun on the preparation of draft Memoranda of Cooperation in the field of technical, operational and commercial development, Technical and Operational Passports and Comprehensive Development Plans until 2030.

In accordance with the procedure provided for in paragraph 2 of Article IV of the OSJD Committee Regulations, starting from 1 July 2022, the administration of cases under the Agreement on Organisational and Operational Aspects of Combined Transport in Europe-Asia Traffic (hereinafter referred to as the Agreement) was submitted from the OSJD Commission on Freight Traffic to the OSJD Commission on Transport Policy and Development Strategy.

It was decided that the issues related to the conduct of business under the Agreement will be considered if there are relevant proposals from the parties to the Agreement by including in the draft agenda of the expert meeting of the Commission in accordance with the Work Plan of the OSJD Commission on Transport Policy and Development Strategy.

Works were continued in the field of analysing the situation when crossing the borders by rail with the identification of existing problems, barriers to the movement of goods and the transport of passengers in international traffic.

An exchange of views was held on best practices, methodology and technologies used at railway border crossing points by border, customs, railway authorities, which make it possible to achieve positive outcomes in reducing border crossing time and ensure the most efficient control of goods and passengers.

The analytical information on the causes of delays in passenger trains traffic and downtime of freight wagons at border (transfer) stations in the countries for 2021 in comparison with 2020 was considered in the approved form in the form of tables (templates).

The information was summarised on the reasons for delays in passenger trains traffic and downtime of freight wagons at border (transfer) stations in the countries for 2021 as compared to 2020.

A decision was made to publish an information booklet "Improving the efficiency of the operation of border (transfer) stations for international railway traffic in the Eurasian space" in Chinese, Russian and English languages in 2023.

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

In the reporting year, a joint OSJD-UNESCAP document "Potential for Electronic Data



Expert meeting of the OSJD Commission on Transport Policy and Development Strategy on the subject "Directions for the Strategic Development of Railway Transport in the OSJD Member Countries" (16-18.02.2022, OSJD Committee, in videoconferencing mode)



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



Presidium of the annual meeting of the OSJD Commission on Transport Policy and Development Strategy (07-10.11.2022, OSJD Committee, using the videoconferencing mode) strategic task of which is the coordinated development of the OSJD railway system and an increased competitiveness of railways in order to attract additional volumes of international transit traffic.

The issues on the directions of the strategic development of railway transport in the OSJD member countries were discussed, an exchange of experience and opinions was held on the key strategic directions for the development of railway transport in the OSJD member countries.

The presented materials on the progress in reforming the railway industry from the OSJD member countries, as well as materials on this issue, developed since 2008, are posted on the free-access portal of the OSJD Website.

In 2023, it was planned to hold a round table on the results and plans for reforming the railway transport.

The working staff of the OSJD Commission on Transport Policy and Development Strategy summarised the materials “Basic Statistical Data on Railway Transport” for 2021 and the main indicators of the operational performance of the OSJD railway transport corridors Nos. 1-13 for 2021 based on the data provided by the OSJD member countries, on the basis of which the “OSJD Bulletin of Statistical Data on Railway Transport for 2021” was compiled and published.

It was noted that based on the statistical data received from the OSJD member countries, in 2021, as compared to 2020, the operational length of railway lines increased by 334.5 km and amounted to 291,460.5 km, while the total length of electrified lines increased by 1,109 km and amounted to 143,784 km.

In 2021, the volume of freight traffic decreased by 2 % as compared to the level of 2020 and amounted to 5274 million tons, the freight turnover increased by 3.5 % and amounted to 5606 billion tonne-km. In 2021, 3655 million passengers were transported, which is 4 % more than in 2020, the passenger traffic increased by 8.7 % and amounted to 536,499 million passenger-km.

Interchange for Harmonisation of Customs Formalities in International Rail Transport” was compiled and published.

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

In 2023 it was also planned to hold the X International Interagency Meeting of the OSJD member countries on the subject “Practice in border crossing by rail”.

Works were continued on the issues of railway transport policy, the



Consideration of the agenda items of the annual meeting of the OSJD Commission on Transport Policy and Development Strategy (07-10.11.2022, OSJD Committee, using the videoconferencing mode)

In 2022, the STEI centers of the OSJD member countries continued to work on the formation and development of national databases on scientific, technical and economic information, the totality of which constitutes a distributed international data bank - OSJD DDB.

Consolidated bibliographic lists were prepared on the following subjects:

- "Innovative methods and technical solutions in the field of control and monitoring of the railway track condition";
- "Rational use of material, fuel and energy resources in railway transport".

The work on compiling a joint bibliography on the subject "Innovative methods and technical solutions in the field of control and monitoring of the railway track condition" was headed by the Center for Scientific and Technical Information of the State Enterprise "Byelorussian Railway".

The work on compiling a joint bibliography on the subject "Rational use of material, fuel and energy resources in railway transport" was headed by the Center for Scientific and Technical Information and Libraries – a branch of the Russian Railways OJSC.

The issues relating to the progress of work in administrating and developing the Webpage of STEI centers on the OSJD Website were considered.

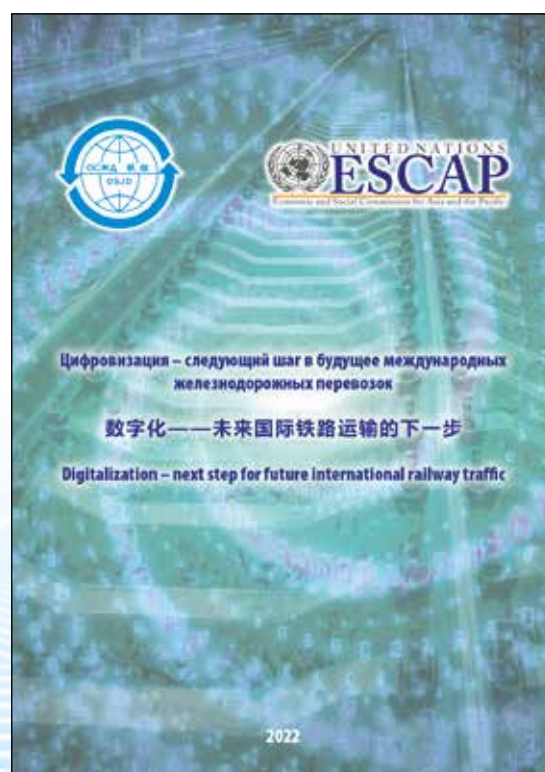
The drafts of the following documents were prepared: updated version of the OSJD Leaflet O 905/1 "Methodological Guidelines for the activities in the field of exchanging scientific, technical and economic information on transport", Annex 1 to the Leaflet "List of national transport journals (publications) processed by the information centers of the OSJD member countries and included in the general database of the OSJD ADB" and Annex 2 to this Leaflet "Catalogue 'Information Resources of the International Distributed Data Bank'".

It was decided to include in the draft OSJD Leaflet O 905/1 draft Annex 2 "Consolidated list of information resources (printed and electronic publications, databases, information websites on transport subjects, etc.) used in information activities by the STEI Centers of the OSJD member countries" and Annex 3 "Catalogue 'Information Resources of the International Distributed Databank'".

Works on updating the OSJD Leaflet O 905/1 "Methodological Guidelines for the activities in the field of exchanging scientific, technical and economic information on transport" and Annexes 1, 2, 3 to this Leaflet were planned to be continued in 2023.

An updated Address Directory was presented, which has been posted on the OSJD Website.

The working staff of the OSJD Commission on Transport Policy and Development Strategy will inform the OSJD member countries of the changes made to the electronic version of the Address Directory.



Cover and the first page of the "OSJD-UNESCAP joint document on potential of electronic information exchange to streamline customs formalities in international railway transport", published in December 2022

3.2. Transport Law

In the reporting year, the OSJD Commission on Transport Law carried out its activities on the basis of the Commission's Work Plan for 2022, adopted by the joint meeting of Plenipotentiaries of the Members of OSJD Ministerial Conference and Conference of General Directors (Authorised Representatives) of OSJD Railways, which was held on 30 November – 3 December 2021, as well as Work Programme for 2022 on the following subjects:

- Improving and updating the SMPS Agreement and SI to SMPS;
- Updating OSJD Leaflets regulating the international railway passenger transport services;
- Improving and updating the SMGS Agreement and SI to SMGS;
- Handling of work in the field of transport of dangerous goods;
- Development of technical provisions for stowing and fastening of goods;
- Improving Annex 6 to SMGS "CIM/SMGS Consignment Note Manual (GLV-CIM/SMGS)".

In 2022, two expert meetings on the SMPS issues of the Commission and a Commission's meeting on SMPS were held.

On 1 May 2022, the amendments and additions to the SMPS Agreement and SI to SMPS, adopted in 2021 and approved in accordance with the procedure established in Article 46 "Publication, amendment and modification of the present Agreement, Service Instructions", came into force. The OSJD Committee prepared and submitted to all SMPS participants the updated texts of SMPS and Service Instructions (SI) to SMPS. The updated texts of SMPS and SI to SMPS with amendments and additions effective from 1 May 2022 are posted on the OSJD Website. The OSJD Committee prepared and posted on the OSJD Website an unofficial translation of the above-mentioned updated texts in English.

All meetings in 2022 considered proposals received from the SMPS participants for amendments and additions to the SMPS Agreement and SI to SMPS.

The amendments and additions to Article 9 "Reserved seat tickets", Article 12 "Terms and conditions of carriage of children", Article 13 "Carriage of persons with reduced mobility", Article 15 "Control of travel documents", Article 16 "Carriage of hand luggage and animals", Article 20 "Carriage documents", Article 21 "Luggage carriage standards. Items not allowed for carriage as luggage", Article 28 "Items allowed and not allowed for carriage as load-luggage", Article 29 "Conditions for acceptance of load-luggage for carriage", Article 43 "Claims" and Annex 3 "Address list of organisations handling the claims" of the SMPS Agreement.

In the Service Instruction (SI) to SMPS, amendments and additions were made to Article 2 "General requirements", Article 11 "Passenger travel arrangement", Article 12 "Carriage staff", Article 14 "Duties of the carriage staff", Article 15 "Organisation of work of carriage staff", Article 19 "Acceptance of luggage for carriage", Article 20 "Luggage marking", Article 24 "Acceptance of load-luggage for carriage", Article 25 "Load-luggage marking", Article 28 "Carrier's actions in case of failure to fulfil or change of conditions of the contract of carriage of passengers", Annex 1 "List of codes for SMPS member parties", Annex 2 "Samples of travel and carriage documents", Annex 4 "Sample itinerary of service personnel", Annex 5 "Description of the form of the road sheet (map-diagram)", Annex 6 "Sample act on replacement of a car of one carrier with a car of another carrier", Appendix 7 "List of the most used marks to be put in the travel document, luggage or load-luggage receipt", Appendix 10 "Notifying of an obstacle to the release of load-luggage", Appendix 13 "Sample of the transfer note" and Appendix 14 "Sample of the general form act".

The amendments and additions to SMPS Agreement and SI to SMPS agreed and adopted in accordance with the established procedure were to come into effect from 1 May 2023.

In 2023, the Commission continues to improve SMPS and SI to SMPS.

In 2022 the SMPS experts started their work on updating the draft Agreement on Mutual Relations prepared and agreed upon at the meeting of the OSJD Commission on Transport Law in 2015. The item on consideration of proposals on this subject from the OSJD member countries was included in the agenda of all meetings held in 2022.

As a result, at the meeting on the SMPS issues of the OSJD Commission on Transport Law (22-25 November 2022, OSJD Committee) the updated text of the draft Agreement on Mutual Relations was agreed upon.

The work on updating the draft Agreement on Mutual Relations was scheduled to be continued in 2023.

On 1 May 2022 the amendments and additions to Leaflet O 111 "Rules for the issuance and application of OSJD service tickets and single-use free tickets", adopted in 2021 and approved in accordance with the established procedure, came into force. The OSJD Committee, responsible for the management of Leaflet O 111, prepared and submitted its XVI edition to all OSJD member countries.

Works on updating Leaflet O 111 continued in 2022. The issue of revising Leaflet O 111 was on the agenda of



Chairman of OSJD Commission on Transport Law
Olena Oleksiy



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

all expert and Commission meetings organised in 2022.

At the meeting on SMPS issues of the OSJD Commission on Transport Law (22-25 November 2022, OSJD Committee), amendments to Leaflet O 111 defining the duties of the OSJD Committee on informing all OSJD members and detailing the rules for the use of OSJD service and single-use free tickets were agreed upon.

These amendments and additions, after approval by the OSJD Ministerial Conference in accordance with the procedure established in article IV, paragraph 2 of the OSJD Committee Regulations, were to be put into effect from 1 May 2023 (XVII edition of Leaflet O 111).

In 2023, works to update Leaflet O 111 are continued.

During 2022, the Commission's working staff exchanged information on ongoing works with DG MOVE, OTIF and CIT.

In 2022, two expert meetings on the SMGS issues of the Commission and a Commission's meeting on SMGS were held.

From 1 July 2022 the amendments and additions to the SMGS Agreement adopted in 2021 and approved in accordance with the procedure laid down in Article 56 of SMGS "Amendment, Supplement and Publication of the Agreement and SI to SMGS" came into force. The updated texts of the SMGS Agreement and SI to SMGS with amendments and additions are published on the OSJD Website. The OSJD Committee also prepared and published on the OSJD Website an unofficial translation of the abovementioned updated texts in English.

Throughout the year the participants in the meetings considered proposals of SMGS participants on amendments to SMGS and SI to SMGS. Based on the results of the review, the participants agreed on amendments to the SMGS Agreement and SI to SMGS, namely: to paragraph 5 of Article 24 of SMGS as regards calculation of freight delivery time, to paragraphs 3.3 and 6.6. of Annex 1 to SMGS "Rules for the Carriage of Goods", items 4.1.1. and 10.14. of SI to SMGS in terms of deletion of the phrases "non-transshipment" and "transshipment".

The abovementioned amendments and additions to SMGS and SI to SMGS, agreed and adopted in accordance with the established procedure, entered into force on 1 July 2023.

Work on improvement of SMGS and SI to SMGS will continue in 2023.

During the reporting period, two meetings of the Ad Hoc Working Group on the issues of the document of title to the goods were held. Within the framework of the meetings the participants considered draft Annex 7 "SMGS Bill of Lading Guidelines" to the SMGS, prepared by the leading duty holder, a member of the AWG from the People's Republic of China.

In view of the complexity of this issue, the participants in the SMGS expert meeting held on 12-14 April 2022 noted the need to continue the development of draft amendments and additions to the SMGS Agreement related to making the SMGS consignment note a document of title with the participation of representatives of financial structures (banks) and insurance companies, customs authorities, transport and logistics companies.

Works on draft Annex 7 of SMGS are continued in 2023.

In the reporting period, two meetings of the AWG for railway and waterway traffic were held.

The participants of these meetings considered the proposals on changes and additions to SMGS and SI to SMGS, prepared by the leading duty holder of the AWG from the Republic of Kazakhstan, in particular articles: 2 "Terms", 3 "Application of the Agreement", 9 "Carriage of Dangerous Goods", 12 "Information Guide", 24 "Time of Delivery of Goods", 39 "Limit of Liability of the Carrier", item 8 "Explanations for filling in the consignment note" of SMGS Annex 1 "Rules for the Carriage of Goods", SMGS Annex 5 "Information Guide".

Work on drafting comprehensive amendments and additions to the SMGS Agreement to address issues related to the carriage of goods under a single consignment note when a shipment follows several railway sections of track connected with water sections will continue in 2023.

During 2022, two AWG meetings in the field of the Rules for the Transportation of Dangerous Goods, an expert meeting and a Commission meeting were held at which changes to the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS) were agreed and introduced. The changes involved:

- addition of new UN numbers and deletion of old ones;
- alignment of definitions, units of measurement and abbreviations;



Presidium of the expert meeting of the OSJD Commission on Transport Law on the subject "Improving the SMGS Agreement and SI to SMGS" (26-29.07.2022, OSJD Committee, using the videoconferencing mode)

- adjustment of transitional measures and administrative controls for conformity assessment activities, periodic inspections, interim inspections, unscheduled inspections, pre-operational inspections and control of the internal inspection service;
- modification of special provisions;
- some minimum requirements for tare, packaging and labelling have been clarified.

Due to the fact that some standards have been revised, appropriate changes have been made to both the Rules for the Transportation of Dangerous Goods and the List of regulatory and technical documents that are additionally applied in order to fulfill the requirements of Annex 2 to SMGS.

These amendments and additions to Annex 2 to SMGS and the List underwent the established procedure and have become effective from 1 July 2023.

In the reporting year, two meetings of the AWG on the development of technical provisions (TP) for stowing and fastening of goods, a meeting of experts and a meeting of the Commission were held, at which amendments and additions to Annex 3 "Technical Provisions for Stowing and Fastening of Goods" to SMGS were developed and approved:

- to the general provisions of TP on the possibility of using formulas and methods contained in official sources (reference books, methodological manuals, etc.) with obligatory indication of details of the used source in compliance with the requirements of the present Technical Specifications;
- to Chapter 1 of TP with regard to the use of fastening straps made of textile tape;
- to Chapter 11 of TP with regard to the stowing and fastening of aluminium ingots formed into packages;
- standards have been developed to be included in tables 11, 12, 13 and 14 of Chapter 1 of Annex 3 "Technical Provisions for Stowing and Fastening of Goods" to SMGS for carriages with a base of more than 9720 mm and supplements have been developed to Annex 1 of Chapter 1 of Annex 3 to SMGS for the calculation of welding joints, taking into account their bending behaviour.

These amendments and additions underwent the prescribed procedure and became effective from 1 July 2023.

In pursuance of the decision under sub-item 8 of item 3 of the agenda of the XLIX session of the OSJD Ministerial Conference, in 2021 the OSJD Committee concluded, Комитет ОСЖД в 2021 году concluded an agreement with the subject developer – Joint Stock Company "Scientific Research and Design Institute of Information, Automation and Communication in Railway Transport" (NIIAS JSC) for the development of standards to be included in tables 11, 12, 13 and 14 of Chapter 1 of Annex 3 "Technical Conditions for Stowage and Fastening of Goods" to SMGS for wagons with a base of more than 9720 mm and supplements to Annex 1 of Chapter 1 of Annex 3 to SMGS for the calculation of welding joints, taking into account their bending behaviour, in order to include them in Annex 3 to the SMGS Agreement. This work was completed in 2022.

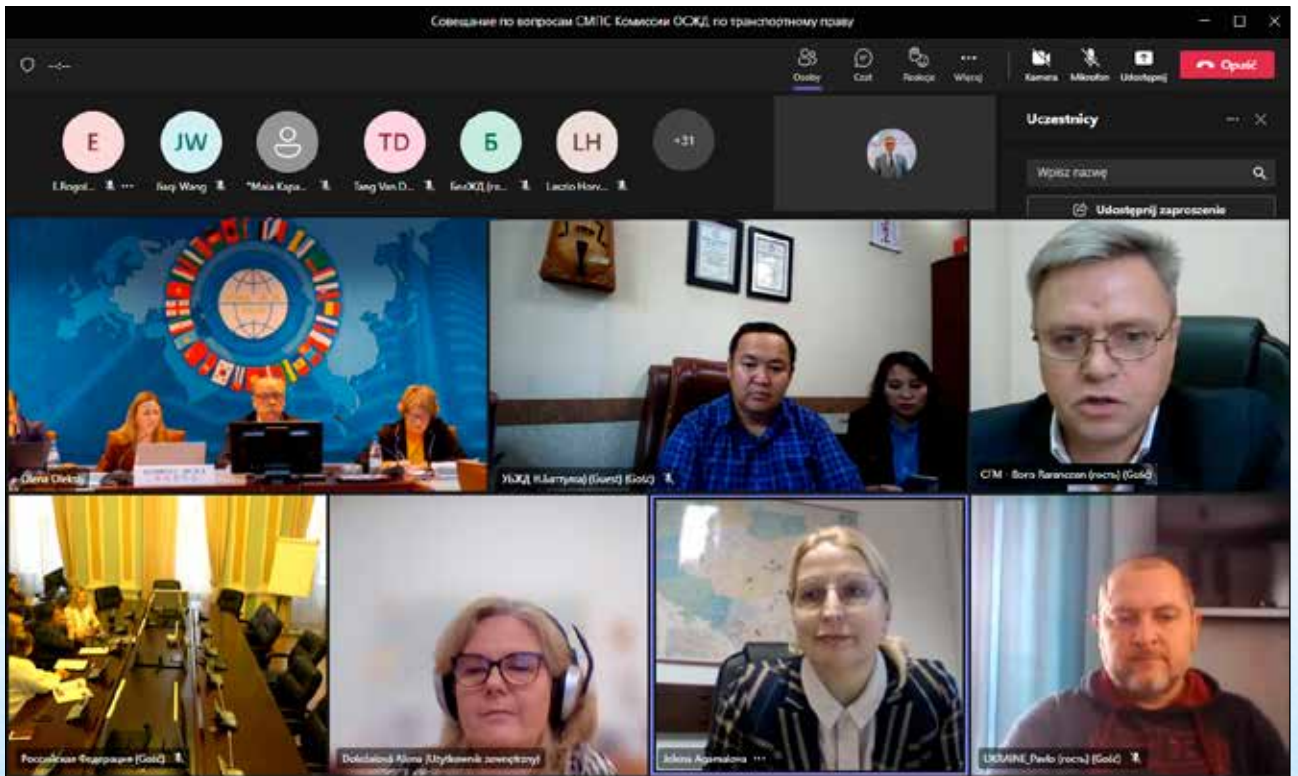
The process of organising special funding to carry out work on the subject "Development of technical provisions for stowing and fastening of goods in wagons of 1520-mm gauge" will be continued.

It should be noted that in 2022 the tendency to expand the scope of application of the CIM/SMGS consignment note was maintained. For instance, the OSJD participant from the Republic of Kazakhstan made a decision to extend the possibility of application of the CIM/SMGS consignment note for the carriage of goods from the Republic of Kazakhstan for export and announced the use of the CIM/SMGS consignment note in all directions. The application of the CIM/SMGS consignment note was also announced by the CIT participant – Cargo Trans Vagon S.A. (Romania). The OSJD Committee carried out the necessary work to introduce the appropriate amendments into Annex 6 to SMGS "CIM/SMGS Consignment Note Manual".

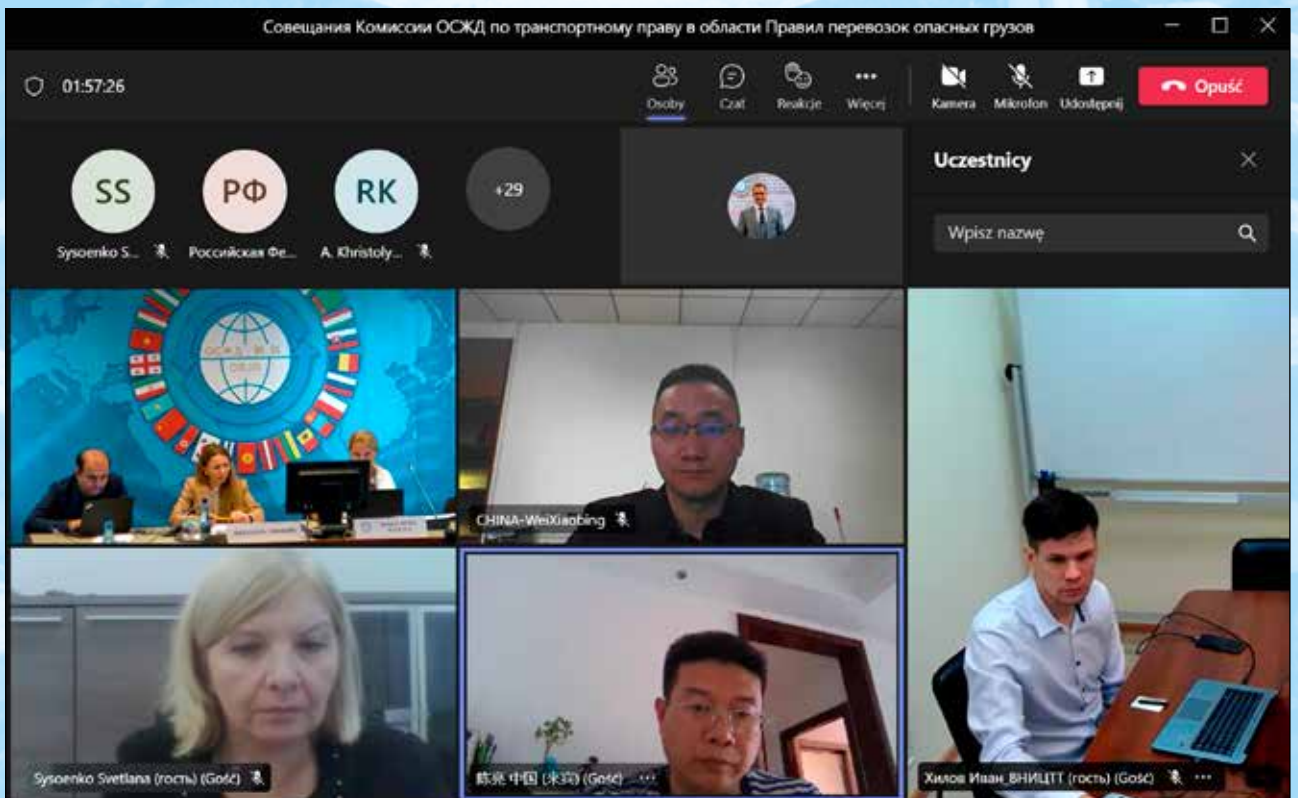
Two joint meetings with CIT were also planned for 2022: the CIM/SMGS Expert Group and the CIM/SMGS Steering Group. In view of the information received by the OSJD Committee from CIT that, taking into account the present situation, the CIT Executive Committee took a decision to postpone the joint meetings on CIM/SMGS planned for 2022 with OSJD to 2023.



Presidium of the meeting of the OSJD Commission on Transport Law on the subject "Improving the SMPS Agreement and SI to SMPS" (22-25.11.2022, OSJD Committee, using the videoconferencing mode)



Consideration of the agenda items of the meeting of the OSJD Commission on Transport Law on the subject "Improving the SMPS Agreement and SI to SMPS" (22-25.11.2022, OSJD Committee, using the videoconferencing mode)



Meeting of the OSJD Commission on Transport Law on the subject "Handling of works in the field of transport of dangerous goods" (Annex 2 to SMGS) (18-21.10.2022, OSJD Committee, using the videoconferencing mode)

3.3. Freight Traffic

In 2022, the work of the OSJD Commission on Freight Traffic (hereinafter referred to as OSJD Commission III) was carried out in the following directions:

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



Chairperson of OSJD Commission on Freight Traffic
Zubaida Aspayeva



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

These topics, falling within the competence of the Commission, were discussed at the meetings and workshops held in accordance with the Commission's Work Plan for 2022.

Within the subject **“Organisation of combined, intermodal and multimodal international traffic”**, the experts of the OSJD Commission on Freight Traffic carried out their work to improve the Agreement on Organisational and Operational Aspects of Combined Traffic between Europe and Asia (hereinafter referred to as the Agreement) and to update the Annexes to the Agreement.

This subject was discussed at the expert meeting of the OSJD Commission on Freight Traffic (6-8 April 2022, OSJD Committee, videoconferencing mode).

The proposals of the Kazakhstan party on updating (amending) Annex I “Railway lines of particular importance for international combined traffic” (hereinafter referred to as Annex I) and Annex II “Facilities of particular importance for international combined traffic” (hereinafter referred to as Annex II) to the Agreement were considered.

The OSJD Committee, as the depositary of the Agreement, announced the entry into force from 15 February 2022 of the agreed amendments to Annexes I and II to the Agreement in accordance with the procedure specified in Article 10 and item 1 of Article 11 of the Agreement.

The proposals on updating (amending) Annex I to the Agreement were received from the Russian party. The OSJD Committee, as a depositary of the Agreement, announced the entry into force from 13 June 2022 of the agreed amendments to Annex II to the Agreement in accordance with the procedure specified in item 1 of Article 11 of the Agreement.

The working staff of the OSJD Commission on Freight Traffic prepared and posted on the OSJD Website (<https://osjd.org/>) the updated texts of the Agreement as of 15 February and 13 June 2022, taking into account the announced amendments to Annexes I and II to the Agreement, and sent them to the Parties to the Agreement and interested OSJD members and railways of the OSJD member countries.

In accordance with the procedure specified in item 2 of Article IV of the OSJD Committee Regulation, the decision of the OSJD governing bodies on the transfer of the handling of the Agreement on Organisational and Operational



Opening of the final meeting of the OSJD Commission on Freight Traffic (10.10.2022, OSJD Committee, in videoconferencing mode)

Aspects of Combined Traffic in between Europe and Asia from the OSJD Commission on Freight Traffic to the OSJD Commission on Transport Policy and Development Strategy came into effect as of 1 July 2022.

The subject **“Conducting a study on the terminology of combined, intermodal and multimodal transportation (TCIMT)”** was discussed at the meetings of the consultative group of experts from UNESCAP, the Association of Transport High Schools (Russian University of Transport – RUT (MIIT)) and PLASKE JSC – OSJD affiliated enterprises with participation of the working staff of the OSJD Commission III.

At the sessions of the consultative meeting held on 28 July and 28 November 2022 the following materials and documents on the TCIMT terminology, prepared by the working staff of the OSJD Commission III, were discussed:

- table “Brief glossary of the term and definition of ‘combined transportation’ in international documents and other sources”, which additionally was supplemented by references to relevant sources provided by the UNESCAP expert;
- consolidated information “Term and definition of ‘combined transportation’ in the documents of the national level of the OSJD member countries” on the basis of information submitted by the OSJD member countries;
- the draft layout of the “OSJD Information Guide: Multimodal, Intermodal, Combined, Con trailer Transportation” (hereinafter referred to as the OSJD Information Guide), developed by the working body of the OSJD Commission III, the text of which will be available in Russian, Chinese and English languages. It was noted that the development of the draft Information Guide was preceded by thorough research and analytical work of the participants of the topic: study of differences in terminology (terms, definitions, basic concepts) used to describe freight traffic involving several modes of transport (TSMT: multimodal transport, intermodal transport, multimodal transport, intermodal transport, mixed transport, combined transport, con trailer transport). This document contains information on TSMT terminology; multimodal, intermodal, combined and con trailer transportations; practice and international experience in TSMT transportations, etc. The OSJD Information Guide, describes all existing types of TSMT and assigns to each of them a single, non-double interpretation term, since the condition of its practical usefulness is precisely the possibility of application and use by end users (e.g. railways and their contractors; state institutions, managers of transport and logistics companies; teachers and students of higher educational transport institutions, etc.). It is intended to provide practical assistance in the development of international relations and the development of common standards and tools for the transportation process. The Information Guide will be an aid in trade negotiations, as well as in the work of linguists and translators, and will provide standardised translation of terms for all.

In the course of the meeting the explanations were also given on the formation of the structure of the OSJD Information Directory, the purpose of which is to create a unified environment for the application by the users of terminology used to describe freight traffic involving several modes of transport (TSMT): multimodal transport, intermodal transport, multimodal transport, intermodal transport, mixed transport, combined transport, con trailer transport).

Various sources on terminology (international agreements, other regulatory legal acts, international documents, academic articles, etc.) were used in preparation of the OSJD Information Guide. An expert exchange of opinions was

held on the availability of sources on terminology and their use, as well as on the practical experience of organisation of transportation by several modes of transport (TSMT).

The participants of the subject considered the draft OSJD Information Guide, expressed their opinions on this project and agreed to take the draft OSJD Information Guide as a basis for further work on its finalisation within the framework of the subject "Conducting a study on the terminology of combined, intermodal and multimodal transportation (TCIMT)".

It was noted that the further course of work on the draft OSJD Information Guide implied the necessity for all participants of the subject to make additions and clarifications to the draft document.

The work on this subject is continued in 2023.

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

The railway companies of the OSJD member countries have been working on the development and organisation of combined, intermodal and multimodal freight transportation.

The availability of high quality logistics infrastructure and service contributed to the stimulation of the increase in container freight flows in multimodal and mixed traffic.

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

According to the information of the Azerbaijani Railways CJSC (AZD/ADY CJSC), containers with various cargoes are transported on a regular basis along the North-South international transport corridor (ITC). Containers were mainly sent from Russia to the Indian port of Nhava Sheva (Mumbai) and in the opposite direction. Astara Terminal (Iran) plays the role of the main hub on this route, as cargoes that arrive at Astara Terminal by rail and road are sorted and shipped via the North-South ITC. This service has made it possible to meet the growing demand for transport between the countries that are members of the North-South ITC.

In contrast to the sea transport, transportation as part of container trains along this route significantly reduces the time the cargo is in transit. A block train covers a distance of 7200 kilometres by rail along this route.

Furthermore, starting from June 2022, ADY Container LLC, a subsidiary of AZD CJSC, launched a new project that connects China with European countries through the port of Batumi (Georgia). Under the joint project of ADY Container LLC and ASCO (Azerbaijan Caspian Shipping Company) the work on organisation of container transportations in feeder vessels between the ports of Batumi (Georgia) and Constanza (Romania) was launched. The vessel makes 6 cruises per month.

Intermodal transportations involving railways of Kazakhstan, Azerbaijan, Georgia, Türkiye, Romania across the Caspian and Black Seas were developed. The first train on the Middle Corridor (TITR) was dispatched from Xi'an (Shaanxi Province, China) on 13 April 2022. The container train passed through Kazakhstan, Azerbaijan, Romania, Hungary, Slovakia, the Czech Republic and arrived in Germany, covering a total distance of 11,300 kilometres.

The new railway service helped to improve transport efficiency and reduce transportation costs.

In December 2022, the first container train with copper concentrate was shipped from Uzbekistan to Europe via the CASCA+ multimodal transport route, based on the international multimodal route Asia-Pacific (APAC) – China – Kyrgyzstan – Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Türkiye – Europe. Containers were delivered from



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the port of Turkmenbashi to the port of Baku on a feeder ship and then a container train of 91 containers of 20 feet each was sent from Baku on the route Alyat – Beyuk-Kyasik – Batumi further on a feeder ship to the Bulgarian port of Burgas. The container train runs on the route Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Bulgaria/European countries with a length of more than 4000 kilometres.

Byelorussian Railways (BC) together with railway, transport and logistics companies are working out the necessary con-

ditions aimed at the development of container freight traffic.

In September 2022, trans-portations were performed with the hitching of a container flat wagon with a loaded refrigerator trailer with temperature controlled along the whole route Russia (Chernyakhovsk station) – Belarus – Lithuania – Russia (Bely Rast transport and logistics centre) and in the opposite direction.

In January-November 2022 the Byelorussian Railway provided transit container traffic within the framework of the multimodal services of UTLC ERA JSC, an OSJD affiliated enterprise, through the port of Kaliningrad and further to the ports of Northern and Western Europe, Scandinavian countries, Great Britain etc.

In order to improve multimodal transportations, seamless passage of cargoes and development of transit potential of container transportations through Georgia using the Trans-Caspian International Transport Route (TITR), the main directions of which are cargo transportations in communication China – Kazakhstan – Azerbaijan - Georgia – Türkiye – EU countries with the help of feeder vessels through the Caspian Sea ports and in the opposite direction, the Parties to the TITR have concluded Agreements on the organisation of rail-feeder transportations through Georgia. In order to attract additional cargo traffic and increase container transit along this route, competitive tariff conditions have been established. At the same time, a second overhead crane was purchased to enhance the equipment of the Akhalkalaki container terminal.

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

In addition, operators (subsidiaries) are working closely with representatives of railways involved in TITR to organise rail-feeder traffic through the ports of Batumi/Poti (Georgia) – Constanța (Romania).

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

A promising direction for the development of trans-Eurasian transport is the formation of routes through the Kazakhstan’s seaports in the direction of the Caucasus, the Persian Gulf and Türkiye: this provides customers who have chosen rail transport with various options for transport routes.

One of the areas of development is the organisation of transit container transport via Transcaspien International Transport Route (TITR).

In 2022, the volume of the goods transported along the TITR route was 1.5 million tonnes (2.5 times more than in 2021).

A new container route was organised along the TITR: Chongqing (PRC) – Kouvola (Finland) via the port of Constanța (Romania).

Today, the transport infrastructure of the TITR allows transporting about 6 million tonnes through it, including 80,000 units in TEU.

The throughput capacity of Kazakhstan’s ports is 21.2 million tonnes per year. The seaport of Aktau and the multimodal complex of the Kuryk port are included in the network of the international transport corridors.

The volumes of cargo transshipment through the seaports of Aktau and Kuryk also increased. In the first 8 months of 2022, 1.9 million tonnes of goods were transshipped in the direction of Azerbaijan through the seaports of Kazakhstan, which is 2.1 times higher than in the same period of the previous year.

In 2022, Aktau seaport continued to develop regular container feeder routes on the Caspian Sea via TITR and the route China – Kazakhstan – Iran, including export-import container traffic.

Feeder vessels run strictly on schedule (2 times a week), without relative presence or absence of consolidated transit goods. The vessels do not wait for sufficient number of containers to “accumulate” for carriage. This gives shippers certainty in terms of delivery time.

A promising direction for the development of trans-Eurasian transport is the formation of routes through the



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Kazakhstan's seaports in the direction of the Caucasus, the Persian Gulf and Türkiye – this provides customers who have chosen rail transport with a variety of options for transport routes.

The "Kazakhstan Temir Zholy National Company" JSC is ready to offer its clients a transit time of 16 days for cargoes in container trains travelling from the Chinese port of Lianyungang to Istanbul using a feeder shipping line.

A regular feeder connection from the Aktau port to the Iranian ports of Enzeli and Amirabad has been organised. Feeder shipments on the route Turkmenbashi – Aktau port towards China are being carried out.

Currently, works on the development of in-port infrastructure of Sarzha multifunctional marine terminal are being finalised in the port of Kuryk. This year, it is planned to put into operation access railway lines, new berths and, first of all, a general cargo terminal.

The full implementation of the project, which involves the construction of new specialised terminals, will increase the port's cargo turnover to 14 million tonnes per year and expand the range of cargoes handled through general, container and bulk cargoes, as well as grain and oil cargoes, thus increasing the competitiveness of the TITR route, boosting Kazakhstan's export potential and improving the process of cargo transportation through the port of Kuryk.

In order to increase transit volumes in the Trans-Caspian direction, the issue of developing a container hub on the basis of the Aktau port is being examined. The creation of the hub is included in the National Project "Strong regions - a driver of the country's development". It is planned to develop the Trans-Caspian International Transport Route for a part of transit cargoes going from China to Europe and to develop the container line Turkmenbashi – Aktau – China.

As a result of the project implementation, container traffic is expected to increase from 40,000 to 133,000 TEUs by 2025. In addition, work is underway to build a commercial ferry fleet to link logistics routes.

A project to build a new railway line Darbaza – Maktaaral and modernise the Dostyk-Moyinty section, part of the China-Europe transit corridor, is also being developed. The current trend to strengthen land transport routes creates great opportunities and its implementation, in turn, will create a multiplicative effect on virtually all sectors of the economy. For example, the volume of transit container traffic in the direction China – Europe – China increased by 4 % year-on-year to 499,000 twenty-foot containers.

By 2025, it is planned to complete the construction of a universal transshipment terminal, a container yard, terminals and a shore base to support maritime operations.

In the first five months of 2022, the number of trains in the China-Europe direction from the Multimodal Transport Centre of the Shanghai Cooperation Demonstration Zone increased by more than 30 %, with a total of 357 freight trains dispatched in the China-Europe direction, a year-on-year increase of 37.3 %. In 2022, the China-Europe intermodal route (Xiamen – St. Petersburg Port – Europe) was launched.

A shipment of containers (with the cargo being car headlights) from Kaohsiung arrived in Xiamen by sea and then left for Russia by freight train on 4 June 2022 on the China-Europe route. The combined sea and railway transport channel via Xiamen became a new logistics solution.

A new land-sea route for China-Europe freight trains has been launched from Xi'an. In April 2022, a new China-Europe freight train route was launched from Xi'an (Shaanxi Province, Northwestern China), which crossed the Caspian Sea and the Black Sea as part of a combined rail-sea freight service.

The first train on the new route, loaded with such goods as sports equipment, clothing and bedding, left the Xi'an International Port Station on 13 April 2022, passing through Kazakhstan, Azerbaijan, Romania, Hungary, Slovakia, the Czech Republic and arrived in Mannheim, Germany, covering a distance of 11,300 km.

The new route includes countries and regions through which few China-Europe container trains have previously operated, and opens up new international trade markets for both Chinese and international enterprises. This route also represents a new transport option for Chinese and international trade and logistics enterprises.

The launch of container trains on this new route will improve transport efficiency and enable enterprises to reduce transportation costs.

Currently, 16 long-distance goods train routes operating between Xi'an and European countries operate regularly from Xi'an. They cover 45 countries and regions along the route of the Belt and Road Initiative.

China accounts for 9 of the 20 largest container ports in the world (estimated as of 17 May 2022). The automated container terminal in Shanghai in eastern China is the Shanghai Yangshan Deep Water Port.

In 2022, Shanghai Port ranked among the 20 largest container ports in the world in terms of cargo turnover. Most container ports in China, such as Ningbo-Zhoushan and the ports of Qingdao and Tianjin, are seeing an increase in demand for container transport.

A brand new Silk Road route linking the United Kingdom to the Chinese city of Xi'an has been initiated by Bahnoperator, a logistics specialist based in Duisburg, Germany. The train follows an established route across the Baltic Sea via the port of Mukran, north of Berlin, close to the Polish border. The British intermodal handling terminal is located in Hull, offering an alternative to busy facilities at British east coast ports further south.

On 30 January 2022, the first container train was launched on the route Zhanjiang-Chongqing along the new land-sea corridor. In Zhanjiang, a cooperation agreement on joint construction of the new land-sea corridor was signed at the launching ceremony of the train to Chongqing.

On 8 February 2022, a container train loaded with export goods departed from the railway dry port of Hunchun, China, to Małaszewicze, Poland, marking the start of the Ningbo-Hunchun-Europe route.

The successful launch of the route train was possible thanks to the partnership between the Chinese provinces of Jilin and Zhejiang. The train's cargo mainly arrives from the Yangtze River Delta region. After being loaded at the port of Ningbo, they are transported by sea to Yingkou, then by road and rail to Hunchun and then to European countries.



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On 28 and 30 May 2022, two container trains loaded with 156 TEUs of vehicles and equipment from Vietnam and the Philippines departed from Beilun Station (Ningbo, China) for Tuanjetsun Station (Chongqing). They then proceeded to Duisburg (Germany) and Milan (Italy), with services operated by YuXinOu, a Chinese company. This is an effective measure that will fully exploit the location advantage of the Ningbo hub port to realise the Belt and Road Initiative, as well as increase the speed and quality of intermodal traffic.

On 30 June 2022, the first China-Europe train departed from Wuwei South Station (China) for Moscow (Russia).

It passed through the Khorgos/Altyntkol border crossing and proceeded to the Bely Rast Logistics Centre in the Moscow region. This is another new China-Europe freight line inaugurated by the Tianma container train. At the moment, the line fully covers the directions in communication China – European countries, China – Central Asia countries, as well as transit through the Caspian Sea – Black Sea.

On 16 September 2022, a Qilu container train, operated by Shandong Expressway Group, was successfully dispatched from the SCO Multimodal Transport Centre in Demonstration Zone (China). The total number of Qilu departures has exceeded 800 trains since the Qilu train was first launched. The train, loaded with ceramic tiles, tyres, mechanical accessories, essential goods and other products, arrived at its destination in Uzbekistan 10 days later.

On 15 October 2022, the Chengdu (China) – Europe – Africa railway-sea multimodal transport line was launched with “Made in Sichuan” products. The launch of this route is an innovative step proposed by the Chinese Party to solve the problems of export logistics to African countries. After the launch of operations on this line, goods began to be shipped by container train from Chengdu (China) to Europe via the port of Hamburg (Germany) and then to Casablanca (Morocco).

According to the “Kyrgyz Temir Jolu National Company” State Enterprise (KRG), in order to develop combined traffic on the route Kazakhstan – Kyrgyzstan – Uzbekistan – Afghanistan in 2022, under the pilot project, transportation of 22 containers was organised.

In 2022, LTG Cargo JSC, the freight transport subsidiary of Lietuvos geležinkeliai JSC, made efforts to expand the geography of services and create new, regular intermodal routes to Europe. After the opening of Kaunas Intermodal Terminal (KIT) in 2021 and completion of test transportations, regular intermodal transportations to Duisburg (Germany) started in spring 2022. The length of the new KIT – Duisburg – KIT route is 3040 kilometres. The train runs three times a week in both directions and up to 36 units of semi-trailers and containers can be transported in one run.

Preparations are also underway for the start of regular intermodal transportations to Italy, to Trieste, one of the most important ports. During the test run, semi-trailers from KIT were first transported to Germany and from there they were delivered to Trieste by partners.

In 2022, LTG Cargo JSC started offering intermodal freight transport services from Kaunas Intermodal Terminal (KIT) to terminals in Poland. The first test transportations to Gdańsk and Małaszewicze have been completed, and the length of the KIT – Gdańsk – KIT route will be about 1100 kilometres, the length of the KIT – Małaszewicze – KIT route will be about 900 kilometres. It is planned that the cargo will be delivered one way in about 30 hours. It will be possible to transport up to 42 units of containers with various goods in one run.

In the near future, the LTG Cargo JSC plans to further strengthen intermodal transport in the western direction, thus helping customers to balance logistics chains and cope with inflation, as well as providing freight transport with CO₂ emission reductions of up to 90 %.

According to information from the Ulan-Bator Railway JSC (UBZD), intermodal transport was organised through the Erlian (KZD)/Zamyn Uud (UBZD) border crossing, where transloading from road to rail was carried out. In 2022,

6478 TEUs with import cargoes were transloaded from road to 3122 wagons.

The technological time of handling one container with transloading into a wagon and preparation of documents (consignment notes), including customs clearance, totalled 60 minutes.

On the route Kyakhta (Russia) – Altanbulag (Mongolia), timber cargo was transported and transloaded from road to rail at the Sukhe-Bator border station.

A software application was introduced in the electronic system of the UBZD JSC for transparency of information on queues when transloading cargo from cars to freight wagons.

The software ensures submission of electronic applications from consignors, use of electronic consignment notes (paperless technology), use of electronic signature and data exchange with customs and other authorities.

A working group on electronic data exchange has been set up in co-operation with China Railway State Corporation (KZD).

The UBZD JSC cooperates closely with the RZD OJSC specialists on the implementation of digital technologies and automation of document processing operations under the INTERTRAN project.

Since July 2022, the intermodal traffic between Duisbrug (Germany) and Gądkki (Poland) has been running daily. The Swiss operator Hupac has increased the number of round runs on this line from three to six. The company was able to increase the frequency of this popular service through co-operation.

The Russian Railways OJSC (RZD OJSC) continued to develop new transit transport services in 2022.

In 2022, the RZD OJSC organised a test train from St. Petersburg via Iran to Mumbai (India). Intermodal cargo was sent via the International North-South Transport Corridor. This megaproject has been under development for many years. The main objective of the corridor is to provide an alternative to the traditional routes by sea via the Suez Canal and the Mediterranean and Baltic Seas. It should reduce the travelling time between Mumbai and Moscow from forty to fourteen days. For the time being, the Caspian Sea route is being used instead of the rail transport via Azerbaijan.

The train, consisting of two 40-foot containers of wood laminate sheets, left St. Petersburg in June for the port city of Astrakhan on the Caspian Sea. At the port of Astrakhan, the cargo was reloaded to cross the Caspian Sea to the Iranian port of Enzeli, where it was delivered by road via Iran to the port city of Bandar Abbas. The cargo was then loaded onto ships at the Iranian port for delivery to Navi-Mumbai, India's largest container port. The total transit time was 25 days.

Work was carried out to develop transit traffic via the Kaliningrad Railway, a subsidiary of the RZD OJSC.

In 2022, the RZD OJSC continued to dynamically develop con trailer transport on its network, which is one of the vectors for the development of combined transport, the result of cooperation between road and rail transport modes, which allows the company to offer customers commercial flexibility and shorter delivery times.

By the end of 2022, the volume of con trailer transportations totalled 1286 wagons, which was 1.8 times higher than the same period last year (in 2021, 718 wagons were loaded).

Positive dynamics in the development of con trailer traffic on the Russian Railways network in 2021-2022 was achieved by solving a whole range of technical, technological, informational and legal tasks, among them ensuring the most important factor in the development of con trailer traffic – faster delivery. The inclusion of single wagons and groups of con trailer wagons in container trains as part of the “Freight Express” service made it possible to significantly reduce delivery times and wagon turnover rates, thus ensuring the competitiveness of the con trailer service in relation to road transport.

The main task for the further development of the con trailer service is to organise regular running of high-speed con trailer trains.

In July 2022, the first con trailer train on the Moscow - Novosibirsk - Moscow route was already dispatched, consisting entirely of 13-6987 model con trailer platforms (FIFFO Express JSC) with semi-trailers loaded on them. A special timetable was developed for the train, according to which the running time was 3.5 days. In the reverse direction, the train also left with loaded semi-trailers, and the running time was about 4 days.

This mode of transportation has a number of advantages for shippers, including guaranteed delivery time of cargoes according to the developed schedule, setting up “end-to-end” logistic processes during transportation by various modes of transport and achieving the corresponding economic effect.

In addition, the scaling up of con trailer transport will make it possible to:

- increase accessibility of remote regions of the country with low-quality road networks but with developed railway infrastructure;
- reduce the time required to pass customs checkpoints across the state border of the Russian Federation, taking into account the problem of congestion of road carriers at a number of road border checkpoints at present;
- reduce environmental pollution by reducing emissions of CO₂ into the atmosphere;
- reduce wear and tear of the road surface and reduce the number of road accidents involving heavy vehicles.

In order to create attractive services for customers, the regulatory documents of RZD OJSC concerning con trailer transportations have been improved:

- the procedure for preparation and admission of the con trailers for transport;
- the procedure of registration of transport documents for the return of loading and fastening means (basket);

- the procedure for inclusion of wagons with trailers in container trains and calculation of container train capacity;
- the procedure for checking the readiness of routes for the passage of trailer trains and the conditions for their passage was updated;
- an agreement was concluded between the RZD OJSC and the Federal Freight (FGK) JSC to define the procedure for organising full-scale inspection of trailer routes;
- amendments were made to the local technical conditions for the placement and attachment of semi-trailers for motor vehicles on flatcars of model 13-5205 (RZD OJSC order No. 158r and 159r as of 20.08.2021);
- the procedure to be followed by employees of the RZD OJSC when organising trailer transportation in container trains and "Freight Express" trains;
- the procedure for registering road trains, trailers, semi-trailers, removable car bodies, empty or loaded, in freight wagons in information systems for railway transport (RZD OJSC order No. 2380/r as of 08.11.2021);
- amendments to the Standard Technological Process for Organising the Delivery of Cargo using the "Freight Express" service, in terms of the possibility of including in the "Freight Express" train trailers placed in accordance with Russian Ministry of Transport Order No. 278 as of 26.07.2017 "On Approval of the Technical Conditions for Stowage and Fastening of Trailers" (RZD OJSC order No. 2447/r as of 16.11.2021);
- amendments to the Procedure for Organising the Carriage of Loaded and Empty Containers in Container Trains, approved by the RZD OJSC order No. 2191/r as of 02.10.2020, with regard to calculating the capacity of a container train when it includes wagons with trailers (RZD OJSC order No. 2802/r as of 13.12.2021).

The AS ETRAN software was also finalised.

New stations were opened to operate with trailers. Currently, 24 stations are open on a permanent basis, 13 stations are open on a temporary basis; the list of routes verified for organisation of transportations in the trailer outline has been expanded to 17 units.

In order to regulate international trailer traffic at the legislative level, an agreed list of normative legal acts requiring amendments for organisation of state control as regards trailer traffic has been worked out.

The RZD OJSC, together with the Russian Ministry of Transport and the Federal Customs Service, have agreed on the need to amend the Customs Code and the Law on Customs Regulation.

In 2022, the Estonian Railway JSC (EVR) carried out work on the organisation of trailer traffic. Two test consignments were made.

In order to increase the volume of containerised freight transportations in international traffic, in 2022 "TransContainer" PJSC, an OSJD affiliated enterprise, developed and launched the following services:

- multimodal service for cargo transportation from Russia and CIS countries to Vietnam and in the reverse direction: within the service, export cargoes were shipped from various regions of Russia, Kazakhstan and Uzbekistan by rail, then transported by sea to the Chinese port of Nansha, from where they proceeded to the Vietnamese ports of Haiphong and Ho Chi Minh City; the service also operates in the opposite direction for the delivery of imports;
- multimodal service for freight transportation between Russia and Türkiye via Novorossiysk and the port of the Türkiye city of Mersin: the service also operates in the opposite direction for the delivery of imports; shipments from Novorossiysk and Mersin were made twice a month, with a transit time of 6 days on the sea shoulder;
- regular service for freight transportation along a multimodal route between Russian regions and the Indian port of Nava Sheva (Mumbai) via Novorossiysk and the Suez Canal: the goods were shipped to India twice a month according to an agreed schedule, with a transit time by sea of about 14-15 days; as part of the service, transportation by an outsourced feeder vessel from the port of Nava Sheva to the port of the Indian city of Mundra, as well as door-to-door delivery with road transport within India, was also available upon customer request;
- multimodal service for transportation of imported cargo from China to Rostov Region and Krasnodar Territory: transit time by sea from the ports of Taicang, Ningbo and Dalian was 4 days, by rail – 12 days;
- multimodal service for transportation of goods from Türkiye to Kazakhstan via the ports of Istanbul and Novorossiysk and the Ozinki (Russia)/Semiglaviy Mar (Kazakhstan) border crossing: transit time was about 30 days;
- multimodal service for freight transportation from Chinese ports of Taicang and Ningbo to Moscow, Yekaterinburg, Novosibirsk, St. Petersburg, Krasnoyarsk and other Russian cities: transit time on the sea shoulder was 3-4 days.

Tariff-related issues were addressed as part of discussions on two subjects: **"Improving the Agreement on the 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"**.

Due to the absence of objections from the Parties to the ETT Agreement and in accordance with Article 8, item 2 of the Agreement, the OSJD Committee, as the depositary of the ETT Agreement, announced the accession of the Agency "Türkmen demirýollary" ("Turkmenistan Railways") of the Transport and Communication Agency under the Cabinet of Ministers of Turkmenistan (TRK) to the ETT Agreement with effect from 5 June 2022.



XXXIII meeting of the representatives of the Parties to the Agreement on the International Railway Transit Tariff on the subject "Improving the Agreement on the International Railway Transit Tariff (MTT) and updating the MTT Tariff" (from 28.06.2022 till 01.07.2022, Tbilisi, Georgia)

In connection with the accession of TRC to the Agreement as a Party to the ETT Agreement as of 5 June 2022, it was agreed to make the relevant additions to the ETT Agreement and to the ETT.

At the meeting of the representatives of the Parties to the ETT Agreement (17-20 May 2022, OSJD Committee, Warsaw, videoconferencing mode) the proposals were discussed, comments and positions of the Parties to the ETT Agreement (hereinafter referred to as the Agreement) were taken into account and agreed upon:

- on improving and updating the Agreement, received from the OSJD Committee, as a depository of the Agreement, as well as from the representatives of the Parties to the Agreement, received during the meeting, concerning the accession of TRK from 5 June 2022 to the Agreement and clarification of the procedure for accession to the Agreement or termination of participation in it, as well as provisions on the procedure for announcing (putting into effect) additions or amendments to the Agreement and to the ETT Tariff, related to these actions (accession/termination);
- on updating the ETT Tariff, received from "Kazakhstan Temir Zholy National Company" JSC (KZH), O'zbekiston temir yo'llari JSC (UTI) and the OSJD Committee, as the depository of the Agreement, as well as from the representatives of the Parties to the Agreement, received during the meeting, concerning:
 - 1) clarification in the title of Section II "Procedure for publication of the Unified Transit Tariff, amendments and additions to it" due to the absence of the procedure for publication of the ETT, amendments and additions to it in this section;
 - 2) publication of amendments and additions to the ETT in the Republic of Uzbekistan;
 - 3) Section "Calculation and collection of carriage charges", related to:
 - updating Paragraph 23 "Charges for the carriage of dangerous goods" in order to improve the structure of the ETT text and editorial clarifications of tariff conditions;
 - updating Paragraph 28 "Charges for carriage of a deceased person" in order to clarify the procedure for calculating carriage charges for the carriage of items belonging to a deceased person and carried in the same wagon;
 - clarification of the procedure for calculating charges for the carriage of postal items in connection with the establishment of a new GNG code for the carriage of postal items in a wagon and in a container;
 - 4) Section "Tables of transit distances", related to:
 - updating of the tables of transit distances of railways of Azerbaijan, Belarus, Georgia, Kazakhstan, China, DPRK, Kyrgyz Republic, Latvia, Lithuania, Moldova, Mongolia, Russia, Tajikistan and Uzbekistan;
 - editorial clarifications in the text of the Section;
 - 5) Section "Additional charges and other payments", related to:
 - clarification of the procedure and conditions for charging a fee for the delay of a wagon, container or cargo on its axles on a transit railway for reasons beyond the carrier's control;
 - clarification of the procedure and conditions for charging a fee for locomotive shunting when a wagon or container is delayed on a transit railway;
 - clarification of the provisions concerning calculation and collection of charges for cold transport during carriage in isothermal wagons and for provision of fuel during carriage with heating, as well as bringing them into

uniformity with the ETT text;

- updating of the table of charges for cold transport on the railway of the Republic of Kazakhstan;

6) editorial improvements to the text of the ETT.

The amendments and additions to the Agreement and to the ETT Tariff agreed upon by the Parties to the Agreement were announced by the OSJD Committee, the depositary of the Agreement, with effect from 5 September 2022.

The OSJD Committee, being the depositary of the Agreement, in accordance with the provisions of the Agreement and on the basis of the official notifications of the Parties to the Agreement in 2022, announced the changes and additions to the tables of transit distances of the Parties to the Agreement.

Calculation of the carriage charge according to the tariff rate of the 1st and 2nd tariff classes of the ETT in accordance with the provisions of paragraph 14 "Charges for carriage of cargo in a wagon" of Section III "Calculation and collection of carriage charges" of the ETT for cargoes with new GNG codes, introduced from 1 June 2022

The working staff of the OSJD Commission prepared and sent in electronic form the updated texts of the Agreement on ETT and the ETT Tariff as of 1 September, as of 5 June, as of 10 June and as of 5 September 2022 with regard to the announced amendments and additions, which have been also posted on the OSJD Website (<https://osjd.org/>).

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

The XXXIII meeting of the representatives of the Parties to the MTT Agreement (from 28 June till 1 July 2022, Tbilisi, Georgia), having considered the proposals, took into account the comments and positions of the Parties to the MTT Agreement on:

- improving the MTT Agreement, received from the OSJD Committee as the depositary of the Agreement;
- updating the MTT Tariff, submitted by the Byelorussian Railway (BC), "Kazakhstan Temir Zholy National Company" JSC (KZH), "O'zbekiston temir yo'llari" JSC (UTI) and the OSJD Committee as the depositary of the Agreement, as well as from the representatives of the Parties to the Agreement, received during the meeting.

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

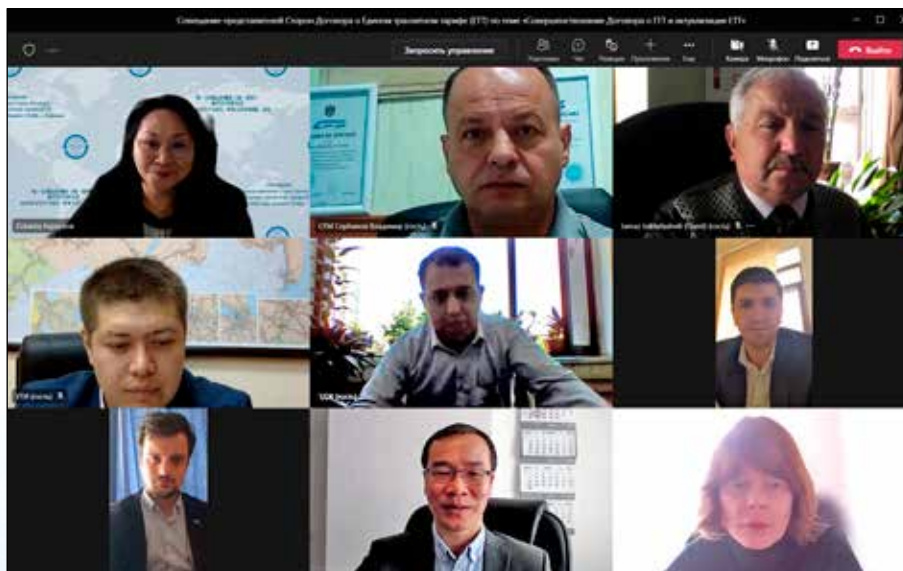
- accession of TRK from 19 May 2022 to the Agreement;
- editorial clarification concerning the publication of the MTT Tariff in the official languages of the Parties to the Agreement;
- specification of rolling stock as cargo on its own axles when calculating charges for the carriage of cargo on its own axles;
- improvement of the structure of the MTT text and editorial clarifications on the application of tariff conditions for the carriage of dangerous goods;
- amendments to the MTT text concerning the updating of tariff conditions for the carriage of dangerous goods;
- clarification of the procedure for calculating the carriage charge for perishable cargo;
- updating the tables of tariff rates for the carriage of universal large-tonnage and medium-tonnage containers;
- clarification of the procedure for calculating charges for the carriage of postal items in connection with the



Participants in the XXXIII meeting of the representatives of the Parties to the Agreement on the International Railway Transit Tariff on the subject "Improving the Agreement on MTT and updating the MTT Tariff" (from 28.06.2022 till 01.07.2022, Tbilisi, Georgia)

establishment of a new GNG code for the carriage of postal items in a wagon and in a container;

- editorial clarification on the template for the table of transit distances;
- editorial clarifications to the text of Section I, "Tables of transit distances";
- updating of the tables of transit distances of the railways of Belarus, Georgia, Kazakhstan, Lithuania, Moldova, Russia and Uzbekistan;
- editorial corrections throughout the entire MTT text.



Opening of the meeting of the representatives of the Parties to the Agreement on the Uniform Transit Tariff (ETT) on the subject "Improving the Agreement on ETT and updating the ETT Tariff" (17.05.2022, OSJD Committee)

Due to the accession of TRK

to the Agreement as a Party to the MTT Agreement from 19 May 2022, the relevant additions to the MTT Agreement and to the MTT Tariff were agreed.

The amendments and additions to the MTT Tariff agreed upon by the Parties to the Agreement were declared by the OSJD Committee, as a depositary of the Agreement, with effect from 22 July and 30 September 2022.

In accordance with the provisions of the Agreement and on the basis of the official notifications of the Parties to the Agreement, the OSJD Committee, being the depositary of the Agreement, announced the amendments and additions to the tables of transit distances of the Parties to the Agreement in the course of 2022.

The working staff of the OSJD Commission prepared and sent in electronic form the updated texts of the Agreement and the MTT Tariff as of 19 May 2022 and the updated text of the MTT Tariff as of 22 July and 1 October 2022, taking into account the announced amendments and additions, which were also posted on the OSJD Website (<https://osjd.org/>).

In accordance with item 5 of Article 4 of the MTT Agreement, the OSJD Committee, as the depositary of the Agreement, issued and sent to the Parties to the MTT Agreement and to the interested observers and OSJD affiliated enterprises certified copies of the updated texts of the Agreement and the MTT Tariff as of 1 January 2023.

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

The issue of updating Appendix 17 "Methodology for calculating the rates of charges for the use of wagons, bogies and wagons without bogies" to the PGW (hereinafter referred to as the Methodology) and making the relevant amendments to the PGW was considered at the meeting of experts of the Parties to the PGW Agreement (7-8 April 2022, OSJD Committee, Warsaw, videoconferencing mode).

Works were continued on the possibility of using an average depreciation rate by wagon subgroups when calculating the draft freight wagon usage rates, which would reduce the amount of input data sent by railway companies and avoid errors in the calculation of freight wagon usage rates. The leading duty holder of the project, RZD OJSC, summarised data from the Parties to the PGW Agreement: Hungary (MAV Co., RCH CJSC) and Poland (PKP Cargo JSC) on depreciation rates for biaxial wagons in order to reflect them in Appendix 2 to the Methodology.

The participants of the meeting – Parties to the PGW Agreement considered the changes proposed by the leading duty holder of the project to sub-items 1.3.3, 1.3.5 and 3.2 of the Methodology and preliminary agreed to make changes to sub-items 1.3.3 (the decision was made by a simple majority of votes as a result of voting) and 1.3.5 of the Methodology.

The proposals of the Parties to the Agreement – MAV Co. and RCH CJSC, concerning the increase of the cost of 1 kg of tare for biaxial wagons, especially for flat wagons, to the level of cost for four-axle wagons due to its low value, were considered. As a result of the discussion, the participants of the meeting requested MAV Co. and RCH CJSC to send their proposals and comments on this issue to the Parties to the Agreement for the possibility of further discussion at the meeting of the authorised representatives of the Parties to the PGW Agreement (20-23 June 2022, OSJD Committee, Warsaw, videoconferencing mode).

Based on the results of consideration of the proposals received by the Parties to the Agreement from: Belarus

(BC), Latvia (LDZ Cargo), Lithuania (LTG) and Moldova (CFM), the participants of the meeting agreed on amendments to sub-item 15.6 of Annex B (B) to the Agreement.

The issue of updating the rates of charge for the use of freight wagons and bogies in international traffic was preliminarily considered at the meeting of the Working Group of the Parties to the Agreement for the Calculation of Rates (11-12 May 2022, OSJD Committee, Warsaw, videoconferencing mode).

The leading duty holder of the project – RZD OJSC provided the results of the preliminary calculation of the draft rates of charge.

The meeting participants stated that the calculations of the draft rates were made in accordance with the Methodology, but in order to prepare the final calculation and make a decision on changing the level of rates of charge to the Parties to the Agreement, a number of Parties to the Agreement are required:

- to specify their baseline data for 2021;
- to send explanations on changes in the level of expenses for maintenance of the freight wagon fleet in 2021;
- to send the baseline data for 2021.

The following changes were tentatively agreed at the meeting:

1) in sub-item 1.2.3 of the Methodology in order to clarify the scope of explanations concerning data for any freight wagon subgroup for which there was a significant increase in the amount of freight wagon fleet maintenance costs as compared to the previous year;

2) to sub-items 1.2.4, 1.2.5, 1.3.3, 1.3.5 and 3.2 of the Methodology in order to optimise the Methodology; it was decided to establish the frequency of calculation (revision) of the depreciation rate for freight wagon subgroups based on data provided by railway companies once every three years.

The issues on coordination of amendments and additions to the PGW Agreement and on updating the rates of payment for the use of freight wagons and bogies in international traffic were discussed at the meeting of the authorised representatives of the Parties to the PGW Agreement (20-23 June 2022, OSJD Committee, Warsaw, videoconferencing mode).

The following amendments and additions were agreed upon by the Parties to the Agreement - participants of the meeting:

- 1) to Annex B (B) "Rules for the use of freight wagons in international traffic (PGW)" to the Agreement:
 - to sub-item 15.6, concerning editorial revision and clarification of the provision regarding the submission of a claim;
 - to sub-item 16.2, concerning the introduction of a new Annex 38 "Procedure for the submission of information on shared wagons of the Parties to the PGW Agreement" to the PGW;
- 2) to Annex 17 "Methodology for calculating the rates of charges for the use of wagons, bogies and wagons without bogies" to the PGW:
 - to sub-item 1.2.3, related to clarification of the scope of explanations concerning data for any wagon subgroup in respect of which there has been a significant increase in the amount of wagon fleet maintenance costs in relation to the previous year;
 - to sub-items 1.2.4, 1.2.5, 1.3.3 and 3.2, related to the purpose of establishing in the Methodology an "averaged" depreciation rate by wagon subgroup, which will reduce the amount of input data sent by railway companies when calculating freight wagon usage rates and will also make it possible to avoid calculation errors;
- 3) to Annex 2 to the Methodology concerning the establishment of depreciation charge rates by freight wagon subgroups.

In addition, the Parties to the Agreement – participants of the meeting considered it expedient to continue the work on optimisation of the Methodology in terms of determination of the weighted average cost of 1 kg of tare of a wagon in complex linkage with necessary amendments to Annex 9 "Cost per one kg of wagon tare" to the PGW, taking into account the proposals of the Parties to the Agreement at the next expert meeting.

Taking into account additional data received from the Parties to the Agreement and taking into account the updated initial data from a number of Parties to the Agreement on changes due to the increase of freight wagon fleet maintenance costs (by 50 % or more) compared to the 2020 data, the leading executor presented the results of the



Presidium of the meeting of Authorised representatives of the Parties to the PGW Agreement on the subject "Improving the Agreement on the Use of Freight Wagons in International Traffic (PGW)" (20-23.06.2022, OSJD Committee, using the videoconferencing mode)

updated calculation of the draft rates of charges for the use of freight wagons, bogies and wagons without bogies in international traffic. Proposals to change the rates of charges for the use of freight wagons, bogies and wagons without bogies in international traffic in accordance with Article 7 of the Agreement were not adopted following the voting results.

As the inflation rate (change in consumer prices) for 2021 was 0.6 %, in accordance with the provisions of sub-item 1.3.6 of the Methodology, the rates of charge for the use of freight wagons are not subject to indexation.

In accordance with item 6 of Article 7 "Amendments to the PGW" of the Agreement, the decision on the amendments to the Agreement agreed upon at the meeting of the authorised representatives of the Parties to the PGW Agreement was announced on 5 September 2022 by the OSJD Committee, as the depositary of the Agreement, with effect from 1 January 2023.

The OSJD Committee, as the depositary of the Agreement, issued the updated text of the PGW Agreement with annexes as of 1 January 2022.

On 1 July 2022, the railway company from Romania – "Cargo Trans Vagon" JSC (CTV) joined the Agreement. The OSJD Committee, as the depositary of the Agreement, introduced the relevant amendments:

- to Annex A "List of the Parties to the PGW Agreement" to the Agreement;
- to Annex 1-I "Addresses of the Parties to the Agreement" to the PGW;
- to Annex 2-I "List of delivering/receiving railway companies" to the PGW;
- to Annex 3-I "List of Abbreviated Names and Codes of Railway Companies" to the PGW.

The OSJD Committee, as a depositary of the Agreement, informed all the Parties to the Agreement about these changes.

In view of the accession to the Agreement of a new Party – JSC "Cargo Trans Vagon", the OSJD Committee, as the depositary of the Agreement, prepared and sent to the Parties to the Agreement the amendments to the effective Table of distribution of the voting shares of the Parties to the Agreement as of 1 July 2022. The validity period of this Table is till 31 August 2022.

On the basis of the data submitted by the Parties to the Agreement, the OSJD Committee, as the depositary of the Agreement, made the calculation of the shares of votes of each Party to the PGW Agreement. The table of distribution of the voting shares as of 1 September 2022 was sent to all Parties to the Agreement.

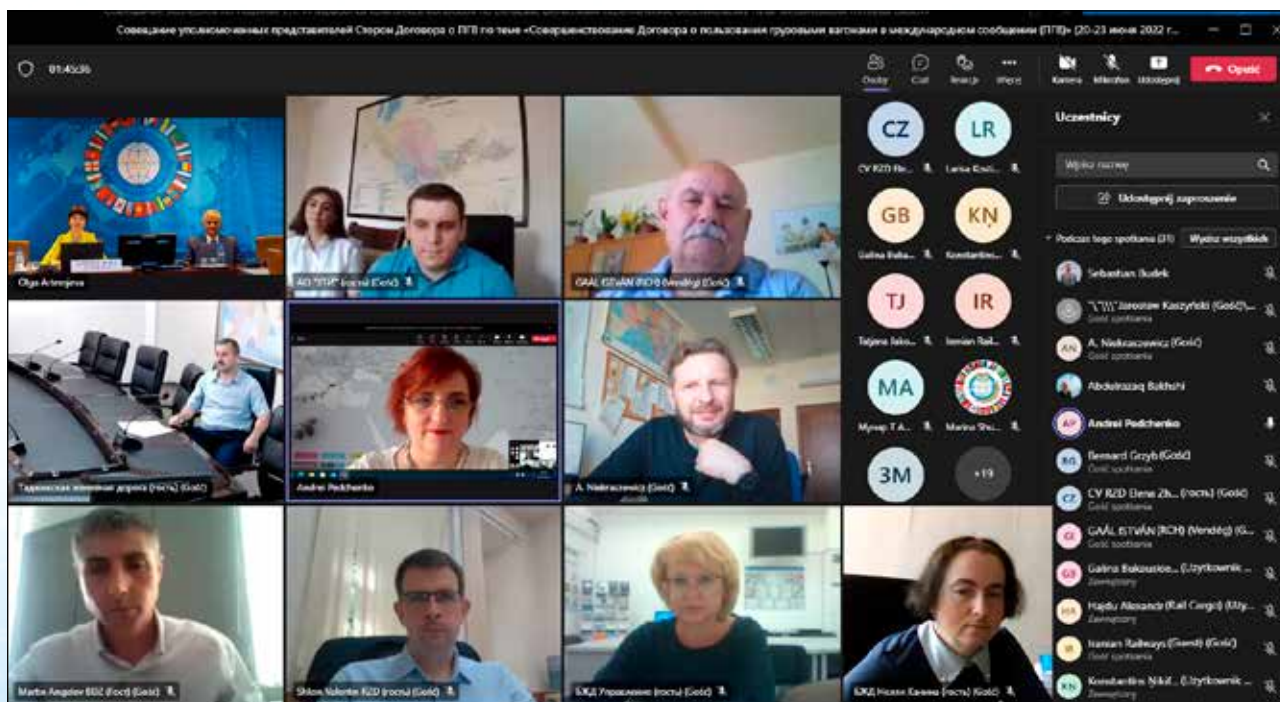
On the basis of official notifications from the Parties to the Agreement from KZH and RZD OJSC, during 2022, the OSJD Committee, as a depositary of the Agreement:

- made relevant amendments to Annex 1-I "Addresses of the Parties to the Agreement" to the PGW;
- informed the Parties to the Agreement about the respective amendments and their effective dates.

The updated text of the PGW Agreement with its appendices, prepared by the working staff of the OSJD Commission in view of the announced changes, as of 1 January 2023, is available on the OSJD Website (<https://osjd.org/>).



Participants in the expert meeting on the issue of "Identification of the status of shared freight wagons for their accounting" (04-05.04.2023, OSJD Committee)



Consideration of the agenda items of the meeting of Authorised representatives of the Parties to the PGW Agreement on the subject "Improving the Agreement on the Use of Freight Wagons in International Traffic (PGW)" (20-23.06.2022, OSJD Committee, using the videoconferencing mode)

Within the framework of the subject "**The Use of Freight Wagons in International Traffic**", the issue of identification of the status of jointly used freight wagons for their accounting was considered:

- 1) at the meeting of experts of the Parties to the PGW Agreement (5-6 April 2022, OSJD Committee, Warsaw, videoconferencing mode).

According to the adopted agenda of the meeting, the positions presented by the Parties to the Agreement from: Belarus (BC), China (KZD), Latvia (LDZ Cargo), Lithuania (LTG), Poland (PKP Cargo JSC), Russia (RZD OJSC) and Estonia (EVR), as well as proposals received during the meeting on the draft document "Procedure for transfer of information on jointly used wagons of the Parties to the PGW Agreement" (hereinafter referred to as the draft Procedure) and taking into account the results of the discussion the Parties to the Agreement – participants of the meeting agreed on the draft Procedure, noting the need for further continuation of work.

When considering the presented positions of the following Parties to the Agreement: Hungary (MAV Co., RCH Co.), Latvia (LDZ Cargo), Lithuania (LTG), and Russia (RZD OJSC) on the amendment of item 16.2 of Annex B to the Agreement, the participants of the meeting developed an addition to item 16.2 of Appendix B (Б) to the Agreement with a second proposal in order to introduce in the PGW a reference to the recommended procedure for mutual informing of jointly used wagons between the interested Parties to the Agreement;

- 2) in the course of work of the meeting of the authorised representatives of the Parties to the PGW Agreement (20-23 June 2022, OSJD Committee, Warsaw, videoconferencing mode), a discussion was also held on the issue of identification of the status of jointly used freight wagons for their accounting in connection with the need to settle the issue of determining the owner and status of jointly used wagons.

Based on the results of the discussion, the meeting participants prepared and agreed on a new Annex 38 "Procedure for transfer of information on jointly used wagons of the Parties to the PGW Agreement" to the PGW and noted the need to continue work next year on the creation of a new information platform for electronic data exchange on jointly used wagons or the use of already existing information bases.

In accordance with the Work Plan of the OSJD Commission for 2022, the OSJD Commission specialist took part as an observer in the work of the UNECE ITC Group of Experts on the Permanent Identification of Railway Rolling Stock.

In the reporting period, the railways of the OSJD member countries carried out work to **update the Harmonised Nomenclature of Goods (GNG)**.

The leading drafter/duty holder of the GNG in OSJD – Russian Railways OJSC prepared a draft of amendments and additions to the GNG in view of the proposals and comments of the railways of the OSJD member countries that apply the GNG.

In order to consider the issues on the subject of "Improvement and Updating of the Harmonised Nomenclature of Goods (GNG)" a meeting of the OSJD Commission on Freight Traffic was held in the videoconferencing mode (22-

25 March 2022, OSJD Committee, Warsaw).

The draft amendments and additions to the GNG, developed and prepared by the leading developer of the GNG in OSJD – RZD OJSC on the basis of the NHM version 2022, changes in the Harmonised Commodity Description and Coding System of the World Customs Organisation (HS WCO) and in the Combined Nomenclature of the European Union (CN), put into effect from 1 January 2022, were considered and agreed upon, taking into account the submitted proposals, comments and positions from: “Kazakhstan Temir Zholy National Company” JSC (KZH), “Kyrgyz Temir Zholu National Company” State Enterprise (KRG), “Lietuvos geležinkeliai” JSC (LTG), Railway of Moldova State Enterprise (CFM), “Rohi ohani Tojikiston” State Unitary Enterprise (TDZ), Ukrainian Railways JSC (UZ) and the OSJD Committee as the depositary of the GNG.

The amendments and additions to the GNG are aimed at improving and updating the GNG in order to ensure its harmonisation with the UIC Harmonised Nomenclature of Goods – NHM version 2022.

The agreed draft amendments and additions to the GNG was approved by the members of the Conference of General Directors (Authorised Representatives) of the OSJD Railways in accordance with the procedure stipulated in item 2, Article IV, of the OSJD Committee Regulations.

The OSJD Committee, as the depositary of the GNG, announced the entry into force from 1 June 2022 of the approved amendments and additions to the GNG.

The OSJD Committee issued the updated text of the GNG as of 1 June 2022, the layout of which was prepared by the leading duty holder in cooperation with the working staff of the OSJD Commission and sent to all the railways of the OSJD member countries, interested OSJD observers and affiliated enterprises in the electronic form, as well as its certified copy.

The text of the GNG as of 1 June 2022 is available on the OSJD Website (<https://osjd.org/>). The OSJD Committee, as the depositary of the GNG, announced that the approved amendments and additions to the GNG would be put into effect from 1 June 2022.

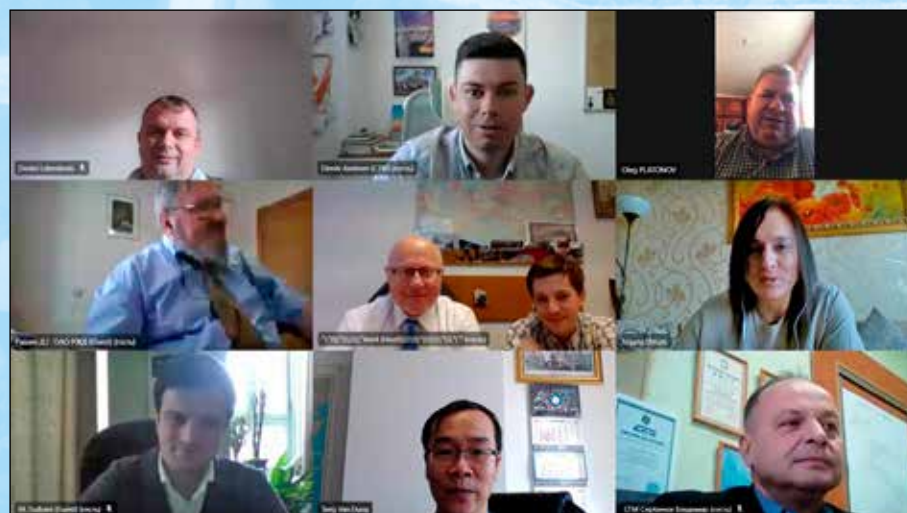
As part of cooperation between OSJD and UIC, the representatives of railway enterprises and companies of the OSJD member countries from: Lithuania (LTG Cargo JSC), Russia (RZD OJSC), Romania (CFR Marfa JSC), Slovakia (ZSSK Cargo), Czech Republic (ČD Cargo), Ukraine (UZ); OSJD affiliated enterprises – CTM LLC and Unicom Transit JSC, as well as the OSJD Committee took part in the work of the annual meeting of the UIC Steering Committee on NHM/DIUM (hereinafter referred to as the UIC SC), which was held on 16-17 February 2022 in the videoconferencing mode.

In the course of the meeting, the OSJD delegation raised the issue of establishing a code for international mail items transported in freight wagons. The President of the UIC SC Rocsana Simoiu noted that this issue will be proposed for consideration within the framework of the meetings of UIC NHM Support Group. It was also proposed to reconsider the issue of harmonisation of the EU Customs Union Combined Nomenclature (CN) and the Eurasian Economic Union Commodity Nomenclature of Foreign Economic Activities (EAEU TN VED). For the purpose of correct classification of goods in international freight traffic the leading developer analysed the compliance of the Combined Nomenclature of the Customs Union of the EU (CN) and Eurasian Economic Union Commodity Nomenclature of Foreign Economic Activities (EAEU TN VED). As a result, the inconsistency of these nomenclatures was estab-

lished. The leading developer analysed the compliance of the Combined Nomenclature of the Customs Union of the EU (CN) and Eurasian Economic Union Commodity Nomenclature of Foreign Economic Activities (EAEU TN VED). As a result, the inconsistency of these nomenclatures was estab-



Opening of the meeting to consider the subjects “Updating the Harmonised Nomenclature of Goods (GNG)” and “Updating the List of Freight Stations of the OSJD Railways” (22-25.03.2022, OSJD Committee, in the videoconferencing mode)



During the consideration of the agenda items of the meeting on the subjects “Updating the Harmonised Nomenclature of Goods (GNG)” and “Updating the List of Freight Stations of the OSJD Railways” (22-25.03.2022, OSJD Committee, in the videoconferencing mode)

lished. The leading developer analysed the compliance of the Combined Nomenclature of the Customs Union of the EU (CN) and Eurasian Economic Union Commodity Nomenclature of Foreign Economic Activities (EAEU TN VED). As a result, the inconsistency of these nomenclatures was estab-

lished for more than 700 items (missing codes in one of the nomenclatures, different percentages of cargo components under the same code, etc.).

Furthermore, at this meeting the OSJD delegation noted the existing differences in NHM codes in relation to GNG codes. It was proposed to discuss this issue within the framework of Support Group NHM.

At the meeting the amendments and additions to the NHM were approved with effect from 1 May 2022. In the course of the meeting the President of the UIC SC noted that the cooperation between the two Organisations was at a high level and contributed to the harmonisation of the OSJD and UIC documents.



Opening of the meeting of the OSJD Commission on Freight Traffic on the subjects "Updating the Harmonised Nomenclature of Goods (GNG)" and "Updating the List of Freight Stations of the OSJD Railways" (28.03.2023, OSJD Committee, in the videoconferencing mode)

The subject "**Updating of the Directory of Freight Stations of the OSJD Railways**" was discussed at the meeting of the OSJD Commission on Freight Traffic (22-25 March 2022, OSJD Committee, Warsaw, videoconferencing mode) with participation of the experts of the OSJD Permanent Working Group on Coding and Information Technology (PWG CI), representatives of the OSJD affiliated enterprises – CTM LLC and Unicom Transit JSC, OSJD Committee and President of the UIC Steering Committee on NHM/DIUM.

The data are provided by the railways of the OSJD member countries in accordance with the provisions of OSJD Leaflet O 405 "Regulations on developing and managing the Directory of cargo stations of the OSJD railways" (III edition), the actual text of which is available on the OSJD Website (<https://osjd.org/>).

The Directory of cargo stations of the railways of the OSJD member countries (hereinafter referred to as the Directory) is an important document, as the information it contains is used for issuing SMGS and CIM/SMGS consignment notes.

The Directory contains:

- general information (code and name of the road, date of updating the List, contact details and other information);
- full alphabetical list of cargo stations (indicating the codes of each station) open for freight and commercial operations, indicating the names of cargo stations with Latin transliteration, which is an important factor for customers when filling in SMGS and CIM/SMGS consignment notes (this is the correct indication of the names of departure and destination stations);
- border crossings (indicating the codes of each border crossing);
- a schematic map of border crossings;
- distance tables (tariff distances between cargo stations and crossing points/port stations; transit tariff distances between border crossings).

In the course of 2021-2022, the following railways of the OSJD member countries updated their data in the Directory: ADY CJSC (as of 01.07.2021), BDZ Cargo EOOD (as of 01.07.2021), MAV Co. (as of 01.07.2022), VZD (as of 09.02.2021), GR (as of 01.07.2022), KZH (as of 12.04.2022), KZD (as of 01.07.2022), KRG (as of 01.04.2022), LDZ (as of 01.01. 2021), CFM (as of 16.05.2022), PKP JSC (as of 01.07.2022), RZD OJSC (as of 12.02.2021), "CFR"-S.A. (01.01.2022), ZSSK Cargo (as of 04.03.03.2022), TDZ (as of 01.07.2021), TRK (as of 01.05.2021), UTI (as of 01.01.2021), UZ (as of 01.07.2022), ČD Cargo (as of 01.03.2022).

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

The subject "**Organisation of large-capacity container traffic in communication between Europe and Asia**" was discussed at the expert meeting of the OSJD Commission (30 August – 2 September 2022, OSJD Committee, Warsaw, videoconferencing mode).

The experts of the OSJD Commission carried out work on this subject in accordance with the approved Work Plan of the Commission for 2022 in the following areas.

The leading duty holder "Kazakhstan Temir Zholy National Company" JSC (KZH) carried out the work on updating the database of container trains and contrailer transportation in international traffic. Up-to-date information was

provided by the railways of the OSJD member countries: ADY CJSC, BC, GR, KZH, KRG, LTG Cargo JSC, CFM, RZD OJSC, ZSSK Cargo, UTI and EVR.

It was decided that in order to keep the “Database of container trains and con trailer transportation on the railway network of the OSJD member countries in international traffic” up to date during the year the railway companies would send to the OSJD Committee amendments and additions (in terms of stations and/or routes passing through the territories of their countries) to the Database by notification procedure with indication of the date of introduction of the change.

It should be noted that in 2022 more than 16 thousand container trains were organised and transported on the railways of the OSJD member countries along 208 routes, which run on a permanent basis and are dispatched in readiness according to the traffic schedule.

The information on the running container block container trains and combined transport on the railways of the OSJD member countries as of 13 October 2022, prepared by the leading duty holder in cooperation with the working staff of the OSJD Commission, was published in the OSJD Bulletin No. 6/2022 and is available on the OSJD Website.

The leading duty holder – “Ukrainian Railways” JSC (UZ) on the subtopic “Compilation of a database of container traffic volume indicators” carried out the work on compilation of a database of volumes of large-capacity containers transportation on the OSJD railways for 2021 on the basis of the data submitted by the railways of the OSJD member countries from: Azerbaijan (ADY CJSC), Belarus (BC), Hungary (MAV Co.), Georgia (GR), Kazakhstan (KZH), Kyrgyzstan (KRG), Latvia (LDZ), Lithuania (LTG), Moldova (CFM), Mongolia (UBZD JSC), Russia (RZD OJSC), Romania (CFR Marfa JSC), Slovakia (ZSSK Cargo), Uzbekistan (UTI) and Ukraine (UZ), as well as on analysing the data in comparison with 2020.

The analysis showed that in 2021 the railways of the OSJD member countries accepted 6281.3 thousand TEUs and handed over 6333.2 thousand TEUs, which is 19.3 % and 19.9 % more in comparison with 2020, respectively.

The leading duty holder – KZH carried out works on the subtopic “Updating and maintenance of the electronic version of the OSJD Directory ‘Transport of large containers and con trailer transportation in international traffic’” (hereinafter referred to as the Directory).

The following railways of the OSJD member countries updated their data in the Directory: BC, GR, KZH, KRG, LTG Cargo JSC, RZD OJSC, EVR and “UTLC ERA” JSC – an OSJD affiliated enterprise in terms of technical and commercial conditions of the container systems of the participants of transportation.

The updated version of the Directory as of 13 October 2022 is available on the OSJD Website.

In order to keep the Directory up to date, the leading duty holder will ensure that it is amended throughout the year in accordance with notifications received from railway companies to the extent that it does not require the agreement of all participants in the subject.

In 2022, two meetings of the Parties to the Agreement on international transportation of containers by container trains (hereinafter referred to as the Agreement) were held.

Railway companies and organisers of container trains – Azerbaijani Railways CJSC (ADY CJSC), Byelorussian Railway (BC), LTG Cargo JSC, Railway of Moldova State Enterprise (CFM), Russian Railways OJSC (RZD OJSC), Estonian Railway JSC (EVR), Baltijas Tranzita Serviss JSC (BTS JSC), Eurosib SPb-Transport Systems JSC, Euro Rail Cargo LLC (ERC LLC), “UTLC ERA” JSC, RZD Business Active JSC, “TransContainer” PJSC, Unicom Tranzit JSC, FESCO Integrated Transport LLC (FIT LLC) joined the Agreement.

At the meetings of the Parties to the Agreement (1-2 February and 28-30 June 2022, OSJD Committee, Warsaw, videoconferencing mode) the issue concerning the date of accession to the Agreement was discussed and, as a result of the consideration, a new wording of Article 5, paragraph 5 of the Agreement was proposed, which was unanimously agreed.

The Parties to the Agreement also considered the proposals received from BC, RZD OJSC and “TransContainer” PJSC on amendments and additions to Annex B “Rules for organising the transport of containers in container trains in international traffic” to the Agreement (hereinafter referred to as the Rules). Based on the results of the discussion, the Parties to the Agreement agreed on the inclusion of a new item 1.5, amendments and additions to items 3.2 and 6.1 of the Rules to the Agreement.



Presidium of the meeting of the OSJD Commission on Freight Traffic on the subject “Works under the Agreement on the carriage of containers as part of container trains in international traffic” (28-30.06.2022, OSJD Committee, using the videoconferencing mode)

During the meetings, the Parties to the Agreement noted the need for consultations within the company on the implementation of the provisions of item 4.1 of the Rules to the Agreement in terms of notifying the organisers of the container train and carriers on the detachment of wagons with containers en route in order to send their proposals for consideration and approval.

The Parties to the Agreement discussed the issues concerning the possibility of creating an enlarged list of detachments with possible further specification of the responsible party and inclusion in the list of container trains (Annex 1 of the Rules to the Agreement) of an addition to the list of container trains with regard to the organisation of coupling of a wagon with contrailers to container trains, which were proposed by the Party to the Agreement – BC at the meeting of the Parties to the Agreement (28-30 June 2022, OSJD Committee, Warsaw, videoconferencing mode).

For further discussion at the meeting of the Parties to the Agreement in 2023, the Parties to the Agreement will submit their suggestions and comments on the abovementioned draft of BC.

The parties to the Agreement – ADY CJSC, BC, LTG Cargo JSC, CFM and RZD OJSC submitted data to Annex 1 “List of container trains (including minimum length, speed of carriage)” to the Rules to the Agreement in the part concerning them.

The parties to the Agreement – ADY CJSC, BC, CFM, RZD OJSC, “TransContainer” PJSC, “UTLC ERA” JSC have filled in the data of Annex 2 “List of contact details of specialists” to the Rules to the Agreement in the part concerning them. The up-to-date text of the Agreement as of 11 September 2022 is available on the OSJD Website.

The number of container trains running between China and European countries and in the opposite direction, including **container block trains in international traffic**, is growing steadily.

During 2022 the railway freight traffic business proved to be quite competitive even in the conditions of restrictions related to the coronavirus pandemic. Due to the joint actions of the railway companies of the OSJD member countries, observers and OSJD affiliated enterprises, good results were achieved in terms of increasing the volume of container transportation in international traffic, infrastructure was developed, positive changes took place in the technology of organisation of the freight transportation process.

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

The railways of the OSJD member countries, OSJD observers and affiliated enterprises carried out work on the development and organisation of transportation of large-tonnage containers in international traffic, including organisation of container block trains on the OSJD railway network in the direction China – Europe – China and in international traffic.

China-Europe direct trains have formed a sustainable international logistics supply chain and become the basis for overland transport between Asia and Europe.

At present, the trains have a total of 82 active routes, reaching more than 190 cities in 24 European countries, carrying more than 50,000 types of goods. Since the beginning of 2022, the quality and efficiency of freight trains in the China-Europe direction have been improving, maintaining a level of 1000 trains per month for 26 consecutive months.

Freight traffic volumes between China and European countries reached a new milestone in 2022, even though it was probably one of the most volatile years in Eurasian transport. According to the China State Railway Group Co., Ltd. (KZD), the number of container trains in the China-Europe direction totalled more than 16,000 runs in 2022, reaching 1.6 million TEUs. This figure indicates a year-on-year increase of 9 % as compared to 2021, and 10 % as compared to 2020.

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



In 2022, the volume of freight traffic between China and European countries increased and reached a new level

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

In the future, it is planned to transport freight along the BTK route to European countries from such countries as Japan and the Republic of Korea.

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

The main direction of work of the Byelorussian Railway (BC) in the field of container transportations in 2022, in addition to the unconditional passing of the existing cargo traffic, was further expansion of the geography of container transport routes with the use of the BC infrastructure.

BC in co-operation with UTLC ERA JSC, an OSJD affiliated enterprise, and other participants of the container traffic market carried out work on the development of freight traffic by rail in the East-West-East and China-Europe-China routes.

According to BC, the potential of the Svisloch border crossing point will increase, thanks to a new terminal. The new terminal will be built at the Svisloch railway station in Belarus, close to the border with Poland. The Svisloch/Semyanuvka border crossing is one of the four border crossings between the countries and the entry point for Eurasian traffic. The terminal is expected to receive the first freight trains in 2025.

The Georgian Railway (GR) maintained positive dynamics on container traffic, the volume of which for 2022 was 63,310 containers (83,307 TEUs) with a total weight of 1,210,314 tonnes, coming in/handed over as part of 529 container route trains, of which coming in/handed over along the route: Georgia – Azerbaijan – 49,002 containers (68,646 TEUs) with a total weight of 945,355 tonnes, as part of 254 container block trains, which is 47 % more than the previous year; in communication Georgia – Armenia – 14,308 containers (14,661 TEUs) with a total weight of 264,960 tonnes, as part of 275 container block trains, which is 16 % more than the previous year.

In view of the importance of the Baku – Tbilisi – Kars (BTK) project, the Georgian Railway expressed its interest in the issue of joining to the OSJD railway transport corridors the railway section Tbilisi – Marabda – Akhalkalaki – Kartsakhi (Georgian state border/Turkish state border), which is a part of the Azerbaijan-Georgia-Türkiye railway line.

Although the Tbilisi – Marabda – Akhalkalaki – Kartsakhi railway section has not yet been put into permanent operation and is currently operating in test mode, this section is already an important link between Asia and Europe. At the same time, it is worth noting that regular freight traffic on the Baku-Tbilisi-Kars (BTK) route since September 2017 has significantly increased the transit potential of container transportations of dry cargoes from Central Asia to Türkiye – EU countries via Georgia via Baku-Tbilisi-Kars (BTK) route. The main parameters for the growth of cargo transportations along the BTK route are flexible tariff conditions and, of course, attractive cargo delivery times.

In addition, container transportations from Türkiye to the countries of Central and Central Asia and in the opposite direction via the BTK railway line were carried out through the port of Baku with dispatch by feeder vessels to the port of Aktau (Kazakhstan) within the framework of the Trans-Caspian International Transport Route (TITR).

In 2022, the positive dynamics on container traffic on the railway network of Kazakhstan (KZH) was maintained. The volume of container traffic in transit traffic for 2022 amounted to 1129.3 thousand TEUs, which is 6 % higher than in the same period last year.

A significant “jump” in container transit, especially in the China-Kazakhstan direction, has brought Kazakhstan’s infrastructure to a high degree of utilisation.

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

It is planned to modernise the 836 km long Dostyk-Moyinty transit section; a 73 km long bypass line around the Almaty railway hub; development of Dostyk station and construction of additional container terminals at Dostyk station; construction of the 106 km long Darbaza-Maktaaral railway line; construction of the 270 km long Bakhty-Ayagoz railway line with a border crossing terminal.

This development should ensure that the reserve of railway infrastructure capacity is provided in advance, primarily on the China-Europe-China container transport routes.

Special importance is attached to international co-operation with infrastructure owners, shippers and logistics providers to develop transportation, and alliances are being formed with key stakeholders in Euro-Asian transport corridors.

Within the framework of cooperation with Chinese Railways, meetings are held on a regular basis between the heads of railway administrations to discuss important issues related to the development of international transit freight flows and their increase along Kazakhstan’s corridors.

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

The “KTZ NC” JSC subsidiaries Kaztemirtrans and KTZ Express are reaching a new level of customer service standards through contact centres with 24/7 operation, flexible pricing policies and the introduction of information systems for interaction with customers via personal accounts.

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

The main directions of transportations are China – Europe – China, China – Central Asia – China, Russia – China – Russia, South-East Asia – Central Asia – South-East Asia.

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

In order to develop the “North-South” corridor, container trains on the routes Kazakhstan – Türkiye, China – Iran have been organised through the Bolashak border station since June 2022. A container train in the communication Russia – India and in the opposite direction was provided. New trains were expected to be sent from China to Iran and Türkiye.

In 2022, new container routes were established:

- Turkmenistan (Akaila station) – PRC (Jinghua station) by land route;
- Kazakhstan (Almaty) – PRC (Shanghai);
- PRC (Xi’an) – Türkiye (Mersin port) by land route via Iran;
- Russia (Chekhov station) – India (Nava-Sheva port);
- Kazakhstan (Zhitikara station) - Vietnam (Yen Vae station);
- Kazakhstan (Kostanay st.) – PRC (Nantong st.);
- PRC (Jingang station) – Iran (Julfa station);
- Kazakhstan (Chkalovo station) – PRC (Xi’an station);
- regular shuttle service between Altynkol and Poti/Batumi.

After the outbreak of the COVID-19 coronavirus pandemic, the Khorgos border station of Chinese Railways (KZD) took active measures to prevent and control the pandemic and ensured the normal production and operation of enterprises to provide stable container train services between China and European countries and China and Central Asian countries.

On 5 January 2022, a container train loaded with 40-foot containers of clothing, footwear, hats, outdoor sporting goods, electronics and other products was dispatched from Deyang International Railway Logistics Hub (China) to Moscow (Russia). In less than six months, the number of trains departing from Deyang has exceeded 100 trains.

At the end of January 2022, the number of direct and return runs to these destinations passing through the Khorgos border railway station reached 514 trains, with a total cargo volume of 575,000 tonnes. During January, 82 trains operated, which is 24.2 % more than the same indicators of the previous year.

Since the middle of January 2022, Hellmann Worldwide Logistics has organised a weekly train service on the New Silk Road between Chongqing and Bremen. The first container train arrived at the Roland Umschlagsgesellschaft terminal in Bremen, Germany, on 21 January 2022.

Container train No. X9003, loaded with Hanzhong tea, agricultural and related products departed from Xi’an International Trade and Logistics Park towards Tashkent, Uzbekistan, at the end of January 2022. This train is the first container train to mainly carry tea from Shaanxi Province in 2022. The tea came from Xixiang, a beautiful city where tea farming is the main agricultural industry.

A tea transport working group was established at Xixiang Station, with remote management and autonomous leadership, where staff helped companies finalise the best loading plan to ensure the safe, fast and smooth transport of tea exports.

In 2022, 4639 container trains were launched on the China-Europe “Chang’an” Express from Xi’an, which for the first time exceeded the target of 4600 runs with a total cargo volume of more than 4 million tonnes. The capacity of the consolidation centre in Xi’an provided a guarantee of continuous and steady growth in the number of Chang’an express trains. The city now has 48 arrival and departure lines with a design annual container throughput capacity of 3.1 million TEUs.

Xi’an customs implemented measures to speed up the customs clearance process of China-Europe freight trains to ensure the stability and quality of foreign trade and to speed up the processing of necessary documents. In September 2022, a consignment of construction machinery spare parts from Xi’an Misino E-Commerce travelled in a container train from Xi’an Station to Kazakhstan via the Khorgos/Altynkol border crossing.

At 03:55 on 26 October 2022, a container train loaded with photovoltaic inverters, electric compressors, hoovers and other accessories and household appliances departed from Xi’an International Port Station (China), passing through Alashankou Border Station to Duisburg (Germany). The train arrived at its destination at 03:00 on 5 November. This is the first train departure in China with a clear timetable. At present, 17 international routes of container trains in the China-Europe communication have been carried out on a regular basis. At present, the number of freight trains from

Xi'an to Europe has reached 3502.

At the end of 2022, a total of 884 container trains travelling on China-Europe international rail freight routes passed through the Suifenhe border station (KZD). More than 80,000 TEUs were transported as part of the container trains. Imported and exported goods mainly include basic necessities and industrial equipment.

Compared with 2021, the number of container trains and transported containers increased by 61 % and 62.3 % year-on-year, respectively, placing the Suifenhe BCP first in the growth rate of these two indicators among all border crossings in China.

Suifenhe station, located in the southeastern part of China's Heilongjiang Province, borders Primorsky Krai in the Russian Far East. Suifenhe station is the province's largest railway checkpoint on the border with the Russian Federation and one of the important border crossing points of the Eastern Corridor designed for China-Europe freight trains.

Currently, more than 20 China-Europe railway routes pass through the Manzhouli and Suifenhe border crossings in both directions, connecting 60 Chinese cities, including Guangzhou and Suzhou, with 13 European countries.

With the first freight train with chemical cargo arriving from China to Duisburg on 21 January 2022, the COSCO VTG China-EU "chemical" train business was launched. The train carried 28 ISO standard tank cars with non-hazardous liquids.

On 24 January 2022, a container train departed from Suzhou West Railway Station (China) for Milan (Italy). The length of the journey was 12,500 kilometres. The train was loaded with export goods including auto parts and kitchen furniture produced by local enterprises in Suzhou. The train passed through the Alashankou/Dostyk border crossing and arrived in Milan 25 days later.

The total number of container trains from Suzhou to and from Europe in 2022 has already exceeded 300 trains. From January to August 2022, railway express trains ran steadily, with 224 import and export trains running, carrying 11,076 forty-foot containers with a cargo weight of 196,400 tonnes.

A container train from Luzhou (China) to Duisburg (Germany) ran for the first time in the China-Europe direction. With the launch of the train on 15 February 2022, Luzhou also became the only dry port in China's Sichuan Province to serve international traffic by both water and rail. The first train to Duisburg was loaded with machinery and equipment, electronics, food and other goods from Shanghai, Nanjing, Sichuan and Chongqing. The train travelled through several countries, including Kazakhstan, Russia, Belarus, Poland, arriving in Duisburg after 22 days and the whole route was about 11,000 km.

On 29 August 2022, the fifth container train was dispatched to Russia from Luzhou Terminal. The train transported local chemical products and basic necessities. After departing from Luzhou through the Khorgos/Altynkol border crossing, the train arrived at its destination in Moscow 15 days later.

On 15 October 2022, the sixth China-Europe express train from Luzhou was launched. It delivered chemicals, plastic products and sanitary products to Moscow (Russia). It took 15 days to transport the cargoes to their destination via the Khorgos border station. After the launch of China-Europe railway express trains, more and more enterprises in Luzhou have become involved in foreign trade activities. From January to September 2022, the city's import and export volume grew steadily, and the container volume reached 42,900 TEUs, an increase of 19.3 % over the previous year.

On 16 February 2022, a container train loaded with high-quality light industry products from the Greater Bay Area (Guangdong – Hong Kong – Macau), including communication equipment, electronic accessories, clothing, footwear, hats and toys, departed from Guangzhou station (China). The train arrived at Volsino (Russia) after 16 days. This is the 80th container train from the region in 2022 and the 1500th train in the China-Europe direction since the runs were launched in 2016. Express trains on this route run in 19 directions and destination to more than 20 cities in 15 countries in Asia and Europe.

The China-Europe Express from the Guangdong-Hong Kong-Macau Greater Bay Area, loaded with 389 tonnes of goods such as digital colour LCD TVs, gas heating and hot water stoves, headlights, winders etc., departed from Pinghu station in Shenzhen in October 2022, passing the Manchuria border station, with destination in Belarus.

This is the 91st export container train from the region this year. Runs on this route have been a boost to foreign trade for more than 3000 enterprises in the Guangdong-Hong Kong-Macau region.

On 3 November 2022, a container train loaded with 100 containers of various goods departed from Zengcheng Logistics Park (Guangzhou) and headed to Europe via the Khorgos border station.

This is the 600th China-Europe train from the Guangdong-Hong Kong-Macau Greater Bay Area in 2022, an increase of 343 trains or 43 % compared to the previous year. This number of trains set a new record peak. Since the beginning of this year, the China-Europe railway express from the Greater Bay Area has carried a total of 356,800 tonnes of cargo. The number of container train journeys has reached a record level since its launch in 2016.

On 18 February 2022, a Qilu container train was launched from Qingdao (Shanghai Cooperation Organisation (SCO) Demonstration Zone) to Mannheim, Germany. The train was loaded with chemical raw materials, car parts, necessities and other goods. The train arrived at its destination after 19 days. The return train journey from Mannheim was loaded with high-quality sheet materials and other goods. The train runs across the Eurasian continent through the territories of 6 countries, including China, Kazakhstan, Russia, Belarus, Poland and Germany. The total length of the route is more than 10,000 kilometres.

On 22 February 2022, the first container train in the China-Europe direction from Shangrao to Rotterdam (the Netherlands), was officially launched. It travelled through the Manchuria border station. The length of the route from origin to destination is 12,837 kilometres and the journey time is 17 days. The container train was fully loaded with solar panel modules. The Shanzhao-Rotterdam route will actively promote the development of the Belt and Road initiative and strengthen friendly exchanges, economic and trade cooperation with countries and regions along the initiative.



The Chinese Party pays more and more attention to the transport links with the countries of Central Asia

On 23 February 2022, a container train loaded with high-quality agricultural products left Urad Houqi (Inner Mongolia Autonomous Region, China) for Russia. The train travelled through Erenhot station, covering a distance of 6800 kilometres, and arrived in Moscow after 13 days. It is planned that the train will regularly transport large quantities of high-quality wheat and other cereals from China to Europe and back. This is of great significance for ensuring the production and operation of domestic and foreign enterprises.

From January to April 2022, the integrated transport infrastructure of Shandong Province (China), was actively developed.

From January to April alone, 609 Qilu container trains have already been dispatched from Shandong Province. Compared with the same period of the previous year, the number of runs has increased by 11.9 % and in the opposite direction, it was 332 container trains, an increase of 331.2 % year-on-year. From 31 October 2018 to date, a total of 5069 Qilu Eurasian Express trains have been launched.

On 2 March 2022, a container train loaded with 747 tonnes of export goods departed from Shenyang East Railway Station (China) via Manchuria Border Station towards Russia. According to published data, a total of 52 trains were launched in the first two months of 2022, a 36.8 % increase over the same period in 2021. Since the route from Shenyang was opened from October 2015, the number of monthly trains has gradually increased. As of 28 February 2022, there were already a total of 37 trains running from the city, which is a historical record.

On 4 March 2022, a YuXinOu container train, loaded with mechanical equipment, electronic parts, car and motorbike accessories and other goods departed from Tuanjetsun station (Chongqing) for Duisburg (Germany). The launch of this journey was YuXinOu's 10,000th train, and Chongqing is the first city in China to achieve such a figure on this route. The 10,000 container trains have delivered a total of about 900,000 TEUs of cargo.

On 22 March 2022, the first container train left the railway port of Xinxiang Economic and Technological Development Zone for Western Europe.

The train, loaded with machinery and equipment, anti-epidemiological supplies, clothing and other goods, passed through Kazakhstan, Russia, Belarus, Poland, Germany and arrived in Liège, the third largest river port in Europe and a city in Belgium. The whole transportation time was about 15 days and the length of the route was 11,000 kilometres. The first container train from Xinxiang was launched on 28 March 2018. Over the past 4 years, 177 trains have been dispatched and 16,756,000 tonnes of cargo have been transported.

On 25 March 2022, the "Yangtze River" container train loaded with auto parts, medical supplies, household appliances and necessities departed Xianning, China, for Moscow, Russia. This is the first train launched from Xianning. All the transported goods were produced in Xianning and surrounding areas; the total cargo volume was about 770 tonnes.

The train passed through the Manchuria/Suifenhe border crossing, covering a distance of more than 9700 kilometres and arriving at Moscow's Vorsino station after 14 days. This route will help Xianning integrate into the Belt and Road Initiative as quickly as possible.

In the first three months of 2022, a total of 30 international container trains were launched in Shenzhen, a high-tech city in South China's Guangdong Province, with a given unified code of "Greater Bay Area" or GBA. GBA is a new format for international container transport in China-Europe traffic.

Among these trains, 26 GBA trains were put into service with a total cargo weight of 13,443 tonnes, representing an increase of 23.8 %, 13.7 % and 31.5 % respectively over the same period of the previous year.

The main goods transported by GBA container trains are household appliances and basic necessities. Shenzhen

customs has further simplified and optimised the customs clearance process to ensure the efficiency of GBA freight trains.

China's customs authorities have adopted multimodal transport modes, such as combined sea-rail, road-rail, and other railway-related transport modes for clearance, and continue to expand the scale of the GBA container train market, strengthening the control of goods on trains.

The Chinese side is increasingly focusing on transport links with Central Asian countries. Huge investments are being planned and co-operation agreements are being signed to emphasise the importance of the region for China. New opportunities for rail transport in the neighbouring region are being explored.

A container train with cargo of around 660 tonnes departed from Shijiazhuang (Hebei Province, China) for Tashkent in January 2022, which indicates that the dispatch of freight trains from this city to Europe and Central Asia has been fully restored to normal.

This is the first goods train to depart from Hebei Province during the period of restrictions to prevent and control coronavirus infection. A total of 42 containers were transported to Central Asia.

These exports included auto parts, mechanical equipment, rolled steel pipes, construction materials and consumer goods, which were produced in such cities in Hebei Province as Shijiazhuang, Handan, Cangzhou, Xingtai and Baoding. The resumption of container train services in normal mode has provided strong support for the recovery of production and operation of local foreign trade enterprises.

Since March 2022, Hebei Province has increased the number of China-Europe and China-Central Asia rail freight train services to provide a smooth logistics channel for international freight traffic under the Belt and Road Initiative, boost the growth of foreign trade volume and give new impetus to Hebei Province becoming an important trade and logistics base of the country.

In the first quarter of 2022, a total of 423 container trains were dispatched from China's Henan Province, up 21 % year-on-year.

Of these, 172 trains were launched in March, an increase of 39 % and 34 % compared to January and February 2022, respectively. Products exported by trains from Henan are mainly machinery and spare parts, textile products, plastic and rubber products and other goods. The imported products are vehicles and components, as well as mineral resources.

On 1 April 2022, the Smart Station control platform was opened at Zhengzhou Central Railway Station (China) for container train freight services between China and Europe.

Thanks to this innovation, the efficiency of freight traffic has been significantly improved: the time for customs clearance of goods has been reduced, the number of staff involved in declaring arriving trains has been reduced, container management has been optimised, and costs have been significantly reduced. The platform can automatically collect information on arriving and departing flights, which makes it possible to automatically complete cargo declaration and reduce time costs by 1-2 hours.

On 8 April 2022, the first container train loaded with more than 700 tonnes of such materials as wheel rims, granulated plastic and basic necessities departed from Zhengding Logistics Park (Shanxi Province, China) for Minsk (Belarus).

Since the beginning of this year, all customs and railway departments in Shanxi have been carrying out continuous epidemic prevention to guarantee regular China – Europe container train services from the region.

Two container trains loaded with goods departed from Chongqing and Chengdu (China) to Duisburg (Germany) and Łódź (Poland) in April 2022.

The number of container trains departing from these cities has exceeded 20,000 trains since Chongqing and Chengdu launched the service in March 2011 and April 2013, respectively. More than 1000 types of goods, including electronics, appliances, cars, auto parts, medicines and medical instruments, have been transported using this service.

On 15 April 2022, the first container train from Longyang (Fujian Province, China) successfully passed customs inspection in Xiamen City, marking the completion of all preparations for the train's departure. The launch of this train was of great significance in accelerating the integration of Lunyang into the Belt and Road Initiative, the expansion of new international logistics channels and the upgrading of the route.

On 16 April 2022, 6 "Zhongyu" container trains loaded with tractors and agricultural machinery, groceries, electronic products, basic necessities, electromechanical equipment components, construction materials and other goods departed from Xinxiang, Zhengzhou, Luoyang, Luohe and Nanyang railway stations simultaneously.

They left for the countries of Europe, Central Asia and the RCEP member countries: Vietnam, Thailand, Laos. This event marked the further development of the Silk Road.

On 1 May 2022, the "YiXinOu" container train carrying fitness equipment, pet products, mechanical and electrical equipment, and other products departed from Yiwu West Railway Station (China) for Madrid (Spain). According to published data, a total of 502 "YiXinOu" trains were launched from 1 January to 1 May 2022, up 2.8 % year-on-year. This number includes 198 return runs, an increase of 67.4 % year-on-year. In the first three months of 2022, container trains transported 4.9 % more goods than in 2021.

On 1 May 2022, a container train departed Shenyang East Railway Station (China) for Europe. This launch was the 100th journey from Liaoning Province since the beginning of 2022. During this period of time, container trains carried

9977 TEUs of cargo, a 20 % increase over the same period of the previous year. The number of trains increased by 19 % year-on-year. Shenyang and Dalian remain the main railway ports in Liaoning Province.

On 8 May 2022, a container train carrying microserver parts, colour LCD displays, solar panels, wind turbine parts and other goods left Zhengzhou (Henan Province, China) for Liège (Belgium).

This same day, another container train left Zhengzhou for Hamburg, Germany. According to statistics, 40 trains from Zhengzhou with a volume of 30,000 tonnes of cargo were launched from 1 to 8 May 2022. The trains are running smoothly and normally and the routes cover Europe, Central Asia and ASEAN countries.

On 24 October 2022, a container train (Zhongyu) loaded with new energy vehicles departed from Zhengzhou Central Station (Henan Province, China). It travelled through the Alashankou border station and was directed to its destination, Minsk (Belarus).

In recent years, China's new energy vehicle manufacturing technology has been continuously improved and the industry has shown a trend of rapid development. At present, such vehicles are gradually becoming the new trademark of China's export smart manufacturing.

On 15 May 2022, a China-EU container train carrying 2600 tonnes of white sugar departed Nanning (Guangxi Province), passing through the Alashankou/Dostyk border crossing to Almaty (Kazakhstan). This is the first fully functional food export train from Guangxi Province in China, marking the addition of a new category of export goods for cross-border transport.

On 17 May 2022, a container train from Changsha (China) to Europe was launched, carrying around 500 excavators and mini loaders made by Sunward Intelligent Equipment.

Since the beginning of 2022, the demand for construction machinery in the foreign market has been high and continues to grow. Sunward Intelligent Equipment and Sinotrans logistics company signed a strategic cooperation agreement to optimise the supply chain, reduce costs, improve efficiency and achieve mutually beneficial results.

On 18 May 2022, the first train from Shenyang (China), arrived in Frankfurt am Main (Germany), having departed on 26 April and mostly loaded with car parts.

The train was the third from China to Frankfurt am Main in the 12 months of 2021. The opening of the route has provided ample development opportunities for the region. Frankfurt am Main has a strong location advantage and is an important financial and transport centre for Germany and Europe as a whole. The route has increased the activity of the Frankfurt logistics park and expanded trade channels.

On 19 May 2022, a China-Europe container train loaded with 41 containers of toys, fitness equipment, paper bags and other goods left Changsha North Railway Station and proceeded through the Khorgos/Altynkol border crossing to Poland. The journey time was 15 days. The launch of the China-Europe railway express plays a key role in strengthening economic and trade exchanges, transport and logistics links between Changsha and European countries.

In 2022, a total of 1012 container trains were dispatched from Changsha (PRC) in the China-Europe direction, an increase of 18.1 % year-on-year, including 547 export trains and 465 import trains, which made it ranked third in the country.

In 2022, three new routes including Changsha – Latvia, Changsha – Mongolia and a return route from Western Europe will be opened from/to Changsha.

Since October 2014, 3152 trains have been dispatched and the number of destinations served has increased to 14. Container trains from Changsha have become a "golden channel" for China's Hunan Province in stabilising the global supply chain.

According to the presented data, railway freight traffic in China continued to grow strongly in April 2022. In May 2022 alone, a record 340 million tonnes of freight had already been transported, an increase of 6.6 % over the previous year. The resumption of operations and production played its part and the following month 5.02 million tonnes of grain and fertilisers were transported, 28.2 % more than a year earlier. 110 million tonnes of coal were also transported, 7 % more than a year before.

On 20 May 2022, a container train loaded with electric fans departed from Zengcheng West Station (Guangzhou, China) bound for Europe, passing through the Khorgos/Altynkol border crossing.

As of the end of May 2022, Zengcheng West Railway Station has run 100 trains on this route, an increase of 92.3 % over the whole of 2021. Trains on this route are constantly exporting household appliances, cars, solar photovoltaic cells, LCD screens and other similar goods produced in Guangdong Province.

On 21 May 2022, a total of three trains departed from Wujiashan Station (Wuhan, China) in the China-Europe direction, setting the maximum number of departures per day since the launch of the route.

On 14 September 2022, a container train fully loaded with goods such as LCD monitors and mechanical spare parts was dispatched from Wujiashan station, to Poznań (Poland), passing through the Alashankou/Dostyk border crossing.

This is the 190th train from Wujiashan station since the beginning of 2022 and the 7th in the last two weeks of September. This year, the number of China-Europe departures from Wuhan increased by 46.1 % year-on-year.

All three trains travelled through the Alashankou border station to Duisburg (Germany). The trains carried solar panels, photovoltaic modules, anti-epidemic materials and other goods. Container trains from Wuhan used to make

one run every Wednesday and Friday. After an increase in the number of shipments in the second week of May, the total volume of train runs in this direction reached 17 trains (13 direct and 4 return).

On 28 May 2022, a container train loaded with 50 containers departed Quanzhou, China and arrived at the Khoros/Altynkol border crossing 16 days later in Moscow (Russia).

The train was fully loaded with essential goods for the light industry, with a transport volume of 49,375 tonnes. This is the sixth train on this route. A total of 301 containers (600 TEUs) with a cargo weight of 290,945 tonnes were transported. According to the plan, 3 Quanzhou-Moscow flights will be launched from the city in June.

On 30 May 2022, the "Hisense" special home appliance train loaded with washing machines, air conditioners and TV sets left Zhubao Station in Linyi (China) for European countries.

The train passed through the Manchuria border station to Europe. Compared with other transport methods, the Qilu's "Hisense" special home appliance train reduced the delivery time by more than 20 days, providing enterprises with a more efficient solution for international logistics.

On 30 May 2022, a container train loaded with 50 forty-foot containers of "Made in China" goods such as air conditioners, LCD screens and lamps departed from the Nansha South Railway Station (China). The train travelled through the Alashankou/Dostyk border crossing and arrived in Europe after 15 days. This journey was the first container train since Nansha station was put into operation.

On 5 June 2022, a container train in the China-Europe direction, loaded with auto parts, home construction materials and other goods, departed from the China-Kazakhstan logistics cooperation base in Lianyungang.

Since 2015, the number of container trains from Lianyungang to European countries has exceeded 4500 trains with a cumulative transport volume of 399,000 TEUs, making Lianyungang the country's leader in this field. Container trains departing from the China-Kazakhstan logistics cooperation base in Lianyungang cover 6 routes with destinations in 104 international freight stations.

On 10 June 2022, a container train loaded with PVDF resin departed from Inner Mongolia Autonomous Region (China) for Germany.

This departure marked the successful launch of the China-Europe express train Ulan Chab – Xi'an – Duisburg. The train covered a distance of more than 10,000 kilometres, passing through the Alashankou/Dostyk border crossing, transiting Kazakhstan, Russia, Belarus and Poland and arriving in Duisburg (Germany) after 23 days. This route guarantees development for the export of local products from Inner Mongolia (China) to European countries.

On 24 June 2022, a container train on the route Bely Rast (Russia) – Dalian (China) arrived at Dalian Container Central Station for the first time, successfully launching bilateral rail traffic between the countries. The first run was fully loaded with 50 forty-foot containers with milk powder, beer, wood products and other goods. The train travelled through the Suifenhe border station, and the total time in transit was 21 days.

In 2022, a total of 152 China-Europe container trains were launched from Dalian, 48 more than in 2021. Of them, 106 trains were dispatched in the export direction and 46 trains in the import direction, an increase of 38 % and 70 % year-on-year, respectively.

Good results in trans-Eurasian traffic were achieved. As of 30 June 2022, the number of container trains shipped from Chengdu and Chongqing (China) as part of the China-Europe international rail freight traffic exceeded 20,000 trains since the launch of such traffic from these Chinese cities.

A container train fully loaded with electronic goods, mechanical parts and basic necessities departed from the railway station in the central government city of Chongqing in southwest China on 24 June 2022 bound for Duisburg (Germany).

This marked the 10,000th run made by China-Europe Railway Express (Chongqing) container trains – the first of its kind in China.

Launched in March 2011, Railway Express has already transported more than 1000 types of goods, ranging from smart terminals and entire vehicles to auto parts and medicines.



The transportation of goods by long heavy-haul container trains is organised in the Republic of Korea

The Express currently serves around 40 routes covering about 100 cities in Asia and Europe.

On 28 June 2022, a container train departed from Pingdu West Station (China) for St. Petersburg (Russia), loaded with 50 forty-foot containers, mostly tyres, as well as other products. The train travelled through the Alashankou border station and arrived at its destination 15 days later. The total length of the route exceeds 9000 kilometres.

On 29 June 2022, a container train departed from Wuan (Hebei Province, China) for Europe. It passed through the dry port of Xi'an and the Alashankou/Dostyk border crossing, arriving at its destination in Europe after 14 days. This is the first container train launched from Wuan using the Chang'an International Logistics Channel, providing a new land route for economic and trade exchanges between Wuan and Europe.

China's Hunan Province launched the first direct international rail container train to Europe on 30 October 2014, with runs becoming regular. As of the end of June 2022, 3121 China-Europe express trains have been launched from Hunan, carrying 260,400 TEUs. There are now 14 routes operating from the province and the rail network covers nearly 100 cities in 26 countries in the European Union, Central Asia and Russia.

On 15 July 2022, the first container express train was dispatched from Fuzhou (China) to Moscow (Russia). The train was loaded with 50 forty-foot containers of children's goods with a weight of 455 tonnes. It travelled through the Alashankou/Altynkol border crossing and arrived at Bely Rast station after 16 days, saving almost 20 days compared to sea freight. The total length of the route was 9900 kilometres.

After two years of intense lobbying, the shipment of electric vehicles by rail from China has finally become possible. Since 17 September 2022, ready-to-drive vehicles have been transported across the PRC by the China State Railway Group Co., Ltd. These shipments only cover ready-to-drive vehicles.

In the first half of 2022, the Khorgos crossing point recorded an increase in the number of container trains travelling on China-Europe routes. As of 30 June, 3181 container trains travelling on China-Europe international routes passed through this BCP in China's Xinjiang Uyghur Autonomous Region, an increase of 9.31 % over the same period in 2021. These trains carried about 4.49 million tonnes of cargo. The annual growth rate was 4.73 %.

According to the China State Railway Group Co., Ltd. (KZD) in the first half of 2022, 7473 container trains ran on the China-Europe route, carrying 720,000 TEUs in the first half of 2022.

These figures are respectively 2 % and 2.6 % higher than in 2021. The number of intermodal container runs along the routes of the new western land-sea corridor was increased from 9 to 12, with a total of 379,000 TEUs shipped. China's national rail freight traffic remained at a high level, with a total of 1.946 billion tonnes of freight delivered (an increase of 102 million tonnes or 5.5 % year-on-year).

On 26 July 2022, a container train loaded with export goods departed from the distribution centre of Huaihai International Land Port of Xuzhou (China), to Ulan-Bator, the capital of Mongolia.

The train carried the following goods: motorbikes, aluminium cans and other products with a total weight of about 440 tonnes. The train passed through Erenhot railway station and arrived at Ulan-Bator station after 6 days. The total length of the route is about 2540 kilometres.

On 22 October 2022, a container train loaded with cranes and other engineering machinery and equipment was dispatched from the railway distribution centre of Huaihai International Land Port (Xuzhou) to Eastern Europe. This year, a total of more than 350 runs on this route have been launched from Xuzhou.

On 25 October 2022, the 2000th China-Europe container train through the Erenhot railway border station (Inner Mongolia Autonomous Region, China) departed this year for Malaszewicze (Poland). The train carried more than 500 tonnes of auto parts and household appliances. The Erenhot border station has exceeded the figure of 2000 container trains per year in the China-Europe direction for three consecutive years. Since the launch of the first freight train on this route in 2013, more than 10,000 freight runs have been made and the number of active lines has increased from the original 2 to 58.

At the end of July 2022, the "Yangtze River" container express train was launched for the first time from Huangshi (China) to Hamburg (Germany). The train was loaded with 22 steel containers weighing 500 tonnes. After the launch of the train, it became possible to transport around 200,000 tonnes of steel annually for European countries. This run significantly reduced transport costs for exporting companies.

On 29 July 2022, the first container train left the eastern Chinese city of Hefei (Anhui Province, China) for Budapest (Hungary). The train delivered 100 TEUs with solar cell components, electric machines and inverters to the Hungarian capital. The train arrived in Budapest after 18 days, having travelled more than 10,800 kilometres.

As of 1 September 2022, 2600 trains have been running from Hefei to Europe since container trains from Hefei were launched in 2014, and the proportion of goods from enterprises in the province has reached more than 60 %.

The first China-Europe freight train from Anhui Province was launched in 2014. Since then, more than 2500 runs have been made on this route, which connects Anhui with 85 cities in 18 countries.

Since the beginning of 2022, a total of 500 container trains have travelled from China's Anhui Province to Europe and back.

On 19 October 2022, the China-Europe container train launching ceremony was held at the logistics base of Hefei North Station (Anhui Province, China). The train was loaded with dispersed emulsion powder, polyvinyl alcohol and

other goods with a total volume of 100 TEUs. The implementation of the Belt and Road Initiative has allowed Hefei to become a new trademark for opening up Anhui Province and the city itself to foreign trade.

On 3 November 2022, a container train loaded with trucks departed from the logistics base of Hefei North Railway Station to European countries, passing through the Alashankou/Dostyk border crossing. A total of 100 TEUs were transported.

On 31 December 2022, a China-Europe railway container express departed from the logistics base of Hefei North Railway Station with a cargo of forklifts, household refrigerators, gas cookers and other goods, which were shipped to Russia via Alashankou border station.

The launch of this train marked the successful completion of the container train service from Hefei in 2022 with a total of 768 trains. Altogether, more than 2800 container trains have been launched from Hefei since the inauguration of the service.

On 29 July 2022, two China-Europe trains of HongYunDa International Freight Forwarding Co., Ltd., loaded with basic necessities, raw materials, household appliances, clothing and other Chinese goods, were dispatched from Urumqi to Moscow.

These are the first consecutive runs organised by HongYunDa from Xinjiang to Russia. The launch of trains on this route contributed to the further integration of Xinjiang into the Belt and Road Initiative.

On 31 July 2022, a container train of 50 wagons with essential goods departed from Xi'an International Dry Port Station, passing through Manchuria border station to Moscow. The transport was organised by Shaanxi National Railway Trading. From January to June 2022, a total of 1,1791 trains were operated from Xi'an and the main indicators maintained the leading position in the country.

From January to September 2022, the number of container trains to China-Central Asia-Europe from China's Jiangxi Province increased by 17 % year-on-year to 1471 trains, significantly boosting the region's export volume and improving the business environment for foreign enterprises. With the assistance of local governments and railway operators, container trains are transporting more and more "Made in Jiangsu" products to Europe and Central Asia.

On 5 September 2022, the first container train from western Jiangxi Province, carrying 50 forty-foot containers, departed from Ganxi Station in Pingxiang (Jiangxi Province, China). The train was mainly loaded with children's goods, shoes, machinery, equipment and other products. The total length of the route was about 12,000 kilometres. The train travelled through the Manchuria border station and arrived at its destination – Moscow. The time of the train's run was 17 days.

The first refrigerated container train from Jiujiang (Jiangxi Province, China) departed from the South Station on 2 November 2022. The train passed through the Manchuria border station and, as expected, arrived at Selyatino station (Russia) after 15 days. Compared to delivery by sea, transport by this route saved more than two weeks. The train was loaded with a total of 889 tonnes of seafood from Fujian and Shandong Provinces (China). The train carried modern containers the temperature and humidity of which could be monitored and changed in real time.

On 5 November 2022, a container train departed from Nanchang International Dry Port (Jiangxi Province, China) for Moscow. The train passed through Erenhot station. In total, the train carried 50 containers with such goods as protective masks, engines, children's goods and other. The total weight of the cargo was 624 tonnes. From January to October 2022, a total of 1027 international container trains were dispatched from Nanchang International Dry Port.

The 10,000th fully loaded container train in 2022 arrived in Hamburg from Xi'an International Port on 15 September.

The number of container trains in the direction of China - European countries in September 2022 exceeded 200 shipments. For example, the number of runs to Poland, Russia and Belarus increased. Currently, the number of international direct trains in the reverse direction exceeds 5 trains per day and the volume of containers exceeds 500 TEUs.

On 13 September 2022, the fifth container train in the directions China – Europe and China – Central Asia departed from the logistics park of Baohe station (Hanzhong, China). The train consisting of 30 wagons with a cargo of 1500 tonnes of polyethylene went through the Alashankou/Dostyk border crossing to Astana (Kazakhstan). The fifth train pass from Hanzhong indicates that the city has integrated into the Belt and Road Initiative implementation plan, which will facilitate export of more products from Hanzhong to the international market in the future.

In 2022, the number of container trains in China-Europe and China-Central Asia traffic arriving and departing through Alashankou/Dostyk border crossing was 6211 trains, an increase of 6.2 % from a year earlier and the freight volume exceeded 3.5 million tonnes. Among them, 2462 container trains travelled in the reverse direction, making Alashankou rank first among the national railway border stations.

As of the end of 2022, there were 95 container trains running through the Alashankou/Dostyk border crossing between China and Europe to 19 European countries such as Germany, Poland, Belgium and other. The trains carry more than 200 items of cargo, among which export goods are mainly auto parts, household appliances, electronic goods, necessities etc., and import goods are automobiles, timber, food, machinery and equipment.

The number of routes also tends to grow significantly. In August alone, 10,585 container trains were launched and 154,000 TEUs were dispatched, an 18 % and 19 % increase respectively compared to the same period of the previous year, which is a record high.

On 27 September 2022, the first China-Europe train “Made in Baoding” was dispatched to Moscow from Shijiazhuang International Dry Port (China). The train transported electric wire rope hoists, artificial leather and other goods. The train arrived in Moscow after 12 days. In recent years, Shijiazhuang International Dry Port has been playing the role of a national logistics hub, strengthening and expanding the export-oriented industrial and supply chain of Beijing, Tianjin and Hebei.

In 2022, Shijiazhuang International Dry Port achieved a record annual number of China-Europe shipments, surpassing 500 container trains for the first time.

The number of trains increased by 139 % as compared to a year earlier, exceeding the volume of the past four years. At present, Shijiazhuang International Land Port is implementing a transport scheme through seven border stations: Erenhot and Manchuria, Alashankou and Khorgos, Pingxiang, Mohan and Suifenhe and has 14 stable transport routes covering more than 50 countries and regions in Eurasia.

On 27 September 2022, the first container train was launched on the Shenyang (China) – Moscow (Russia) route. The train passed through the Erenhot border station transiting Mongolia and arrived at the Bely Rast International Logistics Centre (Russia) after 18 days. This trip carried a total of 10 containers in TEU with auto parts, chemical products, etc. The successful launch of the train marked the opening of a new international logistics route.

On 28 September 2022, a train carrying 50 forty-foot containers with more than 1300 tonnes of imported barley from Kazakhstan arrived at the west railway station in Wenzhou, China.

In recent years, China-Europe Railway Express (Wenzhou) has become a driving force for the development of the region’s foreign trade. According to statistics, as of 23 September 2022, 94 container trains have departed from Wenzhou.

On 29 September 2022, a container train loaded with 50 TEUs of export goods, including LCD TVs, high-tech smart home appliances, basic necessities and children’s products, departed from Zaojiaopu railway logistics base (Chengdu) for Moscow via the Khorgos/Altynkol border crossing, arriving at its destination in 15 days. The current frequency of container trains from Chengdu to Russia is about 10 trains per week, and this volume will be gradually increased.

This is the third run of the Chengdu-Chongqing railway express from Mianyang District in the China-Europe direction since its first departure on 20 June 2022. A total of three voyages with a total length of 25,500 kilometres have been made along this route in 100 days. All container trains carried more than 1000 tonnes of goods.

On 30 October 2022, a container train loaded with 50 containers left Yintan International Dry Port (China) for Yekaterinburg (Russia). This was the first journey on this route to Russia. The train travelled through the Manchuria border station and arrived in Ekaterinburg after 15 days. The main export commodities on the train were basic necessities, car parts etc. The total weight of the cargo was about 700 tonnes. It proved that the container train from Yintan has officially resumed operations after effective outcomes in the fight against the pandemic.

The China-Europe container trains departing from Tianjin mainly maintained a frequency of 9 to 14 runs per week.

Since the launch of the first train, Tianjin has handled more than 3700 shipments in the China-Europe direction using the largest terminal in Ulan-Bator, Mongolia, and shipped more than 400,000 TEUs.

On 1 October 2022, a special car export train towards Belarus, loaded with 50 containers, departed from Ganzhou International Dry Port (China) and arrived at Zhodino Station in Belarus after transiting through Erenhot station, Mongolia and Russia. This is the first container train to carry out export car transport from Ganzhou International Dry Port.

On 28 December 2022, the 7000th China-Europe container railway express passed through the Khorgos border station. Since 2022, the speed of running and handling of return container trains through Khorgos has steadily increased.

Since the launch of the Belt and Road Initiative in 2013, the average annual growth rate of direct and return China-Europe container trains in China – Europe – China traffic via Khorgos border station has reached 68 %. The volume of container voyages on this route is 52.2 % of the total indicators for China.

On 20 October 2022, a China-Europe express train loaded with alternative energy vehicles made in China departed from Chengdu (China). The train travelled through the Khorgos/Altynkol border crossing and arrived in Hamburg



Conrail transportation is getting more and more development in the segment of international freight traffic

(Germany) 16 days later. This is the first shipment of such cargo from Chengdu that meets the market demand for Chinese new-energy vehicles.

On 1 November 2022, a container train in the China-Central Asia direction, loaded with household appliances, auto parts, basic necessities and other goods, departed from Jinhua South Station for five Central Asian countries. This is the 1816th container train in China-Central Asia and China-Europe traffic since its launch in 2017. The total traffic volume during this time amounted to 140,000 TEUs.

On 1 November 2022, the China-Europe (Qilu) return container train successfully departed from Belarus, becoming the 622nd train of the Shanghai Cooperation Demonstration Zone that year.

The number of shipments exceeded the total for the whole of the previous year, with an increase of 36.3 % year-on-year. The train transported 62 containers fully loaded with more than 1600 tonnes of potassium chloride. The train travelled to China via Erenhot station, arriving at the Shanghai Cooperation Demonstration Zone. To date, the runs along this route have covered 52 cities in 22 SCO countries and along the Belt and Road Initiative.

On 2 November 2022, the tenth China-Europe container train from Urad Houqi (Inner Mongolia Autonomous Region, China), loaded with high-quality sunflower seeds was shipped to Ekaterinburg (Russia). The train carried 48 containers weighing 1063 tonnes. It arrived at its destination 14 days later. The total capacity of ten container trains from Urad Houqi to Russia was 498 containers with a total weight of 11,231 tonnes.

In 2022, 2057 container trains were launched from Shandong Province (PRC) in the China-Europe direction and transported 170,000 TEUs. Cargoes were delivered to 24 countries and 55 cities in Europe along this route, giving impetus to the development of economic and trade cooperation between Shandong Province of China and European countries.

In 2022, China State Railway Group Co., Ltd. (KZH) dispatched 16,562 container trains in China-Europe communication, up 9 % compared to 2021, which transported 1614 thousand TEUs of cargo, up 10 % compared to 2021. In total, over these years, since the opening of container block trains in March 2011 until the end of 2022, 65,376 container trains have been organised and dispatched in China-Europe traffic, transporting 6047 thousand TEUs.

China-Europe container trains ran on a total of over 82 transport routes to 208 cities in 25 European countries, thus forming an extensive transport network covering the whole of Europe. The container trains transported more than 50,000 types of goods in 53 different categories, such as cars and components, electronic products, clothing and accessories, as well as grain, timber and other.

The uninterrupted organisation of container trains from China to Europe has helped to reduce costs and improve the efficiency of foreign trade and promoted the effective economic development of countries along the route of these trains.

Considering these difficult times and taking into account the heavy congestion on the sea route, China-Europe container trains continue to operate efficiently.

According to the information of "Kyrgyz Temir Zholu National Company" SE (KRG), 15 container trains were organised on the KRG network in 2022.

According to the information of Lithuanian Railways JSC (Lietuvos geležinkeliai), unfavourable geopolitical situation and related economic restrictive measures had a negative impact on container traffic, resulting in a 37 % decrease in container traffic in 2022.

According to the results of work in 2022, Ulan-Bator Railway JSC (UBZD) transported 265,793 TEU containers in transit through Mongolia as part of 2324 container trains. Among them, transit container trains were organised in the direction China-Europe to the destination station of Małaszewicze (Poland), Kolyadichi (Belarus), Odessa (Ukraine), Vuosaari (Finland) and others:

- from China to Russia and European countries (in odd-numbered direction) – 127,018 containers in TEU;
- from Russia and European countries to China (in even-numbered direction) – 138,775 containers in TEU.

Implementation of the 2022 plan in UBZD was 90.9 % in terms of the number of container shipments in TEU, and 103 % in terms of the volume of cargo transported in tonnes.

Container transport plays a special role in the development of transport logistics of Russian Railways OJSC (RZD OJSC) as the most reliable and efficient way to transport cargo.

By the end of 2022, 6521.1 thousand TEUs were transported, which is 0.3 % more than in the same period of the previous year. Of these: the volume of domestic traffic increased by 3 % (2,545,500 TEUs transported); import traffic increased by 17 % (1,625,200 TEUs transported); transit traffic decreased by 21 % (845,600 TEUs transported). The volume of export traffic totalled 1,504,800 TEUs, which is 61,600 TEUs or 4 % lower than the same indicator of the previous year.

The volume of loaded container traffic increased by 0.4% or 18.1 thousand TEUs (4659.9 thousand TEUs transported); the share of loaded container traffic in the total volume of traffic was 71.5% (+0.1% to 2021).

The most popular and attractive way of transporting containers remains carriage in container trains.

In 2022, 4361.0 thousand TEUs were transported in container trains, which is 2.4 % or 105.1 thousand TEUs less than a year earlier. The share of routing was 66.9 %, which is 1.8 % below the previous year's level. The share of loaded containers routing was 78.2 % (3642.6 thousand TEUs transported), which corresponds to the level of 2021.

In 2022, jointly with RZD Logistics JSC, the first full container train from Russia to India will be dispatched along the eastern branch of the North-South land corridor using the transport infrastructure of Russia, Kazakhstan, Turkmenistan, Iran and India.

This route will allow Russian exporters to develop markets not only in India and the Gulf countries, but also in Africa.

Over the previous year, 4 trains with export cargo were dispatched.

As part of the development of the cargo base of the eastern route of North-South ITC, work is underway to attract volumes and import traffic.

On 19 July 2022, a container train with 43 containers of assembled cargo from India departed from the Iranian port of Bandar Abbas. The train arrived at Vorsino station (Moscow Railway) on 14 August (26 days in transit, from the Iranian port of Bandar Abbas).

The RZD OJSC is actively engaged in redirecting freight traffic from the west to the east. Work has been organised to develop alternative routes to the Far East, East Asia and the North-South ITC corridor, including Black Sea ports.

China-Russia container trains were launched on the following routes: Chongqing – Vorsino; Jinan – Vorsino; Suzhou – Kazakhstan – Vorsino.

Within the framework of the Western branch of the North-South ITC it is planned to develop single container shipments in export and import traffic. Within the framework of the Eastern branch it is planned to organise shipments in train volumes from Moscow.

Since May 2022, shipments of kit cars for the assembly of GAZelle NEXT minibuses from Nizhny Novgorod station (Gorkovskaya Railway) to Vietnam have been developed. A total of 22 container trains were dispatched in 2022.

In 2022, transit shipments of potash fertilisers from Belarus to the PRC from Kaliy-I, Kaliy-III, Kaliy-IV, Bruzgi and Mulyarovka stations via the Krasnoye railway checkpoint and further to the border stations of Grodekovo, Zabaikalsk, Naushki, Dostyk and Altynkol were widely developed.

In 2022, 670 container trains with potash fertilisers were dispatched, carrying around 83,000 TEUs.

Cargo traffic in communication with China reached its historical maximum and totalled 123 million tonnes at the end of the reporting year, an increase of 26 % year-on-year and 38 % to 2019.

In January 2022, the new terminal of “Vostok-Zapad” Terminal and Logistics Centre LLC (“Vostok-Zapad” TLC) built in Chernyakhovsk received the first container train from China.

The Kaliningrad Railway, a branch of RZD OJSC, launched a new transport and logistics project to send container trains from Chernyakhovsk station (Kaliningrad Region) to China to Chengxiang station (Fujian Province).

The first test train with containers was loaded at the “Vostok-Zapad” TLC and departed on 24 April 2022. The train carried 100 TEU containers. It arrived at the destination station within 15 days. Back-loading of the wagons with Chinese goods was organised.

The project was implemented in partnership with Novik Group of Companies. Kaliningrad peat was delivered to Chinese consignees along the new route.

Previously, consumer goods, equipment and electronic equipment were delivered to the region in separate containers as part of transit trains travelling through Kaliningrad to Europe.

The “Vostok-Zapad” TLC was opened in autumn 2021 and is focused on export and import shipments, as well as handling transit containers travelling between Asia and Europe. In the future, it may become one of the key transport and logistics hubs on the New Silk Road. The processing capacity of the complex is 450,000 TEUs per year.

As part of the Agroexpress service (a specialised service of RZD Logistics and the REC for the delivery of Russian-made food products to China using accelerated container trains), export and import shipments were made using the company’s own fleet of refrigerated containers. Export shipments of refrigerated containers via the Far East to China are carried out. In import traffic, full container trains with fresh and frozen products are dispatched along the route from Shandong Province (China) to Moscow. There are plans to expand the service to Vietnam and the Republic of Korea.

A total of 210,759 TEUs were transported on the Uzbek Railways (UTI) network in 2022, up 1.1 % year-on-year, including 116,045 TEUs in export traffic, 85,465 TEUs in import traffic and 9249 TEUs in transit traffic. In total, there were 914 container trains, including 217 trains in export traffic and 697 trains in import traffic.

In the second half of 2022, Estonian Railway JSC (EVR) carried out work to organise two new container train routes:

- Estonia – Russia (Paldiski/Muuga – Narva – Bronka/Shushary);
- Estonia – Russia (Paldiski/Muuga – Narva – Pitkyaranta).

In 2022, 26,011 TEUs were transported in international traffic, which is 17 % less than in 2021, including container trains.

In order to attract additional volume to “UTLC ERA” JSC service, customers are offered optimal rates on the routes China – St. Petersburg and Leningrad Region stations.

In connection with the growth of customers’ requests for transportations from China to Russia via the territory of the Republic of Kazakhstan, “UTLC ERA” JSC promptly expanded the list of services offered to the market for the carriage of imported cargo by train services with destination to RZD stations.

RZD Logistics JSC and “UTLC ERA” JSC organised the first shipment of refrigerated cargo between China and Rus-

sia by rail. The first train departed from the Nongzhong terminal in Shandong Province (China) on 26 March 2022. It transited through Kazakhstan's Dostyk border station, with a transit time of about 18 days. The final destination of the train was the Selyatino terminal in Moscow.

The volume of container traffic on the China-Europe-China route on the transit services of "UTLC ERA" JSC for the first half of 2022 totalled 287.2 thousand TEUs. 77.5 thousand TEUs were transported in the direction of China, and 144 thousand TEUs were transported in the direction of Europe.

In order to increase the volume of containerised cargo transportation in international traffic in 2022, "TransContainer"



Transportation of containers plays a special role in the development of transport logistics, being the most reliable and efficient way for the carriage of goods

PJSC, an OSJD affiliated enterprise, developed and launched the following services:

- regular service for the transport of imported cargo from Zabaikalsk station on the border between China and Russia to "TransContainer" PJSC own terminal in Novosibirsk; as part of the service, trains from Zabaikalsk departed on a weekly basis and the transit time was 7 days;
- a regular container train from Irkutsk to China via Kazakhstan: the first train with 62 containers departed from "TransContainer" PJSC own terminal at Batareinaya station in Irkutsk and travelled through the Dostyk/Alashankou border crossing to its destination - Qingdao, with a transit time of 10 days from Irkutsk to the border crossing at Dostyk station;
- "TransContainer" PJSC was the first in Russia to organise regular shipments of container imports from China to Russia through the border crossing at Kamyshevaya station in Primorsky Krai: the first train with 51 containers departed from Kamyshevaya station on 7 July, and the transit time to Vorotyensk station (Kaluga region) was 12 days; transporting the cargo from the city of Hunchun (China) and transferring it through the border crossing took less than a day; the service is focused on transporting products manufactured in the northern provinces of China;
- a public regular service for the transport of consumer goods from Vietnam to Russia via the Zabaikalsk border station: the overland route from Hanoi to the Moscow region took about 35 days;
- services from China to St. Petersburg via the Zabaikalsk land border crossing and transit through the territory of Kazakhstan: the new services are focused on the transportation of cargoes to the European part of Russia, they supplemented the logistics solutions already offered by "TransContainer" PJSC; the estimated time of transportation through the territory of Kazakhstan and Russia was up to 7 days.

"TransContainer" PJSC developed transit transportations with Chinese partners.

According to the information of "TransContainer" PJSC, a tripartite cooperation agreement was signed with Chinese forwarders, aimed at increasing the attractiveness and competitiveness of transit container transportations from China to Europe.

As part of the agreement with the logistics company Shandong Jitie Land Port Group Limited (part of the Jinan Railway Bureau of China Railways) and Qingdao New Port Industrial and Logistics Development Co., Ltd. operator of the Qingdao dry port located in the Shanghai Cooperation Organisation (SCO) Demonstration Zone, the possibility of expanding the volume of freight traffic to Europe and improving the efficiency of land border crossings through cooperation with Chinese Railways to provide scheduling lines for container trains departing from the joint hub in Qingdao will be worked out.

The parties intend to establish a hub for cargo consolidation within 5 years of signing the agreement.

According to the document, a Chinese-Russian and Chinese-European train service centre will also be established within 5 years in the demonstration zone, which was created as part of a project of the SCO member countries in Shandong Province.

"TransContainer" PJSC is one of the leaders in container railway logistics in Eurasia. The company's fleet of con-

tainers totals about 100,000 units with a capacity of more than 140,000 TEUs, and more than 40,000 units of fitting platforms. The company owns 37 railway terminals in Russia and operates three more in the form of subsidiaries and joint ventures. The sole shareholder is “Delo Group” of Companies.

According to the information of “TransContainer” PJSC, the volume of export container traffic in the Far East in July-August 2022 increased by 50 % in relation to the same period of 2021 and amounted to 94 thousand TEUs.

The volume of container traffic in 7 months of 2022 in the direction of Far Eastern ports and land border crossings increased by 8 %.

“TransContainer” PJSC completed the reconstruction of its own terminal at Zabaikalsk station, a strategic border crossing on the Russian-Chinese border, at the end of 2022. Based on the results of several stages of the project, the processing capacity of the site has increased 10 times since 2006 to 555,000 TEUs per year, which makes it possible to increase the volume of shipments to Asia-Pacific countries via overland routes and relieve the congestion of Far Eastern ports.

The China-Europe container train service contributed to international cooperation on epidemic prevention and helped to stabilise supply chains between countries along the Belt and Road Initiative.

In view of the restrictions imposed due to the spread of coronavirus infection, railways proved to be a reliable mode of transport for the delivery of medical supplies needed to combat the COVID-19 pandemic.

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

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

Over the past three years, there had been many pilot projects for the transport of postal items by rail, but their volume had been low. However, the situation with the COVID-19 coronavirus pandemic has affected the logistics of postal transport, and the railway delivery channel has begun to play a strategic role as a reliable international transport route, as well as in the direction between China and Europe, ensuring the smooth delivery of postal items.

The railways of the OSJD member countries carried out their work to organise the transportation of postal items by rail along various international routes.

Chongqing, Yiwu, Zhengzhou and Dongguan have become the main cities for containerised postal trains in the PRC. On their way out of China, trains pass through Kazakhstan, Russia and Belarus onwards to Poland and other European countries.

The Byelorussian Railway (BC) in cooperation with “UTLC ERA” JSC, an OSJD affiliated enterprise, and other participants of container transportations carries out work on the development and organisation of postal shipments in containers by rail in the directions East – West – East, China – European countries – China.

The first container trains loaded with postal items started to run on “UTLC ERA” JSC base routes between China and Europe on a regular basis from April 2020. The number of postal shipments has increased.

According to the information of “Kazakhstan Temir Zholy National Company” JSC (“KTZ NC” JSC – KZH), the transport of mail and courier cargo is carried out on a regular basis on the China-Europe-China route.

An agreement was concluded between “KTZ NC” JSC and Kazpost JSC, the national operator of customs operations for postal items (submission of a customs transit declaration).

Based on the results of 12 months of 2021 and the first half of 2022, 171 transit declarations were issued for postal items in containers through the Dostyk/Alashankou and Altynkol/Khor-gos border crossings destined for European countries.

Chang’an special trains continued to expand lines for cross-border e-commerce with direct deliveries to more than 20 cities in Europe. From January to November 2022, the China-Europe Chang’an railway container express carried a total of 4198 trains, including 178 cross-border e-commerce runs, 1.4



The volumes of containerised cargoes in international railway traffic has been continuously increasing

times more than in the previous year.

On 8 December 2022, a cross-border e-commerce train loaded with 100 standard containers departed from Jiangao (Guangzhou) and, after passing through the Khorgos border station, arrived in Małaszewicze (Poland) 15 days later.

This container train transported a variety of goods, mainly clothes, bags, car navigation systems, colour LCD panels, which are produced by enterprises in the Zhujiang River Delta region. The weight of the goods was about 423 tonnes. After arriving in Poland, the goods were immediately shipped to Germany, Italy, Spain and other European countries.

Ulan-Bator Railway JSC (UBZD) jointly with the "Post of Russia" JSC, an OSJD affiliated enterprise, implemented a project to organise the delivery of international postal items by air-rail transport. Within the framework of this project, in December 2022, the test delivery of postal items by rail from Ulan-Bator station of five 40-foot containers (3 wagons), which were part of a transit container train, was completed with further transfer to Tikhoretskaya station (RZD).

According to Russian Railways OJSC (RZD OJSC), in December 2022, multimodal transportation of postal items in freight international traffic was carried out.

On 22 December, the cargo was transported from China by air to the airport in Ulan-Bator, Mongolia. The postal items were then reloaded into five large-tonnage containers and delivered by road to the Ulan-Bator Railway station on 23 December. On 24 December, they were loaded onto fitting platforms and delivered as part of a container train to Naushki station of the East Siberian Railway, where they were uncoupled. On 25 December, the wagons were included in the container train and sent to Yudino station of the Gorky Railway.

According to the information of the "Post of Russia" JSC, an OSJD affiliated enterprise, due to a significant decrease in the available aviation carrying capacity in 2022, the demand for transportation of postal items by rail has increased. Thus, in addition to transportation of postal items in its own baggage and mail wagons running in passenger trains (569 baggage and mail wagons in the working fleet of the "Post of Russia" JSC), the launch of the regular container service "Mail container train 'Russia'" was organised.

In March 2022, an innovative project was launched. The "Post of Russia" JSC and the RZD OJSC jointly developed the technology and launched a mail container train "Russia" along the Trans-Siberian Railway between Moscow and Vladivostok. As part of joint work on the project, a unique end-to-end technology was developed to enable just-in-time delivery of items, which optimised the number of loading and unloading operations and increased the safety of items.

The RZD OJSC has developed a special timetable and operating technology that provides for the uncoupling and coupling of wagons as the train passes through eight stations in major cities such as Kazan, Yekaterinburg, Tyumen, Omsk, Novosibirsk, Krasnoyarsk, Irkutsk and Khabarovsk. The "Post of Russia" JSC, in turn, has been able to integrate the work of road carriers, logistics centres, railway terminals and stations into a single technological process, which allows it to guarantee customers transit time and weekly container service between 10 cities of the Russian Federation.

Since June 2022, the train started regular service, having made 43 trips from Moscow to Vladivostok and back since its launch. 5521 TEUs, 46,190 tonnes of postal items and other cargo were transported. The average speed of the train was 858 km/day, the average actual train journey time along the route Moscow – Vladivostok / Vladivostok – Moscow was 11 days.

In the future, it is planned to increase the frequency of shipments, expand the geography of routes and shorten the door-to-door delivery time.

In December 2022, a successful test transportation of international postal items in containers was carried out with the use of SMGS consignment note under code GNG 99910000 "Postal items", established and effective from 1 June 2022 due to the well-organised work of the OSJD Commission on Freight Traffic. The international mail items travelled from China to the Russian Federation by road and air transport to Ulan-Bator (Mongolia), then at the airport of Ulan-Bator they were reloaded into containers and delivered to Kazan IMPC (Russia) by rail. The delivery time on the whole route was 15 days. 35 tonnes and 270,000 postal items were delivered.

The project of transporting 73 containers with postal items from Japan to Ekaterinburg. In 2021, there was a container pile-up at the port of Busan with postal items from Japan. To avoid the return of postal items to senders, "Post of Russia" JSC developed and organised an alternative multimodal container solution for the delivery of Japan Post postal items. 73 large-tonnage containers, 178 tonnes of international mail items were delivered from the port of Busan to the international mail processing centre in Yekaterinburg (Russian Federation). The transport was carried out in three stages. The transit time of delivery across the Russian Federation from Vladivostok to Yekaterinburg was 10-12 days.

The project for the carriage of postal items in international passenger traffic as part of train No. 305/306 Irkutsk – Ulan-Bator – Irkutsk. Currently, postal items travel from China to the Russian Federation via Mongolia by different modes of transport (road, air and rail). In 2022, 2729 tonnes, 15 million mail items were delivered along this route. It is planned to replace the existing road shoulder Ulan-Bator – Altanbulag – Irkutsk with a railway one. This, in turn, will significantly reduce the total delivery time of postal items on this section from 4-5 days to 1 day, as well as increase the safety of postal items by reducing the number of overloads en route.

The first "Jiangsu" mail train in the China-Europe direction, carrying a container of the region's postal goods, was dispatched in August 2022 from Nanjing railway station to Europe.

On the day of the train's launch, the Jiangsu Railway Company also signed a strategic cooperation agreement

with SF Express and Jitu Express to actively assist Jiangsu Post in promoting the express delivery project. In the next stages, the railway company will further support Jiangsu Post in expanding postal services in Europe, Southeast Asia and other regions.

On 16 September 2022, a new postal and railway parcel delivery service from Xi'an, capital of Shaanxi Province (PRC), to Małaszewicze (Poland) was launched. The service is provided by the Chinese company Xi'an Free Trade Port Construction and Operation and is designed for the growing e-commerce business.

The transit time was 12 days and the trains were loaded with e-commerce goods and international letters. Upon the train's arrival in Poland, the goods were distributed throughout Europe by Poland's state postal administration, Poczta Polska S.A., which also provides logistics services.

The Xi'an Free Trade Port Construction and Operation company was established in 2018 as a land-based international and domestic freight forwarding agency. It takes care of handling, loading and warehousing services. It also owns and maintains rolling stock that is leased to other railway freight companies.

On 28 October 2022, the first China-Europe-China container train carrying international postal items from Germany arrived in Chongqing (China). Chongqing is the first city in China to implement bilateral postal transport logistics using China-Europe express trains. So far, trains from Chongqing have transported a total of 27,686,500 international postal parcels, ranking first in China in terms of total postal item volume.

Within the framework of OSJD cooperation with the Universal Postal Union (UPU), the OSJD Commission specialists were invited to the meetings of the UPU Rail Forum on the carriage of international postal items (IPOs) by rail.

The UPU Railway Forum is currently working on updating the "Guidelines for the Organisation of International Transport of Postal Items by Rail" (hereinafter referred to as the Guidelines). The draft Guidelines dated 30 August 2022 were submitted to the OSJD Committee for review and possible amendments.

The purpose of the Guidelines is to provide a comprehensive overview of the factors affecting the transport of postal items by rail, the operational procedures and responsibilities of stakeholders along the entire route, and further actions, especially with regard to the exchange of electronic advance data (EAD) for customs declaration and early risk assessment. This document is intended to provide a general description of the postal item transportation by rail initiative and to serve as a source of information for stakeholders who are considering their participation in the initiative. In addition to specific operating procedures, additional information is included in the document to provide its users with essential industry information that will be useful during the evaluation and implementation phases. This additional information is provided in a variety of areas, ranging from lessons learnt from the first trial operations to plans for the exchange of electronic advance data (EAD) between designated operators (DOs) and rail carriers.

The importance of co-operation between OSJD and UPU was noted with regard to the organisation of international transportation of postal items by rail.

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

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

According to the Azerbaijani Railways CJSC (ADY CJSC), the application of CIM/SMGS consignment note on the Baku-Tbilisi-Kars (BTK) railway line started on 17 September 2021 within the framework of the TURKUAZ project. The first consignment with electrodes, marble etc. in containers was delivered from Türkiye to Azerbaijan and Kazakhstan. This way, time is saved and the cost of transporting goods along the BTK route is reduced. In the future, the use of the CIM/SMGS consignment note will increase the growth of cargo transport dynamics in other directions as well.

The Byelorussian Railway (BC) is open for transportations using the CIM/SMGS consignment note in all directions. Cargo in containers was transported in the "West – East" direction from the Czech Republic, France, Germany, Hungary, Slovakia to Russia, Kazakhstan, China and in the opposite "East – West" direction.

In 2022, the volume of freight traffic on the Byelorussian Railway network under the CIM/SMGS consignment note totalled 6629 consignments (1138 wagons and 8490 large-tonnage containers), of which 6215 shipments (44 wagons and 7948 large-tonnage containers) were made in transit under the CIM/SMGS consignment note; import - 82 shipments (561 wagons and 528 large-capacity containers); export - 332 shipments (533 wagons and 14 large-capacity containers), including 4157 wagons and 294 large-capacity containers.

According to the information of the Georgian Railway JSC (GR), in order to simplify the transport process, as well as to significantly reduce the time of cargo delivery and transfer of wagons through the interstate junction point between Georgia and Türkiye, 2262 wagons and 2863 (4424 TEUs) containers with a total weight of 75,394 tonnes of cargo, issued under the CIM/SMGS consignment note, were received from Turkish Railways in the direction of Azerbaijan and Kazakhstan in transit through Georgia via the Baku-Tbilisi-Kars (BTK) railway line.

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

At the same time, being a way of changing the legal regulation of CIM and SMGS traffic (Akhalkalaki station – reconsignment point), in order to increase the transit potential of Georgia, targeted work was carried out with railway administrations on their use of the CIM/SMGS consignment note. It should be noted that GR actively worked with carriers to popularise the CIM/SMGS consignment note, as despite all the advantages of this consignment note, it is not yet fully used for shipments from Central Asia to Türkiye and onwards to Europe.

Through the network of the “Kazakhstan Temir Zholy National Company” JSC (KZH) in 2022 in transit traffic on the territory of the Republic of Kazakhstan large-tonnage containers were transported under the CIM/SMGS consignment note (3310 consignment notes). Transportations were carried out from China in the direction of European countries (Austria, Belgium, Germany, Denmark, Netherlands, France etc.) and in the opposite direction from European countries (Austria, Belgium, Great Britain, Germany, Denmark, Spain, Italy, Luxembourg, Finland, France etc.).

In 2022, the China State Railway Group Co., Ltd. (KZD) issued 1132 CIM/SMGS consignment notes in export traffic, including 950 CIM/SMGS consignment notes at the Alashankou/Dostyk border crossing, 50 CIM/SMGS consignment notes at the Khorgos/Altynkol border crossing, and 132 CIM/SMGS consignment notes at the Manchuria/Zabaikalsk border crossing.

In the first half of 2022, 37 wagons (4 consignments) using the CIM/SMGS consignment note passed through the network of the Latvian Railways SJSC (Latvijas dzelzceļš – LDZ) by land transit.

In the first half of 2022, the LTG Cargo JSC, a subsidiary of the Lietuvos geležinkeliai JSC (Lithuanian Railways – LTG), transported 1603 wagons, including 3206 large-capacity containers, in transit through the territory of the Republic of Lithuania under the CIM/SMGS consignment note.

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

In order to simplify the document flow by reducing the time required to generate, transfer and process documents, as well as to eliminate the need for manual data transfer from paper documents, to create the possibility of making effective management decisions by obtaining information on the progress of transportations in real time, to increase the efficiency of personnel work and to eliminate the significant influence of the human factor by increasing the reliability of the processed information, a new software system has been developed and is currently being implemented at CFM. The new software complex includes automated workplaces (AWP) of customers, planning department, commodity cashiers, cargo acceptors and technology centre for carriage document processing.

Furthermore, CFM, together with the Ukrainian Railway Transport Administration, is working on the development and implementation of software for the possible exchange of information in the scope of the transport document for freight transported in international traffic. The implementation of this project will reduce the transfer time of freight trains at interstate crossing points.

In 2022, 30115 wagons were transported on the territory of the Republic of Moldova under the CIM/SMGS consignment note, of which transit totalled 20,181 wagons; exports – 363 wagons; imports – 5571 wagons.

The main types of goods transported under the CIM/SMGS consignment note are: from the Republic of Moldova – wheat, barley, corn, rape seeds, sunflower seeds, molasses, Portland cement, rolled steel; to the Republic of Moldova – malt, salt, oil gases, petrol, diesel fuel, fuel oil, ammonium nitrate, ferrous metal scrap; in transit traffic – wheat, corn, sunflower seeds, press cake, salt, iron ore and concentrates, resins, petroleum gases, petrol, diesel fuel, fertilisers, cast iron, rolled steel, pipes.

The Ulan-Bator Railway JSC (UBZD) proceeded with the preparation of software designed to fill in consignment notes and accompanying documents for the use of the CIM/SMGS consignment note for cargo exports in international traffic. UBZD processes the CIM/SMGS consignment note for import and transit cargo.

In the first half of 2022, the following routes were used in the service of the “UTLC ERA” JSC, an OSJD affiliated enterprise, for the carriage of containers in high-speed container trains in the PRC- EU- PRC traffic using the CIM/SMGS consignment note:

- multimodal transportations Xi’an – Mukran – Xi’an via the port of Baltiysk, including the sea section - 44 shipments;
- direct rail transportations Chongqing – Duisburg via the Mamonovo RZD / Braniewo PKP land border crossing - 4 shipments.

In 2022, the Czech Railways Cargo, a.s. (ČD Cargo) transported 5019 wagons under the CIM/SMGS consignment note, with exports totalling 2269 wagons and imports totalling 2750 wagons, a 77 % decrease compared to the previous year.

Coordination of the volumes of goods carried in international traffic by rail was discussed at a meeting of the OSJD Commission on Freight Traffic held in the videoconferencing mode on 15-19 March 2022 (OSJD Committee, Warsaw).

The meeting was attended by the representatives of the Vietnamese Railway State Company (VZD), “Kazakhstan Temir Zholy National Company” JSC (KZH), China State Railway Group Co., Ltd., Ministry of Railways of the People’s Democratic Republic of Korea (ZC), Ulan-Bator Railway JSC (UBZD), Russian Railways OJSC (RZD OJSC) and “O‘zbekiston temir yo‘llari” JSC (UTI), as well as the representatives of foreign trade organisations from the Socialist Republic of Vietnam, Republic of Kazakhstan, People’s Republic of China, Mongolia, Russian Federation and Republic of Uzbekistan. Present as invited guests were representatives of UTLC ERA JSC, an OSJD affiliated enterprise, and the OSJD Committee.

In order to consider the agenda of the meeting, thirteen Subgroups were organised to work.

The results of performance of the volumes of foreign trade cargo traffic for 2021 were summarised and the volumes of export, import and transit cargo traffic for 2022 were agreed upon with their distribution by quarters and by cargo types for each border crossing point.

Technical and organisational measures were developed to ensure that the agreed volumes of cargo transportation in 2022 are met.

In order to ensure the identity of cargo names, the nomenclature of export, import and transit cargoes was agreed upon when agreeing monthly cargo transportation plans.

The planned meeting of the OSJD Commission on the subject of “**Coordination of freight train timetables in international traffic**” was cancelled in accordance with item 2, Article III of the OSJD Committee Regulations (due to the lack of the number of delegations required for the validity of the meeting).

According to the information provided by the participants of the subject, the railways involved have agreed the timetables for freight trains in international traffic on a bilateral and multilateral basis.

In the reporting period, the railway companies of the OSJD member countries took part in various events held by UNESCAP, as part of **co-operation between OSJD and UNESCAP**.

Within the framework of OSJD cooperation with UNESCAP and the Economic Cooperation Organisation (ECO), the participating railways of the OSJD member countries took part in the work on the UNESCAP project “Commercialisation of the Regional Railway Corridor between Kazakhstan, Turkmenistan and Iran (KTI)”.

In 2021, at the initiative of UNESCAP, a Memorandum of Understanding was signed between the Republic of Kazakhstan, Turkmenistan and the Islamic Republic of Iran on the implementation of the Kazakhstan-Turkmenistan-Iran railway route.

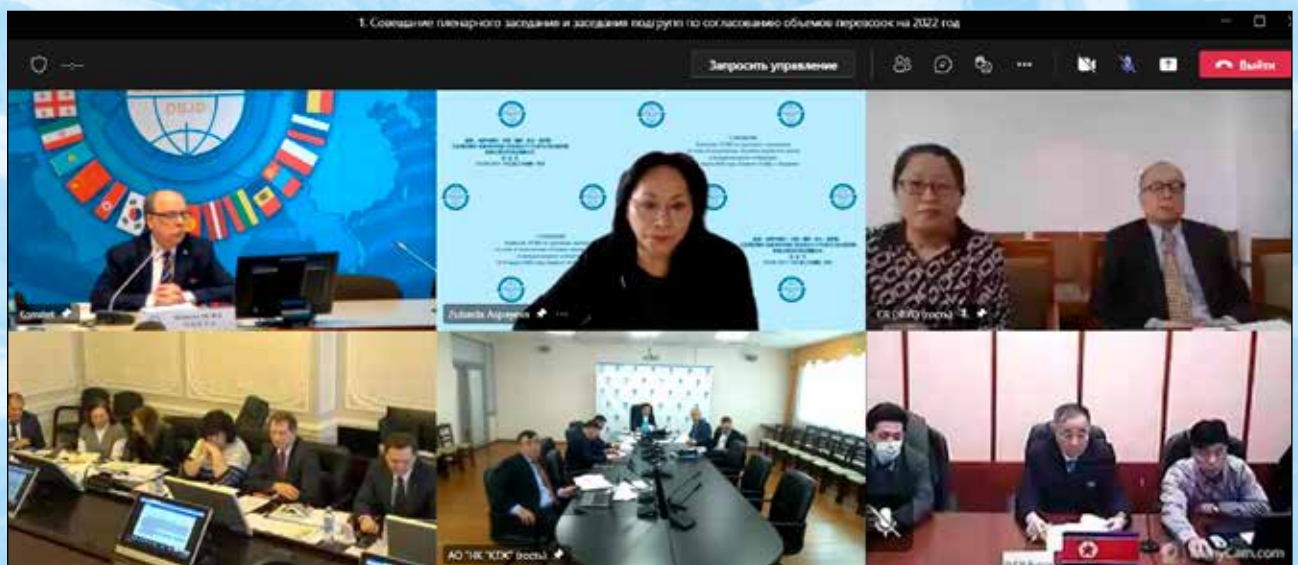
The KTI railway route will strengthen transport links between various regions. Another objective of commercialising the KTI is to turn it into an economic corridor.

The leading duty holder of this subject within OSJD – KTZ NC JSC (KZH) informed about the work carried out within the framework of the UNESCAP project “Commercialisation of the Regional Railway Corridor between Kazakhstan, Turkmenistan and Iran (KTI)”.

In order to develop cooperation in the field of railway transport and increase freight flows between Kazakhstan and Iran, a meeting between the heads of KTZ NC JSC and the Railways of the Islamic Republic of Iran (RAI) was held in Tehran (Islamic Republic of Iran) on 23 May 2022.

In June 2022, a Memorandum of Co-Operation was signed between KZH and RAI.

As part of the redirection of cargoes to the Kazakhstan-Turkmenistan-Iran (KTI) railway route, the first demonstra-



Opening of the meeting on the subject “Coordination of the volumes of international freight traffic” (14.03.2022, OSJD Committee, in the videoconferencing mode)



Consideration of the agenda items of the meeting on the subject "Coordination of the volumes of international freight traffic" (14-18.03.2022, OSJD Committee, in the videoconferencing mode)

tion train of 48 containers loaded with sulphur was dispatched from Kazakhstan's Pavlodar station to Türkiye's Payas station in June 2022. The new logistics solution proposed by KZH is attractive for shippers, first of all, because of the delivery time. Compared to the alternative route across the Caspian Sea, the train covered a distance of more than 6300 kilometres in just 12 days. The launch of a new transnational communication, which does not require transshipment of cargo, will contribute to the diversification and increase of container freight flow along the route Kazakhstan – Turkmenistan – Iran.

In the reporting period, **co-operation and interaction** with the Inland Transport Committee of the UN Economic Commission for Europe (UNECE ITC), Universal Postal Union (UPU), Eurasian Economic Commission (EEC), International Coordinating Council for Trans-Eurasian Transportation (CCTT), International Association "Trans-Caspian International Transport Route" (TITR), International Union of Railways (UIC) was carried out.

In the course of 2022, the mutual participation of the representatives in the meetings, sessions, seminars, conferences held in the videoconferencing mode and conducted by the OSJD Commission on Freight Traffic and international organisations and associations in the field of railway freight traffic was carried out in order to develop and improve it in international traffic; to harmonise data on freight traffic between the countries in order to ensure and facilitate world trade in international railway traffic; to develop proposals and recommendations on the efficient use of railway transport with the involvement of other modes of transport and ensuring its competitiveness; to use modern technologies in the organisation of the transportation process etc.

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

3.4. Passenger Traffic

The following issues were considered by the OSJD Commission on Passenger Traffic in 2022 as priority ones:

- resumption of international passenger traffic during the ongoing COVID-19 pandemic;
- improvement of the Agreement on the International Railway Passenger Tariff (MPT Agreement) and the Agreement on the "Rules for the Use of Passenger Coaches in International Traffic" (PPW Agreement);
- development and coordination of timetables and formation schemes for passenger trains in international traffic;
- systems used for making seat reservations, providing passenger information and other passenger services, and for the preparation of financial accounting documents.



Chairman of the OSJD
Commission on Passenger Traffic
Aleksandr Sergienko

In the majority of the OSJD member countries the **work on the resumption of international passenger traffic** was carried out in a step-by-step manner. The OSJD railways MAV Co., CFM, PKP, ŽSR informed about the running of international passenger trains in accordance with the agreed train schedules for 2021-2022. On the OSJD railways BC, KZH, KRG, LTG, UBZD, RZD OJSC, TDZ, UTI the international passenger traffic was partially resumed. At the same time in 2022 on the OSJD railways of ADY CJSC, VZD, KZD, ZC, LDZ, TRK the international passenger traffic was still completely suspended.



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

In the Republic of Belarus, international passenger traffic has been resumed only with the Russian Federation on the main passenger-forming routes, such as Minsk – Moscow, Brest – Moscow, Brest – Minsk – St. Petersburg, Minsk – Murmansk, Minsk – Adler etc.

In Hungary, all railway passenger trains of the MÁV-Start formation were running, except for the Mátészalka – Carei cross-border service to Romania. The operation of these trains on the route was resumed in December.

In the Republic of Kazakhstan, starting from April 2022, 14 pairs of international passenger trains were organised, including:

- 5 pairs of trains of KZH formation: Almaty – Tashkent, Karaganda – Samara, Almaty-2 – Kazan, Karaganda – Omsk, Atyrau – Astrakhan;
- 3 pairs of trains of KRG formation: Bishkek – Samara, Bishkek – Shu/Kazan, Bishkek – Novosibirsk;
- 3 pairs of trains of UTI formation: Tashkent – Samara, Tashkent – Volgograd, Nukus – Beineu;
- 3 pairs of trains of TDZ formation: Kulyab – Volgograd, Dushanbe – Volgograd, Khujand – Volgograd.

In the Kyrgyz Republic, international passenger train services were resumed on the Bishkek-Samara, Bishkek-Kazan and Bishkek-Novosibirsk routes.

In the Republic of Lithuania, a passenger transport subsidiary CJSC LTG Link, in cooperation with Polish carrier Polregio, resumed international passenger traffic to Poland on the Kaunas – Białystok – Kaunas route from 1 July 2022.

Eight regular passenger trains travelled from Russian regions to Kaliningrad via Lithuania: Moscow – Kaliningrad, St. Petersburg – Kaliningrad and Adler – Kaliningrad.

In the Republic of Moldova, international passenger trains were resumed on the routes Chişinău – Bucharest, Chişinău – Socola (Iaşi) and cross-border passenger trains Iaşi (CFR) – Ungheni (CFM) in communication with Romania.

In Mongolia, only one international passenger train between Irkutsk and Ulan-Bator was resumed from 29 April 2022.

In the Russian Federation in 2022, as a result of the step-by-step process of restoring international rail passenger traffic, traffic was opened with the Republic of Kazakhstan (from 20 April), Mongolia (from 29 April), Kyrgyz Republic (from 3 June), Republic of Uzbekistan (from 23 June) and Republic of Tajikistan (from August).

The Republic of Uzbekistan resumed international railway passenger services with the following countries:

- the Republic of Kazakhstan – from 15 May 2022 on the route Almaty – Tashkent – Almaty by trains of the KZH formation and on the route Nukus – Beyneu – Nukus by trains of the UTI formation;
- the Republic of Tajikistan – from 20 June 2022 on the route Dushanbe – Tashkent – Dushanbe by trains of the TDZ formation;
- the Russian Federation – from 23 June 2022 on the route Tashkent – Samara – Tashkent and from 25 June 2022

on the route Tashkent – Volgograd – Tashkent by UTI trains.

Two meetings were held in the OSJD Committee with the participation of 14 OSJD railways in order to discuss the problematic issues and the expected dates for the resumption of international passenger traffic. In 2023, a number of OSJD railways will continue this work with the competent authorities of their countries and in bilateral format.



Consideration of the agenda items of the final meeting of the OSJD Commission on Passenger Traffic (25-27.10.2022, OSJD Committee, Warsaw, using the videoconferencing mode)

In the reporting period, the Commission continued its **work on updating the regulatory documents in the field of international passenger traffic**. The OSJD Committee hosted the meetings of the representatives of the Parties to the MPT Agreement and PPW Agreement, at which amendments and additions were made to both documents in terms of:

- granting the OSJD Committee, as a depositary of the Agreement on the MPT Agreement and PPW Agreement, the right to make proposals for their updating for consideration of the Parties to the Agreement. These decisions impose additional responsibilities on the working staff of the Commission to control compliance of the provisions of these agreements with other OSJD regulatory documents in the field of passenger traffic;
- taking decisions on amendments and additions to the PPW Agreement and the PPW rules at the meetings of the representatives of the Parties to the PPW Agreement without their additional approval at the meetings of the Conference of General Directors (Authorised Representatives) of the OSJD Railways. The practice of application of some provisions of the PPW Agreement shows that this decision will make it possible to speed up significantly the implementation of the decisions taken by the Parties to the PPW Agreement in terms of:
 - updating of Annex 29 to the PPW "Numbering and seat arrangement in international wagons within the SMPS";
 - changes to the structure of the MPT Agreement and comprehensive amendments and additions to these documents.

The OSJD Committee, as the depositary of the MPT Agreement, informed the Parties to the MPT Agreement about the entry into force from 1 September 2022 of the updated data of Table 1 of the MPT for KZH, RZD OJSC and from 2 September 2022 of the amendments and additions to the MPT Agreement and the MPT itself, adopted at the meeting of the representatives of the Parties to the MPT Agreement.

The Parties to the PPW Agreement were also informed by the OSJD Committee, as the depositary of the PPW Agreement, about the entry into force of the amendments and additions from 2 June 2022 and from 1 January 2023.

The working staff of the Commission prepared and sent to the Parties to the MPT Agreement and PPW Agreement the updated texts of the Agreements as of 1 January 2023 in view of the announced amendments and additions, which were also posted on the OSJD Website (<https://osjd.org/>).

In accordance with the Work Plan the Commission organised and held a meeting on the **development and coordination of the timetables of passenger trains in international traffic for 2022–2023 of the 2nd group of OSJD railways**, in which the representatives of VZD, KZH, KZD, ZC, UBZD, RZD OJSC and the OSJD affiliated enterprise – "Post of Russia" JSC took part.

The meeting agreed that passenger trains and direct coaches would run on 16 routes, as in previous years. Taking into account the current epidemiological situation in these regions, new additional routes for international passenger trains were not considered.

In the China-Russia traffic schedule for 2022-2023, train No. 402/401 of the KZD formation in cross-border traffic on the route Suifenhe (KZD) – Grodekovo (RZD) is retained, along with groups of direct coaches of the FPC JSC on the route Moscow – Beijing and Chita – Manchuria via the border crossing of Zabaikalsk (RZD) – Manchuria (KZD), as well as train No. 3/4 Beijing – Moscow via the border crossings of Erlian (RZD) – Zamyun Uud (UBZD) and Sukhbaatar (UBZD) – Naushki (RZD).

In the Russia-Mongolia traffic, the operation of trains No. 5/6 Ulan-Bator – Moscow of UBZD and No. 306/305 Irkutsk – Ulan-Bator by trains of FPC JSC and UBZD via the Sukhbaatar (UBZD) – Naushki (RZD) border crossing was agreed.

In addition, under a separate agreement between RZD OJSC/FPC JSC, UBZD and KZD, tourist trains of RZD OJSC/

FPC JSC will run on the routes Moscow/Irkutsk – Ulan-Bator – Erlian (KZD) and Moscow – Ulan-Bator – Zamyn-Uud (UBZD) via the Naushki (RZD) – Sukhbaatar (UBZD) border crossing.

In the China-Mongolia traffic, the schedule provides for the running of trains on the Beijing - Ulan-Bator route, formed on a parity basis by KZD and UBZD, as well as a train on the Ulan-Bator – Erlian (KZD) route, formed by UBZD. The direct coaches on the route Ulan-Bator – Hohhot (KZD) via the border crossing Zamyn-Uud (UBZD) – Erlian (KZD) remain in operation.

In international passenger traffic between China and the Democratic People's Republic of Korea, the timetable provides for the operation of groups of direct coaches belonging to KZD and ZC on a parity basis on the routes Beijing – Pyongyang (ZC) and Dandong (KZD) – Pyongyang (ZC) via the border crossing Dandong (KZD) – Sinüiju (ZC).

In the traffic between Russia and the Democratic People's Republic of Korea, direct coaches of FPC JSC on the Moscow – Tumangan route and direct coaches of ZC Pyongyang – Moscow, Pyongyang – Khabarovsk via the Khasan (RZD) – Tumangan (ZC) border crossing were retained.

In the China-Vietnam traffic, the train schedule was preserved, which provided for the running of direct coaches belonging to KZD on the route Beijingxi (KZD) – Hanoi (Zyalam station, VZD) through the border crossing Pingxiang (KZD) – Dongdang (VZD).

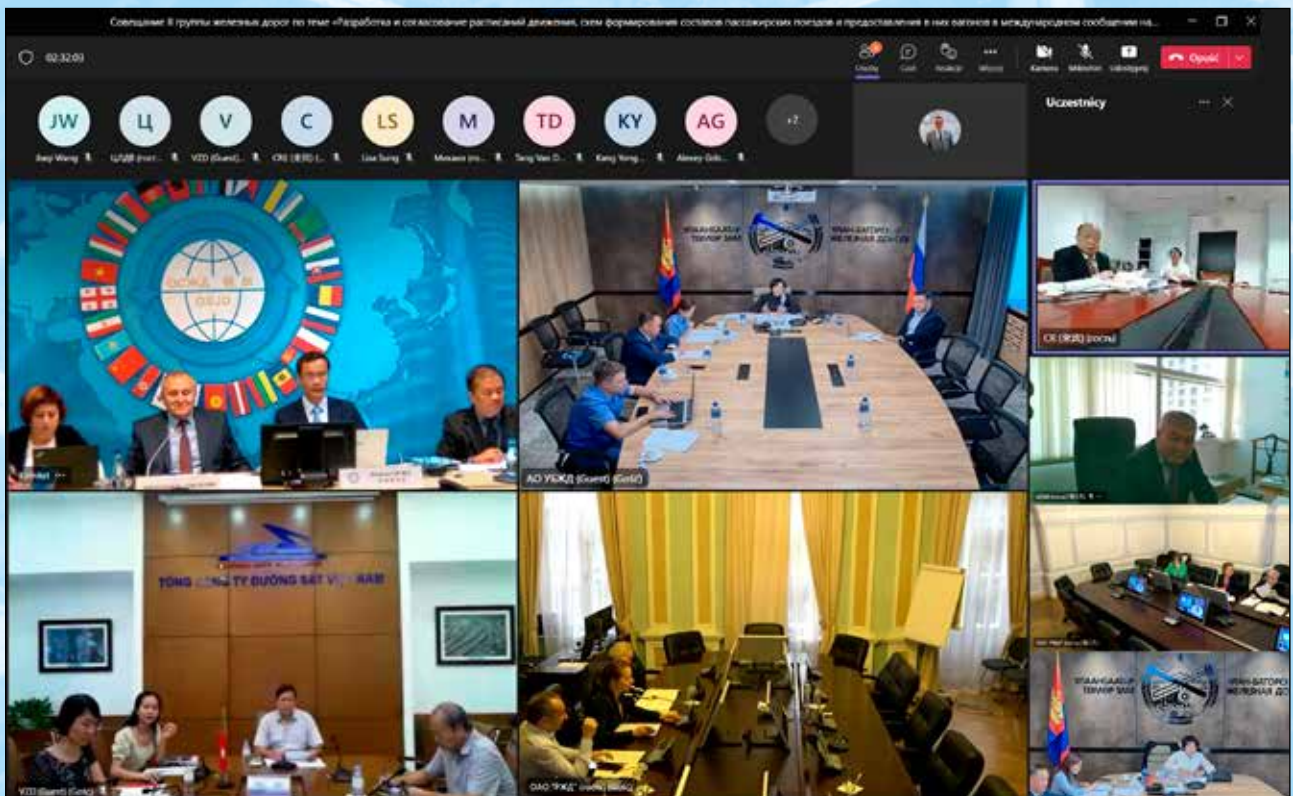
In the China-Kazakhstan traffic, there is a provision to run high-speed international trains on the routes Urumqi (KZD) – Almaty-2 (KZH) of KZD formation through the border crossing Khorgos (KZD) – Altyntkol (KZH). It was also confirmed that a high-speed train will run in communication Kazakhstan – China Almaty-2 / Astana Nurly Zhol (KZH) – Urumqi (KZD) of KZH formation through the border crossing Dostyk (KZH) – Alashankou (KZD).

The OSJD railways of the 1st group – MAV Co./MÁV-Start, LTG, CFM, PKP, CFR/CFR Călători, ŽSR/ZSSK, UZ and CD agreed the schedules of passenger trains for 2022-2023 in bilateral and multilateral format.

According to information of MAV Co.:

- the train in cross-border communication Mukachevo (UZ) – Záhony (MAV Co.) and the train Záhony – Budapest – Nyugati, which consisted of direct coaches with seats, were cancelled, and the direct train Mukachevo (UZ) – Budapest – Nyugati is scheduled to run;
- one train in cross-border service Záhony (MAV Co.) – Chop (UZ) was cancelled;
- the train route between Arad (CFR) and Szolnok (MAV Co.) was extended to Budapest-Keleti station.

LTG informed that LTG Link CJSC and PKP Intercity JSC agreed the timetable for the long-distance train of PKP Intercity on the route Kraków Gł. (PKP) – Mookava (LTG).



Opening of the meeting of the 2nd group of OSJD railways on the development and coordination of passenger train timetables, coach sequence indicators for the formation of trains and the provision of coaches in them in international traffic for 2022-2023 (19.09.2022, OSJD Committee, using the videoconferencing mode)

In the Moldova-Romania traffic the following passenger trains are scheduled: Chişinău – Bucharest Nord, Chişinău – Ungheni (CFM) – Sokola (Iaşi) (CFR), Ungheni (CFM) – Iaşi (CFR).

The UZ JSC informed that the relevant work with the railways of Poland, Slovakia, Hungary has been carried out to ensure the running of passenger trains and the transport of passengers in communication Ukraine – EU on the schedule of 2022-2023. All schedules and schemes of passenger trains have been agreed and announced in the established order to ensure the sale of travel documents.

The PKP JSC informed the OSJD Committee on the results of bilateral meetings of PKP with CD, LTG, ŽSR and UZ on the issue of agreement of the timetables of train traffic in international passenger traffic for 2022-2023:

- through the border crossing Chałupki (PKP) – Bohumín (CD): 10 pairs of trains of PKP Intercity formation on the routes Warszawa Wschodnia (PKP) – Praga hl.n. (CD), Kraków Gł. – Praga hl.n., Bohumín (CD) – Lublin Gł., Budapest-Nyugati (MAV) – Terespol (PKP), Kraków Gł. (PKP) – Bohumín (CD), Hel (PKP) – Bohumín (ChD), Kołobrzeg (PKP) – Bohumín (CD), Bohumín (CD) – Warszawa Wschodnia (PKP), Warszawa Wschodnia (PKP) – Ostrava-Svinov (CD);
- through the border crossing Zwardoń (PKP) – Skalité (ŽSR): 12 pairs of regional trains of the “Koleje Śląskie” formation on the route Čadca (ŽSR) – Zwardoń (PKP);
- through the border crossing Muszyna (PKP) – Plavec (ŽSR): 2 pairs of seasonal regional trains of the “Koleje Małopolskie” formation on the route Muszyna (PKP) – Poprad-Tatry (ŽSR);
- through the border crossing Łupków (PKP) – Miedzilaborce (ZSR): 2 pairs of regional trains of POLREGIO formation on the routes Rzeszów Gł. (PKP) – Miedzilaborce (ŽSR) and Sanok (PKP) – Miedzilaborce (ŽSR) and 3 trains during the Festival of Culture and Sports on the routes Miedzilaborce (ŽSR) – Sanok (PKP), Miedzilaborce (ŽSR) – Rzeszów Gł. (PKP) and Rzeszów Gł. (PKP) – Miedzilaborce (ŽSR);
- through the border crossing Trakiszki (PKP) – Mockava (LTG): 1 pair of a long-distance train of PKP Intercity formation on the route Kraków Gł. (PKP) – Mockava (LTG) and 2 trains of POLREGIO formation on the routes Kaunas (LTG) – Białystok (PKP) and Białystok (PKP) – Kaunas (LTG);
- through the border crossing Dorohusk (PKP) – Yahodyn (UZ): 2 pairs of night trains of UZ formation on the routes Warszawa Wschodnia (PKP) – Kiev Pas. (UZ) and Chełm (PKP) – Kiev Pas. (UZ);
- through the border crossing Medyka (PKP) – Mostyska (UZ): 4 pairs of trains of UZ formation on the routes Przemyśl Gł. (PKP) – Kiev Pas., Przemyśl Gł. (PKP) – Odessa Gl. (UZ)/Kiev Pas. and Przemyśl Gł. (PKP) – Zaporozhye (UZ).

Two expert meetings were held in 2022 on the subject of “**Systems used for making seat reservations, providing passenger information and other passenger services, and for the preparation of financial accounting documents**”. Accelerated development and application of innovative technologies of ticket sales, interaction and compatibility of information systems related to reservation and sale of tickets, as well as application of new electronic services, which unite all services for travelling, remain one of the important tasks for the OSJD railways.

Byelorussian Railway continues to actively develop remote forms of selling electronic travel documents (hereinafter – ETDs). The popularity of electronic sales channels is evidenced by the demand from passengers for the relevant Web resources. Thus, in 2022, about 5.7 million ETDs were issued for trains with numbered seats. This significantly exceeds the pre-pandemic level, which at the end of 2019 reached its previous maximum of 3.1 million ETDs.

In May 2022, the application software of the System for the Sale of Travel Documents via the Internet and BC’s Web resource was upgraded and put into operation with regard to the application of the third mode of using electronic registration of ETDs when issuing tickets for trains travelling within the Republic of Belarus (interregional lines and regional business class lines). This improvement enabled users to return ETDs on the official Website of BC and in the mobile application “BC. My Train” mobile application before the time of train departure from the passenger’s boarding station. Previously, on BC’s Web resources, the



Presidium of the meeting of the 2nd group of OSJD railways on the development and coordination of passenger train timetables, coach sequence indicators for the formation of trains and the provision of coaches in them in international traffic for 2022-2023 (19-23.09.2022, OSJD Committee, using the videoconferencing mode)

return of ETDs with electronic registration was made no later than 1 hour before the departure of the train from the initial station of its route.

In order to develop domestic tourism for Kazakhstan's tour operators, KTZ NC JSC has increased the length of railway ticket reservations to 180 days and offers a 5 % discount for early bookings. In response to numerous requests from passengers, the official Website bilet.railways.kz offers the possibility of returning tickets purchased at ticket offices.

The RZD OJSC is working on the development of the Express reservation system, which was created 50 years ago in 1972.

It operates in several states outside the Russian Federation, is integrated with similar reservation systems of European countries and is the main tool for passenger services and for the management of the passenger complex as a whole.

In recent years, the needs of transport market participants have significantly increased, trends in the development of passenger traffic, rules of interaction between transport market participants and their business concept have changed. These changes concern not only domestic transport, but also international traffic, which needs new approaches in order to restore pre-pandemic traffic volumes.

In this regard, the development of reservation systems is taking place in two directions. In order to address the international level tasks and to enable the development of interstate traffic, the development of the intelligent system of international integration Express International has begun. This system should solve the tasks of creating a common information space, a unified analytical complex on international transportations, as well as the reporting process.

The tasks of passenger service development, including international traffic, as well as domestic needs should be solved in the national systems of the states, taking into account the specifics of railway companies and internal development trends.

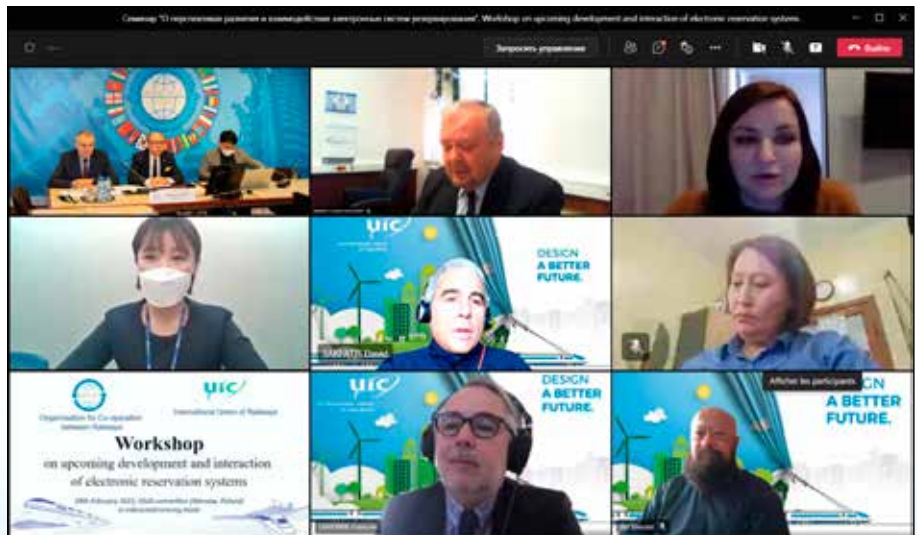
The RZD OJSC is carrying out work on the transition from the Express-3 ACS to the new-generation Express. The development of the new generation system will continue until 2025 with a gradual reduction in the workload of the Express-3 ACS. The paradigm of the new system is the transition from automation to a decision support system.

The new-generation Express system is built on a modular principle and can be adapted for implementation in railway companies using Express-3 ACS in the volume required to solve the assigned tasks. Besides, it solves the problems of automation of the majority of business processes of the passenger complex, including passenger service in international traffic. Interaction of the new system with the Express-3 automated control system of railway companies of other countries will be implemented in 2024 and in 2025 the functions of interaction with the systems of European countries will be implemented. The new-generation Express open platform provides for broad integration opportunities, which makes it possible to realise interaction with reservation systems of Asian countries.

In accordance with the Work Plan of the Commission, the working staff of the Commission, with the assistance of the UIC specialists, organised and held in the OSJD Committee on 28 February 2022 in the OSJD Committee in the videoconferencing mode an OSJD/UIC Workshop on the subject "Upcoming development and interaction of electronic ticket reservation systems".

The delegations of 11 OSJD railways from AZD, MAV, VZD, GR, RAI, KZH, KORAIL, CFM, UBZD, RZD OJSC, UTI, as well as the OSJD Committee, International Union of Railways, Eurasian Economic Commission, the Commonwealth Member State Rail Transport Council, representatives of German Railway JSC, China Academy of Railway Sciences LLC and other companies took part in the Workshop.

The Workshop participants noted the relevance and timeliness of the issues discussed at the Workshop, as well as highly appreciated the preparatory work carried out by the Commission's working staff and the insightful presentations of the speakers.



During the OSJD/UIC Workshop "Upcoming development and interaction of electronic ticket reservation systems" (28.02.2022, OSJD Committee, using the videoconferencing mode)

3.5. Infrastructure and Rolling Stock

The OSJD Commission on Infrastructure and Rolling Stock (hereinafter referred to as V Commission) continued its works in 2022 to tackle the issues of technical and technological aspects, regulatory activities, defined by the decisions of the Conference of General Directors (Authorised Representatives) of OSJD Railways and in accordance with the Work Plan of V Commission for 2022. The experts kept on working on the subjects as follows:

- "Rolling stock gauges in international traffic in the context of interoperability requirements";
- "Railway track and engineering structures";
- "Signalling, interlocking and communications networks";
- "Power supply and power traction facilities";
- "Rolling stock for railways. Technical requirements as to its elements";
- "Migration of the joint OSJD/UIC leaflets into International Technical Solutions (IRS) in the field of railway transport".

On the subject "**Rolling stock gauges in international traffic in the context of interoperability requirements**", at the request of MAV Co., being the leading duty holder of the main subject, the works were cancelled and postponed to 2023.

The works on the subject "**Railway track and engineering structures**" are divided into 4 sub-topics. On the subtopic "Development of a set of issues on rails, rail fastenings, continuous-welded track, mechanisation of track works", the leading duty holder, MAV Co., presented informative material on the subject "Rail maintenance technologies depending on the size of defects. Limit values for maintenance technologies", which contains an overview of all factors, operating conditions, indicators, standard values of individual indicators and rail defects, applied diagnostic methods that determine the technology of rail maintenance on the railways of the parties participating in this subtopic.

The representative of the OSJD affiliated enterprise, "Firma TVEMA" JSC, informed the meeting participants on the use of a multi-channel eddy current flaw detector wagon of the EMD-2 type. This flaw detector wagon is used to detect and assess the depth of defects such as HeadCheck defects. Its design eliminates the need to bring the scanning device into a transport position when passing turnout joints and intersections, with the placement of an eddy current transducer unit on a standard ultrasonic search system.

The leading duty holder, MAV Co., presented an updated information material on the subject "Main defects and damages of rails of various types and categories in various operating conditions", which lists the most frequently detected defects and damages of rails that pose the greatest danger to train traffic, including contact-fatigue surface defects HeadCheck, Squat and wave-like wear.

Experts of "KTZ NC" JSC presented a draft updated leaflet "Recommendations as to artificial rail lengthening for welding jointless track" with changes in sub-paragraphs such as rail length, temperature range, calculation and measurement of the required change in rail length and final welding. The meeting of the V-th Commission approved the 5th edition of the Leaflet of a recommendatory nature.

The leading duty holder of RZD OJSC on the subject "Applied designs of rail connectors, their scope and resource indicators" presented a material that shows the types and designs of rail connectors used (welded, electrical, spring-scraped and their modifications, disc-shaped with polymer seals, soldered), as well as the scope of their rational application, advantages and disadvantages.

The duty holder – NRIC presented an informative material on the subject "Recommendations for the design and operation of rollers to ensure the shift of switch blades of turnouts." The presentation contained the information relating to the application, design, installation and maintenance recommendations for roller devices.

On the subtopic "Consideration of a set of issues on the track formation and engineer structures", the leading duty holder – MAV Co. presented an information material on the subject "The use of drones in the monitoring of artificial structures", in which he explained in detail about the history of the emergence of drones, as well as their timely use in railway sector.

The presentation contained information regarding the experimental use of drones in practice when inspecting and monitoring the technical condition of bridges and for assessing the consequences of track destruction by mud-flows on the MAV network; economic advantage of using drones; legal regulation of the use of drones and technical conditions for their application.



Chairman of OSJD Commission on Infrastructure and Rolling Stock
Radovan Vopalecky



Specialist of the OSJD Commission for Infrastructure and Rolling Stock
Elnur Guliyev

The experts were familiarised with the ZSR information material on the subject “Protective structures for railway tracks (protective fences, protective safety sages/nets)”, taking into account the types of structures and materials used in the technological process on some sections of the Railways of the Slovak Republic.

The leading duty holder of the SŽ presented a draft leaflet “Recommendations on the use of noise-protective walls, their design, functionality and operation”, developed jointly with the ZSR. The draft leaflet contains types of noise protection walls, acoustic requirements and their evaluation method, elements of their construction and details of technical parameters, as well as operating and maintenance experience in the Czech Republic and the Slovak Republic.

The leading duty holder of MAV Co. presented a summary on the analysis of relevant leaflets on the subtopic “Consideration of a set of issues on the track formation and engineer structures” of subject No. 2 “Railway track and engineer structures” in terms of their applicability and relevance, taking into account the comments and proposals received from NRIC, “KTZ NC” JSC and RZD OJSC.

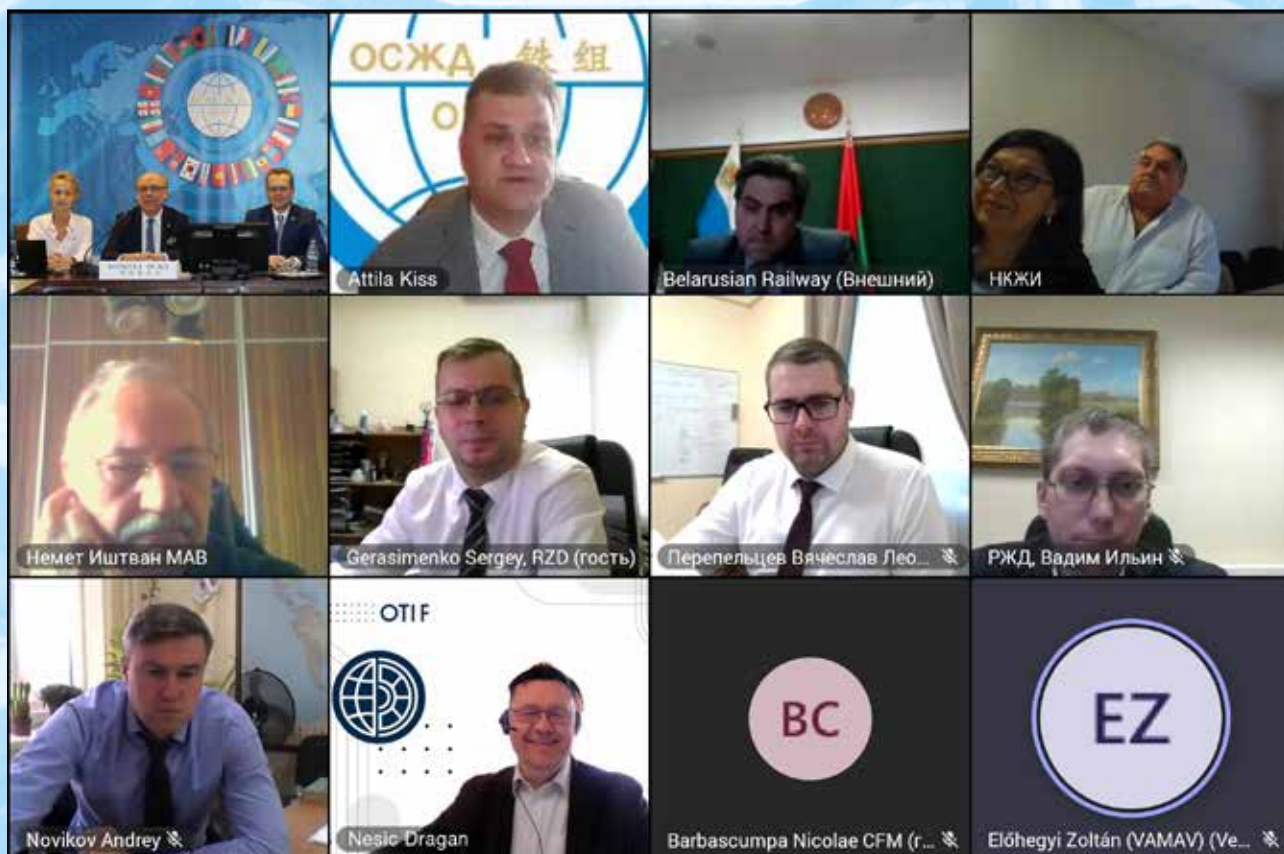
The material is a detailed analysis of the leaflets on the subtopic “Consideration of a set of issues on the track formation and engineer structures”, taking into account their use by the railways participating in this subtopic.

The leading duty holder, SŽ, presented the information material on the subject “Stringing of cable passages in the existing track formation and during new construction of track sections,” which included the information developed by the ZSR, being the duty holder.

The presented material contained information on current experience and solutions for laying cable passages



Presidium of the annual meeting of the OSJD Commission on Infrastructure and Rolling Stock (08-10.11.2022, OSJD Committee, using the videoconferencing mode)



During the annual meeting of the OSJD Commission on Infrastructure and Rolling Stock (08-10.11.2022, OSJD Committee, using the videoconferencing mode)

when building new and modernising the existing lines on the railway infrastructures of the Czech Republic and the Slovak Republic.

On the subtopic “Comprehensive diagnostics of the railway track”, the leading duty holder – MAV Co. presented an informative material on the systems used on the railways of the OSJD member countries for automated diagnostics of rolling stock in motion, which includes the following control and measurement systems:

- hot axle control system;
- a system for measuring the dynamic load on the wheel;
- a system for detecting wheels with skid-flats burns;
- a system to control of dimensions of loadings;
- wheel flange control system;
- a system for monitoring current collectors (collecting pantagraph).

The material described the peculiar features of the purpose, types and technical characteristics of the equipment used for diagnostics of rolling stock installed on the network of the MAV Co., its quantity, warning and emergency signals generated by them.

The “Firma TVEMA” JSC dwelt in its presentation on the portable accelerometer “AKSIOMA”, assessing the smoothness of the rolling stock movement and passenger comfort, the outcomes of their work on the railways of the RZD OJSC in combination with infrastructure diagnostic tools and analytical data processing systems as well as the effectiveness of their use on high-speed railway lines. The information was taken into account by the meeting participants.

The leading duty holder from the RZD OJSC presented the information material on the subject “Development of autonomous diagnostic systems on the railways of the OSJD member countries”, in which it was noted that the RZD OJSC was operating and developing autonomous track diagnostic systems. The RZD OJSC considers the use of these systems a priority and their implementation is of primary importance. The information material provides a description and technical characteristics of autonomous systems used on the RZD OJSC’s network and in the OSJD member countries.

In their presentation, experts from the OSJD affiliated enterprise – “Firma TVEMA” JSC dwelt on the subject “Self-propelled diagnostic systems for the world’s railways”, which demonstrated the features of the undercarriage and diagnostic systems of self-propelled diagnostic systems for monitoring the condition of the railway infrastructure elements, the conditions for processing monitoring data and operating the systems in various OSJD member countries.

The leading duty holder – “Firma TVEMA” JSC in its presentation “EK ASUI SDMI – Unified data processing, analysis and forecasting center for unified corporate automated management of infrastructure” within the framework of the subject “Information and analytical automated systems for complex data processing of diagnostic tools, assessing the condition of infrastructure, forecasting its change and work planning”.

The EK ASUI SDMI system was put into commercial operation on the RZD OJSC’s network in 2019 and is continuously being developed in terms of a comprehensive infrastructure assessment, forecasting changes in its condition, planning maintenance and repair works, and assessing their quality.

The leading duty holder of the MAV Co. presented its information material on the subject “Application of diagnostic results for the implementation of an infrastructure maintenance strategy based on life cycle cost management (modeling, best practices).”

The material described the requirements for the railway infrastructure: reliability, accessibility, maintainability and safety; factors affecting the infrastructure life cycle; the exponential nature of the railway track disorder during the life cycle; the advantages of a maintenance management system that depends on the technical condition of the track and on its changes, the basis of such a system; An example of such a system has been shown: track maintenance system at MAV Co. (PATER); examples of railway track life cycle costs; conclusions.

On the subtopic “Reinforced concrete sleepers, timbers, turnout switches and their diagnostics”, the experts of the MAV Co. con-



Expert meeting of on the subject “Rolling stock dimensions in international traffic, taking into account the requirements for interoperability” (04-06.04.2023, OSJD Committee)

tinued to work on finalising the leaflet “Maintenance of rail elements of turnout switches” with the inclusion of the definition of permissible parameters for the performance of works, technology and maintenance facilities. The duty holder from the MAV Co. presented an informative material on the subject “Roller devices for turnout points”, which described the technical characteristics of the roller devices used for turnout points in Hungary, their design, installation method, maintenance and scope. The leading duty holder, MAV Co., presented the final report on the subject “Study of turnout switches laid at the same station at the same time under the same load from the material of different quality and different canting in terms of life cycle costs”. The material contained technical characteristics of test turnout switches, the final results of the operational tests, information on the inspections carried out and the necessary maintenance works.



Expert meeting of the OSJD Commission on Infrastructure and Rolling Stock on subject No. 3 “Signalling, interlocking and communications networks” (10-12.05.2023, OSJD Committee, in a hybrid format)

The leading duty holder of MAV Co. presented an informative material on the subject “Possibilities of using ‘self-detecting’ points in large-radius railway turnout switches”. The material provided information about the goals of developing and using ‘self-detecting’ points, their increased transverse profile and quality of steel, about ongoing factory and operational tests, as well as test results regarding the provision of the standard switching force and the required sensitivity to obstacles.

The leading duty holder, RZD OJSC, presented the informative material developed on the subject “Influence of the category of the turnout crosspiece (physical and mechanical properties) and the presence of hardening on the operational properties of the crosspiece and its service life”. The material contained information on the characteristics of crosses of various categories used by the RZD OJSC and intermediate results of their performance indicators.

On the subject “**Signalling, interlocking and communications networks**”, the representative of the OSJD affiliated enterprise – Frauscher Sensortechnik GmbH (Austria) presented the updated Leaflet “Recommendations on operational and technical requirements for automatic devices at crossings with high-speed train traffic”. The leaflet of a recommendatory nature contains operational and technical requirements that are to be taken into account to ensure the safety of railway and road transport at crossings with devices during high-speed train traffic, as well as updating the Leaflet “Recommendations for the construction of fiber-optic transmission lines in railway transport with laying cables in the ground or with suspension on the supports of the overhead catenary network and high-voltage line of automatic blocking”. The recommendations relate to the issues of laying fiber-optic cables during the construction of fiber-optic transmission lines in the railway infrastructure of the OSJD member countries.

The leading duty holder, NRIC, updated the Leaflet “Recommendations as to the placement, installation, operation and maintenance of automatic control systems for the technical condition of rolling stock during movement”. The leaflet contains the main provisions for the placement of control devices and information centralisation systems, for design and construction and installation work, as well as for organising the operation and maintenance of these devices.

The leading duty holder, RZD OJSC, presented the information on updating the leaflet “Basics for the classification of hump yards” in terms of clarifying the classification criteria for hump yards and recommendations as to their technical equipment. The leaflet was developed with the aim of establishing uniform approaches as to the classification of marshalling yards and determining the minimum requirements for their equipment in the OSJD area, and describes the principles for classifying marshalling yards according to the criteria of processing capacity, degree of mechanisation and automation, as well as allowing the dissolution of wagons with dangerous goods, basic recommendations for the devices and equipment of sorting humps of different classes.

The leading duty holder – “KTZ NC” JSC presented an updated leaflet “Recommendations for the preparation of Signalling and communication devices for operation in winter conditions”. The recommendations are intended to guide the organisation and performance of work on the annual preparation of Signalling and communication devices for

operation in winter conditions. The leaflet establishes the terms for checking technical equipment during preparation for operation in winter conditions. It is of a recommendatory nature and can be used when preparing technical equipment for operation in winter conditions on the railways of the OSJD member countries.

Within the subject **“Power supply and power traction equipment”**, the duty holder – RZD OJSC presented the Leaflet **“Recommendations as to the design of traction substations and linear devices for traction power supply on a modern element base”**. The Leaflet applies to railway traction substations and linear devices of the railway traction power supply system and establishes recommendations for their design on a modern element base.

The delegation of the Southwestern Jiaotong University of Railways (OSJD affiliated enterprise, China) delivered to the meeting participants a presentation on the subject **“Requirements for the overhead catenary network on high-speed railways”**, in which they were informed about the operational length of China’s railways (150,000 km), terrain conditions, which they pass and the conditions of operation. The length of China’s high-speed railway lines amounts to about 40,000 km, and is intended only for the movement of passenger trains. On a length of 3200 km of the railway lines, traffic is provided at a speed of 350 km/h. It was noted that the rapid development of high-speed railways requires not only the professional training of personnel, but also a sound technical basis for design and operation, as well as the digitisation of the entire process of operation. This is facilitated by the implementation of the National Fourteen Five-Year Plan and the long-term programme for 2035 – building a digital China.

The leading duty holder, the KTZ NC JSC, presented a material on the subject **“Methodology for calculating electricity losses in the AC overhead catenary network”**, in which an analysis was made of the energy efficiency of the main power supply circuits for overhead catenary contact suspensions, the components of losses determined by the elements of the traction network and factors influencing on power losses in the traction power supply system, as well as measures developed to reduce them.

The subject **“Rolling stock for railways. Technical requirements for its elements”** is divided into two subtopics.

On the subtopic **“Locomotives”**, works were continued on the draft Leaflet **“Recommendations for the development of technical regulations for determining the requirements for new passenger rolling stock (electric trains) without harmful emissions into the atmosphere:**

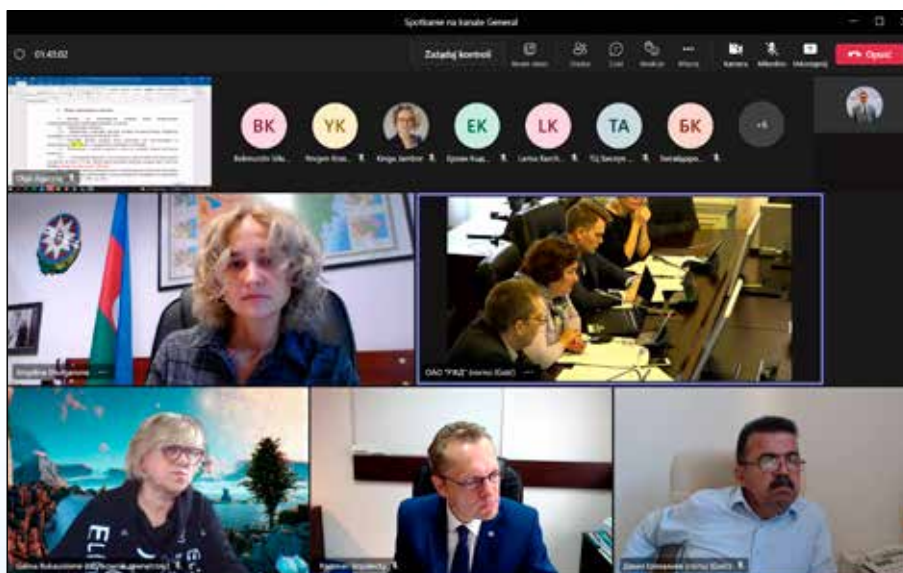
- with a hybrid power plant with power supply from a contact wire and from a built-in rechargeable battery;
- with a power plant based on fuel cells (hydrogen fuel).”

The project defines the basic requirements and operating conditions for a new passenger mobile electric train and was developed for European railways with a gauge of 1435 mm.

The delegation of the Russian University of Transport (RUT/MIIT) delivered a presentation on the subject **“Russian University of Transport”**, which described the structure of the Russian University of Transport, the levels and directions of training, as well as the forms of training carried out at the department **“Electric Trains and Locomotives”**. The history of the emergence and formation of the department, the material and technical equipment of educational and research laboratories were considered. The interaction of the department in the field of educational and research work with railways, rolling stock operating companies, service companies for maintaining the traction rolling stock of the Russian Federation and other states were noted.

The delegation of the **“Eurosib SPb-Transport Systems”** JSC made a presentation on the subject **“A New Generation of Refrigerated Transportation”**, which presented a comprehensive solution for the transportation of perishable goods by rail with a guaranteed provision of a cold chain using a diesel generator container as part of a wagon block.

On the subtopic **“Wagons”**, the leading duty holder – **“Ukrainian Railways”** JSC presented an updated leaflet **“Railway rolling stock. Technical requirements as to rolling stock for international traffic between the 1435-mm and 1520-mm**



Opening of the expert meeting of the OSJD Commission on Infrastructure and Rolling Stock on sub-topic 5.2. **“Wagons and Coaches”** of subject No. 5 **“Rolling stock for railways. Technical requirements as to its elements”** (27.09.2022, OSJD Committee, using the videoconferencing mode)

gauge railways of the OSJD member countries. Freight wagons". The leaflet contains a set of basic technical requirements for freight wagons, which are to be observed in international traffic between 1520-mm gauge railways and 1435-mm gauge railways of the OSJD member countries. The Leaflet sets out the general requirements for wagons, their mechanical parts, reliability requirements, requirements for inscriptions and signs that apply to newly built freight wagons.

The leading duty holder – "Ukrainian Railways" JSC also presented an updated leaflet "Railway rolling stock. Technical requirements as to rolling stock for international traffic between the 1435-mm and 1520-mm gauge railways of the OSJD member countries. Passenger coaches". The leaflet contains a set of basic technical requirements and applies to newly built passenger coaches, which must be observed in international traffic between 1520-mm gauge railways and 1435-mm gauge railways of the OSJD member countries, including general requirements for both coaches and mechanical parts, layout of premises, internal equipment, climate control system, fire safety, power supply systems and electrical equipment, control and diagnostic systems, reliability requirements for inscriptions and signs of passenger coaches.

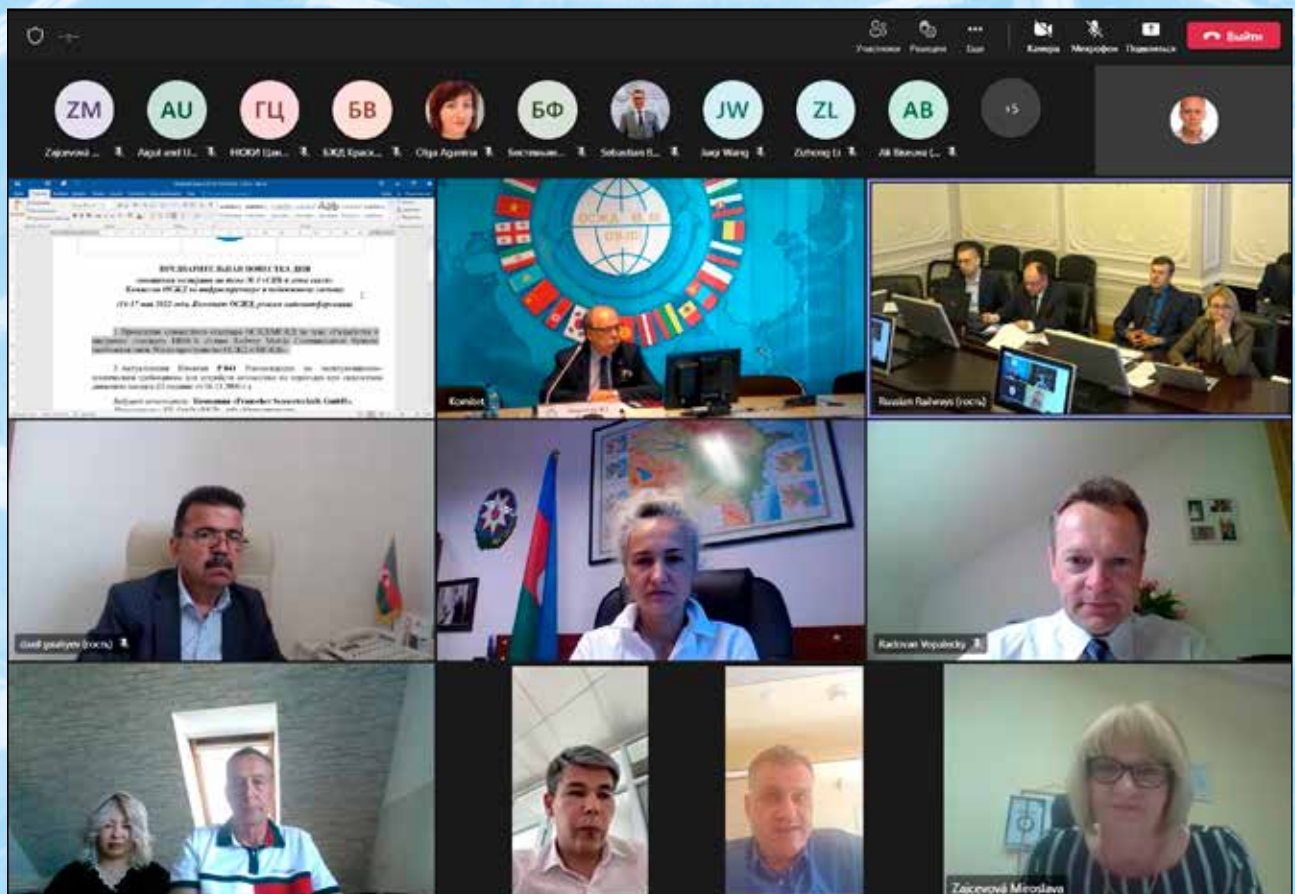
The Byelorussian Railway presented an informative material in the format of a video film and a presentation entitled "General Description of Talgo Coaches" on the subject "Experience in the use of automatic gauge changing systems".

On the subject "**Migration of the joint OSJD/UIC leaflets into draft international railway solutions (IRS)**", the leading duty holder, RZD OJSC, informed the participants about the process of preparing the draft IRS "Transportation of unconventional goods in international railway traffic", taking into account the comments received from the railways of BC, MAV, as well as taking into account the Summary of Feedback agreed at the meeting of the AWG in 2021.

The OSJD Committee received material on the "Additional loading gauge for rolling stock MAV-WM" prepared by MAV Co., which is intended for inclusion in the draft IRS "Transportation of unconventional goods in international railway traffic".

The additional material on the loading gauge, received from the MAV, was included in the main part of the IRS. In accordance with the instructions of the joint group, the leading developer prepared a table with summarised data on the coordinating bodies. As of 1 April 2022, it included data from the railways of BC, "KTZ NC" JSC, LTG Cargo, CFM and RZD OJSC.

The UIC representative informed the participants of the meeting about the progress in regard to the migration of UIC Leaflets into the IRS.



During the expert meeting on subject No. 3 "Signalling, interlocking and communications networks" of the OSJD Commission on Infrastructure and Rolling Stock (16-17.05.2022, OSJD Committee, in videoconferencing mode)

3.6. Coding and Information Technology

The activities of the OSJD Permanent Working Group on Coding and Information Technology (PWG CI) were carried out in 2022 in accordance with the Work Plan and decisions of the Conference of General Directors (Authorised Representatives) of OSJD Railways.

In fulfilling its main task, the PWG CI cooperated with UIC, ERA, UNECE and OSJD affiliated enterprises in order to further develop information support for freight traffic in the Eurasian railway traffic.

On the subject “Coding and Information Technology”

Leaflet O 920-2 “Unified digital coding of railway service objects”

In 2021, the final meeting decided to include this subject in the draft PWG CI Work Plan for 2022 with the changed title “Migration of joint OSJD/UIC leaflets into international railway solutions (IRS)”.

Leaflet O 920-13 “Unified coding and data structure required in international freight railway traffic”

At the final meeting of the PWG CI, the leading duty holder from the ZSSK Cargo, presented a consolidated draft joint OSJD/UIC Leaflet O 920-13.

The final PWG CI meeting agreed on the draft joint OSJD/UIC Leaflet O 920-13 “Unified coding and structure of data required in international freight railway traffic” and asked the PWG CI specialist to submit it for approval by CGD meeting XXXVII as its VIII edition.

Updating the OSJD/UIC Regulations on the Administration of Company Codes

Based on official letters from ERA and UIC, cooperation with OSJD has been suspended indefinitely since March 2022.

At the meeting in October 2022, the participants considered it inappropriate to carry out further works on this subject until the resumption of cooperation between the Organisations.

Migration of joint OSJD/UIC leaflets: O 920, O 920-1, O 920-2, O 920-13, O 920-14 into international railway solutions (IRS)

In 2021, the participants decided to start works on migrating the joint OSJD/UIC Leaflets, which, from the point of view of the OSJD, were priority (O 920, O 920-1, O 920-2, O 920-13, O 920-14), into international railway solutions (IRS) and included them into the draft PWG CI Work Plan for 2022 and subsequent years.

Before the expert meeting in March 2022, the UIC provided the framework for future IRS projects, which was posted on the logged portal of the OSJD Website in the PWG CI section. No comments were received on the structure from the meeting participants.

On the basis of an official letter from UIC dated May 4, 2022, cooperation with OSJD was suspended, and further work on the processing of joint OSJD/UIC leaflets into international railway solutions (IRS/IRS) was suspended indefinitely.

The participants of the final meeting of the PWG CI took note of the information and decided to include this topic in the draft PWG CI Work Plan for 2023 until the resumption of cooperation between the Organisations.

The OSJD database of railway service objects (CRD) and the Draft Agreement with the CRD User

The participants in the final meeting in November 2021 on the part of OSJD reiterated their opinion on the need to sign a single agreement with the user of the CRD database between OSJD and RNE with the support of ERA and UIC within their competence and asked the representatives of RNE and ERA to send in writing, by the end of December 2021, answers to the questions reflected in the Minutes of the final meeting of the PWG CI in November 2021.

Answers to these questions were sent by ERA (in agreement with RNE) on 17 February 2022, which were to be the subject of discussion at a consultative meeting of the concerned representatives of OSJD, ERA and RNE on 2 March 2022. This consultative meeting on 2 March 2022 was cancelled following the official letters from ERA and UIC due to the suspension of cooperation with OSJD from March 2022 for an indefinite period.

The OSJD Committee management decided to consider the possibility of creating its own database, which would



Specialist of OSJD PWG
on Coding and IT
Mario Matta

contain the data of the railway codes of the OSJD member countries (service codes), stored in the ENEE database (UIC). This issue was the subject of discussion at the regular meeting of the OSJD Committee on 13 June 2022, and information was provided by the PWG specialist on coding and information technology on the work carried out in relation to the preparation of the concept for creating such a database.

On 30 August 2022, a PWG CI expert meeting took place on the issue: "Creation of a database of railway service objects of the OSJD member countries (RSO DB)". At the expert meeting, the participants determined the range of issues that are of priority for creating their own OSJD database. The meeting participants, who supported the creation of the RSO DB, expressed their opinion that it was expedient that all railways of the OSJD member countries fill in the database for the full functioning of the RSO DB.

The participants in the PWG CI final meeting took note of the information and decided to include this subject in the draft PWG CI Work Plan for 2023.



During the annual meeting of the PWG CI (15-17 November 2022, OSJD Committee, using the videoconferencing mode)

Interaction with UIC

Based on the UIC official letter as of 4 May 2022, the cooperation with OSJD was suspended and the 75th meeting of the OSJD/UIC Joint Group "Coding and Information Technology" in 2022 was cancelled.

Representatives of the UIC did not take part in the PWG CI expert meetings on subject No. 1 "Coding and information technology" in 2022. As of 31 December 2022, 30 codes have been modified and 143 new codes have been assigned.

On the subject "Paperless technology for the transportation of goods in international railway traffic"

Information support of freight transportation in international rail traffic (EDI) and transportation using electronic transportation documents (E-WILLING BOOK)

The final meeting of the PWG CI stated the availability of information on EDI from 10 railways and agreed to publish the information in the draft "Report on the results of PWG CI work for 2022".

Updating the OSJD leaflets

- O+R 943 "Library of standard electronic messages for freight traffic in international traffic according to the SMGS rules in the UN/EDIFACT standard",
- O+R 944 "List of classifiers and codes of data elements. Library of code lists for freight traffic on the terms of SMGS".

The leading duty holder from the RZD OJSC informed the participants of the PWG CI expert meetings in September 2020 about the changes and amendments to the draft leaflets O+R 943 and O+R 944.

The final meeting of the PWG CI agreed on the draft OSJD Leaflets and asked the PWG CI specialist to submit Leaflet O+R 943, as edition XVI, and Leaflet O+R 944, as edition XV, for approval by CGD meeting XXXVII.

Updating the technical specifications of IFTMAN and IFTMCS electronic messages

At a meeting in March 2022, the leading duty holder from the RZD OJSC submitted for consideration a proposal to update the OSJD Leaflets O+P 943, O+P 944, taking into account the need to supplement the bilateral EDI Agreements between the railway carriers of China, Belarus, Germany, Kazakhstan, Mongolia, Poland and Russia with the

technical specifications of IFTMCS and IFTMAN electronic messages in accordance with the work carried out in 2022 by the Expert Subgroups in regard to the information interaction of the Joint Working Group on Transportation by Container Trains in China-Europe Traffic on the subject: "Implementation of information exchange on a bilateral basis to track the progress of dispatched goods using the EDI system".

At a meeting in October 2022, the RZD OJSC informed the PWG CI experts that the submitted draft technical specifications for IFTMAN and IFTMCS electronic messages in information exchange for tracking the progress of dispatched goods using the EDI system were corrected in terms of the structure of the FTX + CHG, FTX + ZR1, FTX + ZR2 segments and notes to the LOC segments.

At the final meeting, the leading duty holder from the RZD OJSC presented consolidated draft technical specifications for IFTMAN and IFTMCS electronic messages. The final meeting of the PWG CI agreed on these technical specifications.

Development of a draft concept for the use of XML or JSON formats using Web services to describe the structures of electronic documents and electronic messages

At the meeting in March 2022, the PWG CI specialist informed the meeting participants that on 10 March 2022, under the auspices of the OSJD PWG CI, an expert meeting was held with the representatives of the UN/CEFACT, concerned railways and affiliated enterprises of the OSJD member countries.

A representative from the Estonian Railways informed the meeting participants about the status of the responses from the comparative analysis of the current EDIFACT message specifications and the proposed XML message standards. The proposed XML standard has been supplemented to the requisite volume of the existing requirements for the IFTMIN (CIM/SMGS) message in the EDIFACT format.

Mario Apostolov, Regional Adviser at the Economic Cooperation and Trade Division of the United Nations Economic Commission for Europe, who was invited to the expert meeting, informed that the work to supplement the UN/CEFACT standards and artifacts with the missing elements identified by the UNECE consultants from the Russian Federation and the Republic of Belarus continues in order to improve the UN/CEFACT standards, OSJD leaflets, solutions based on XML, JSON API and other technologies. Also in October 2022, the invited Regional Adviser of the UNECE Economic Cooperation and Trade Division made a presentation on "Digital interoperability using UN/CEFACT data standards and reference models in the digitisation of data and document exchange for railway transport".

The final meeting of the PWG CI approved the working results of the experts and agreed on the inclusion of the subject into the draft PWG CI Work Plan for 2023.

On the subject "Conducting international financial settlements using paperless technology"

Submission by the railways, concerned in work on the subject, of proposals for the Organisation of financial settlements based on electronic documents, COACSU electronic message, other aspects of this topic

At the meeting in March 2022, the meeting participants stated that the development of technical documentation under the PWG CI has been completed and the launch of the pilot project is under the decision of the PRGF.

At a meeting in October 2022, RZD OJSC turned to the BC with a request to inform about the possibility of exchanging electronic financial documents in the EDIFACT format. During the discussion, BC proposed to consider the possibility of implementing the task "Organisation of financial accounting based on electronic documents" in XML format. The meeting participants asked Mario Apostolov, Regional Adviser at the Economic Cooperation and Trade Division, to inform the PWG CI specialist about the availability of a financial data model for the exchange of electronic financial documents and ongoing work in UN/CEFACT before the final meeting of the PWG CI.

At the final meeting, the Regional Adviser at the Economic Cooperation and Trade Division informed the participants that the information on the existence of a financial data model for the exchange of electronic financial documents and ongoing work in UN/CEFACT from the expert group dealing with financial messages will be presented before the PWG CI Expert Meeting (9-10 March 2023). The participants of the final meeting of the PWG CI took note of the information and agreed to include this subject in the draft PWG CI Work Plan for 2023.

Development of new leaflets O+R 945 "Library of standard electronic messages in the UN/EDIFACT standard for financial accounting in international passenger and freight traffic" and O+R 946 "Library of lists of qualifiers and codes of data elements for financial accounting in international passenger and freight traffic"

In accordance with the PWG CI Work Plan for 2022, within the framework of the subject "Conducting international financial accounting using paperless technology", the leading duty holder from the RZD OJSC developed draft new leaflets O+P 945 "Library of standard electronic messages in the UN/EDIFACT standard for financial account-

ing in international passenger and freight traffic” and O+P 946 “Library of lists of qualifiers and codes of data elements for financial accounting in international passenger and freight traffic”.

At the final meeting of the PWG CI, the leading duty holder, RZD OJSC, presented the consolidated draft OSJD leaflets O+P 945 “Library of standard electronic messages in the UN/EDIFACT standard for financial accounting in international passenger and freight traffic” and O+P 946 “Library of lists of qualifiers and data element codes for financial accounting in international passenger and freight traffic”.

The final meeting of the PWG CI agreed on the draft OSJD leaflets O+P 945 and O+P 946 and asked the PWG CI specialist to submit them for approval by CGD meeting XXXVII as the first edition.



During the expert meeting of PWG CI on the subject “International financial accounting by using paperless technology” (13-14.10.2022, OSJD Committee, in videoconferencing mode)

On the subject “Security of information resources and information and telecommunications infrastructure”

Development and summary of experience in ensuring the legal significance of paperless document management in the course of bilateral and multilateral cross-border transportation based on TTP technology

At the September expert meeting, the participants listened to the information presented by the leading duty holder from BC on the results of the transition of freight transportation in bilateral traffic to electronic carriage documents, as well as on the organisation of the multilateral interaction schemes implementation as a working material.

Representatives of RZD OJSC informed the meeting participants about the meetings held in 2021-2022 ensuring the organisation and support of new areas of cross-border electronic interaction based on legally significant electronic transportation documents.

The meeting participants approved the work done in this area and noted that the use of electronic transportation documents, the legal significance of which is ensured using digital signature and TTP technologies, makes a significant contribution to improving the efficiency and speeding up multilateral railway traffic, including in international transport corridors. The meeting participants asked the leading duty holder from BC and RZD OJSC to continue the work on the analysis, review and development of technologies for the use of legally significant electronic transportation, transport and other documents in bilateral railway traffic, as well as within the framework of multilateral schemes for the interaction of railway carriers.

The final meeting of the PWG CI approved the working results of the experts and agreed to include this subject into the draft PWG CI Work Plan for 2023.

Analysis and development of projects for the use of TTP technology to implement the task of using accompanying, customs and other technological documents in international traffic, ensuring cross-border interaction between state organisations and enterprises involved in the implementation of the international railway transportation

During the expert meeting in September 2022, the participants were provided with the information by the leading duty holder from BC, as well as from the RZD OJSC, on the results of using TTP technology to implement the task of using electronic accompanying, customs and other technological documents in international traffic, ensuring cross-border interaction of state organisations and enterprises related to the implementation of international railway transportation in international traffic.

The participants in the final meeting approved the main working results in the field of the use of accompanying, customs and other technological documents in international traffic and expressed their confidence that the development of cross-border interaction between the state organisations and enterprises, as well as the expansion of the list of electronic accompanying documents for international railway transportation will make it possible to achieve their

acceleration and increase customer focus. The meeting participants asked the BC and RZD OJSC to continue their work on the analysis and development of projects for the use of TTP technology to implement the task of using accompanying, customs and other technological documents in international traffic, ensuring cross-border interaction between the state organisations and enterprises involved in international railway transportation. The final meeting of the PWG CI approved the working results of the experts and agreed to include this subject into the draft PWG CI Work Plan for 2022.

Updating OSJD Leaflet R 941-4 "Description of typical technical specifications for cross-border interaction of 'Public Key Infrastructures' of railways of OSJD member countries" in terms of taking into account new and clarifying practically implemented schemes of cross-border bilateral and multilateral information interaction

The expert meeting held in September took note of the information provided by the RZD OJSC on the results of monitoring changes in the practically implemented schemes for cross-border bilateral and multilateral information exchange.

During the reporting period, it was established that these changes do not go beyond the technologies presented in OSJD Leaflet R 941-4 "Description of typical technical specifications for cross-border interaction between 'Public Key Infrastructures' of OSJD member countries", which is why it was not updated.

It was considered expedient to continue the work on further monitoring the emergence of new and clarifying practically implemented schemes of cross-border information exchange in order to update OSJD Leaflet R 941-4 in terms of including new schemes of information exchange in it if they are approved by the railway administrations of the OSJD member countries.

The final meeting of the PWG CI agreed to include the works for updating this Leaflet into the draft PWG CI Work Plan for 2023.

Operation and administration of the Specifications Bank Portal for cross-border interaction schemes, including support for the English version. Updating the technological and software solutions contained on the Portal in the event that new cross-border interaction schemes are put into permanent operation, as well as posting regulatory and administrative documents that have entered into force and technical information (standards, specifications) related to electronic signature technology and TTP

The representative of RZD OJSC informed the PWG CI expert meeting participants about the works carried out in 2021-2022 as part of administration of the Specification Bank Portal on cross-border interaction schemes, including its English version. The final meeting of the PWG CI approved the results of the works of experts and agreed to include this subject into the PWG CI Work Plan for 2023.

Monitoring and analysis of projects in the field of cross-border electronic interaction, ongoing in the European Union and the countries of the Asia-Pacific region. Preparation of recommendations for taking into account new regulatory and technical documents in the course of cross-border transportation based on electronic signature technology and TTP, including their posting on the Portal of the specification bank for cross-border interaction schemes

The RZD OJSC being the leading duty holder on this subject presented to the PWG CI experts a report on the monitoring and analysis of projects in the field of cross-border cooperation ongoing in the European Union and the countries of the Asia-Pacific region.

The report contains information that railway transport is adapting to the new operating conditions emerging in the post-pandemic world and in connection with changes in the geopolitical environment, which require the formation of new directions for freight transportation and efficient supply chains. In particular, the railways of Russia, Belarus and Kazakhstan are increasing the amount of freight traffic in the direction of China.

The active law-making activities of the EAEU (EEC) on the digital agenda, in particular, related to the field of railway transport, continue. Among the documents put into effect in the second half of 2021, the plan of priority measures for the Digitalisation of freight railway transportation between the EAEU and China worth being noted, as well as the action plan for the mutual recognition of an electronic digital signature made in accordance with the legislation of one state, being member of the EAEU, by another state being member of the EAEU.

The European Commission continues its works towards the development of the EU Regulation on electronic identification and eIDAS trust services, forming a new edition of the eIDAS 2.0 Regulation, which was supposed to come into force before the end of 2022. The most significant innovations in the document being developed include the European Digital Identity Wallet, as well as provisions on the recognition of electronic identification data generated by a third country.

In terms of transport projects in the countries of the Asia-Pacific region, transport corridors are being developed that connect the Asian region with the European countries, in particular the Trans-Caspian International Transport Route (TITR), which currently unites carriers from 8 countries of Asia and Europe.

Examples of the introduction of new information technologies in the processes of customs clearance of goods, as

well as issues of standardisation of these technologies, including blockchain technologies, distributed registries and electronic contracts, are considered.

The PWG CI Expert Meeting approved the work carried out by the RZD OJSC and asked the leading railway to continue monitoring and analysing projects in the field of cross-border cooperation, including with the aim of a comprehensive analysis of ongoing projects to assess the prospects for the application of new technologies in the interests of the railway industry. The final meeting of the PWG CI approved the results of the work of experts and agreed to include this subject into the draft PWG CI Work Plan for 2023.

Updating OSJD Leaflets O+R 941 "Security of common information resources and information and telecommunications infrastructure" and R 941-2 "Organisational and legal measures to ensure information security in railway transport", taking into account the practice and experience gained in the application of the technology of paired DTSs in international railway cross-border traffic

During the expert meeting held in September 2022, the leading duty holder from BC informed the participants that Leaflets O+R 941 "Security of general information resources and information and telecommunications infrastructure" and R 941-2 "Organisational and legal measures to ensure information security in railway transport" were not updated due to a lack of need.

At the final meeting, the "Ukrzaliznytsia" JSC informed about the need to update Leaflet O+R 941.

The leading duty holder addressed the participants of the final meeting with a request to send their proposals for updating Leaflets O+R 941 and R 941-2 to the OSJD Committee by April 2023. The final meeting of the PWG CI agreed to include the work on updating these leaflets into the draft PWG CI Work Plan for 2023.

Study and analysis of new information technologies to create a trusted space for electronic interaction in railway transport, including in terms of cross-border validation using TTP technology

During the expert meeting held in September 2022, the leading duty holder from the RZD OJSC presented the information on the development of the latest information technologies aimed at creating a trusted space for the collaboration between the participants in electronic interaction.

Currently, the technology of cross-border validation (authentication) of an electronic signature used to ensure the legal significance of electronic carriage documents in international freight traffic is implemented using Trusted Third Parties (TTP) of the interacting parties.

The use of the TTP technology is currently the only proven technology enshrined in the regulatory documents of the Eurasian Economic Union (Eurasian Economic Commission), the European Union and in the national legislation of the countries participating in electronic interaction.

In addition, the interacting parties signed organisational and technological agreements that determine the procedure for the interaction of the TTP, the use of various cryptographic algorithms, as well as the procedure for recognising electronic signatures created in various legal fields of the participants in electronic interaction.

At the moment, a number of projects of interstate electronic interaction are being developed, in which the issues of recognising the legal force of electronic documents are resolved using the TTP of the interacting Parties.

Thus, there is currently no information on new cross-border validation technologies other than TTP validation technology. In this regard, it seems appropriate to continue monitoring the use of new technologies for cross-border validation and return to the issue of their analysis and study after the appearance of information on the implementation of such projects.

The meeting participants took note of the information and asked the RZD OJSC to con-



During the expert meeting of PWG CI on the subjects "Coding and Information Technology" and "OSJD Website" (06-07.03.2023, OSJD Committee, in a hybrid format)



During the expert meeting of PWG CI on the subjects “Coding and Information Technology” and “OSJD Website” (06-07.03.2023, OSJD Committee, in a hybrid format)

tinue this analysis of the latest information technologies being introduced, first of all, the issues of using electronic signature validation in them as the main tool of trust in the space of electronic interaction.

The final meeting of the PWG CI approved the results of the work of the experts and agreed to include this subject into the draft PWG CI Work Plan for 2023.

On the subject “Information support for freight and passenger traffic. Technical Specifications for Interoperability (TAF TSI and TAP

TSI)”

On the basis of an official letter received from the UIC as of 4 May 2022, cooperation with the OSJD was suspended and the Seminar on the Implementation of Technical Specifications for Interoperability in Freight and Passenger International Railway Traffic (TAF TSI and TAP TSI) in 2022 was cancelled.

On the subject “OSJD Website”

Further improvement of the OSJD website

At the expert meetings held in March and October 2022, the PWG CI specialist informed the participants about the progress in supporting the OSJD Website and presented the information of the managing company In-Ex LLC “Report on the ongoing administration and technical support of the OSJD Website” for January-September 2022. The participants in the PWG CI final meeting took note of the information and decided to include this subject into the draft PWG CI Work Plan for 2023.



Home page of the OSJD Website

3.7. Financial and Accounting Issues

In 2022, the activities of the OSJD Permanent Working Group on Finance and Accounting (PRGF) were aimed at implementing the decisions of the CGD and Work Plan of the PRGF for 2022.

The COVID-19 pandemic, as well as the difficult geopolitical situation in the world, affected the work of the Organisation and the work of the railway companies of the OSJD member countries. As in 2021, in 2022 the meetings were held in the videoconferencing mode. In 2022, two meetings of the Parties to the Agreement on the Rules for Accounting and two meetings of the PRGF expert group were held in the videoconferencing mode.

The main activity of the PRGF was work on the preparation of measures aimed at reducing and repaying debts between railways.

In the reporting period, at the meetings of the PRGF, issues on mutual accounting and the status of debts between the Parties to the Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic (hereinafter referred to as the Agreement on the Rules for Accounting and the Rules for Accounting) were considered with the formation of the summed up summary information on debts as of 31.01.2022 and 31.07.2022.

In 2022, the PRGF continued to improve technology and reduce the time for making payments for transportation in international railway traffic.

During the year, at the expert meetings and the meetings of the Parties to the Agreement on the Rules for Accounting, amendments and additions to the current Rules for Accounting were agreed, adopted and put into effect:

In 2022, taking into account the adopted amendments and additions, the OSJD Website posted the current versions of the Agreement and the Rules for Accounting with its annexes as of 1 February 2022 and 15 June 2022.

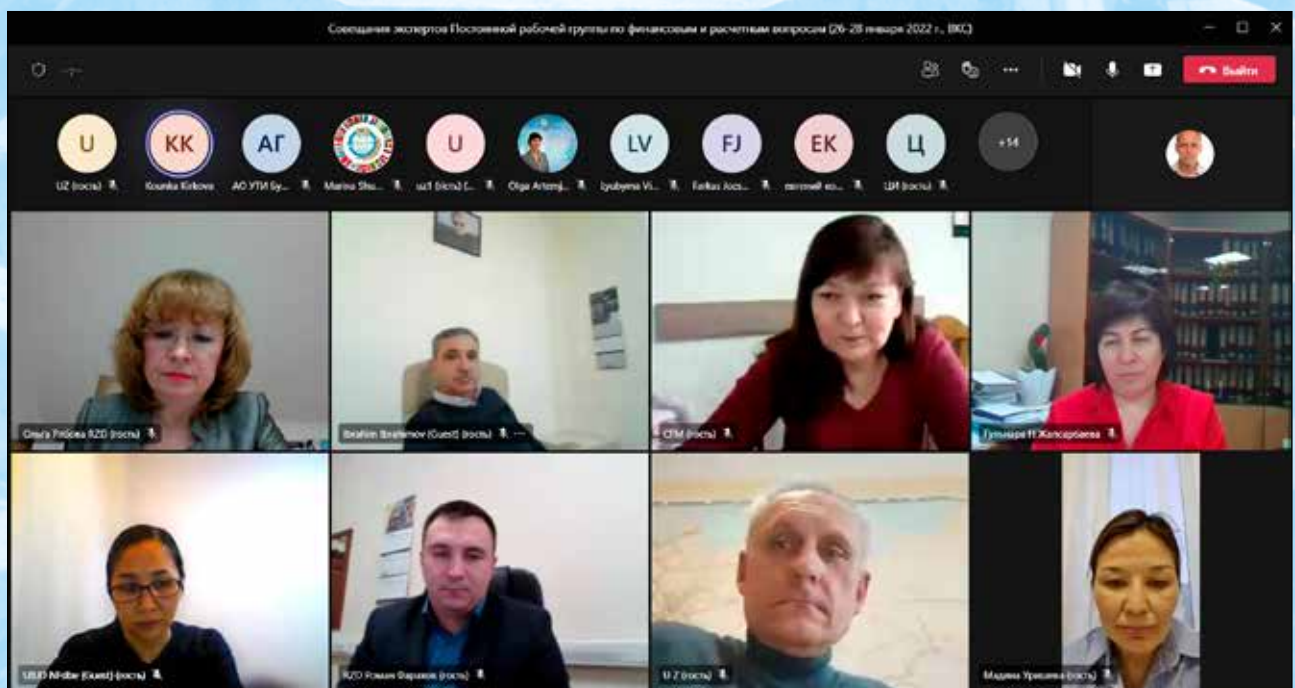
Changes to the OSJD Information Guide on Mutual Accounting in Passenger and Freight International Railway Traffic, which include up-to-date data on the legal addresses of accounting organisations provided by the railways that are parties to the Agreement on the Rules for Accounting, and other necessary information, are entered into the document immediately after the information by the OSJD Committee is received and are published on the OSJD Website in a timely manner.

In 2022, cooperation on the part of the UIC was temporarily suspended and a joint OSJD/UIC seminar on financial and accounting issues was not held.

In the reporting period, the Commission for the Settlement of Mutual Accounting between the Railways – Parties to the Agreement on the Rules for Accounting (CSMA) was not convened, since no applications were received from the Parties to the Agreement.



Specialist of OSJD PWG on Finance and Accounting
Kunka Kirkova



During the PWGF expert meeting on the subject “Improving the mechanism for offsetting mutual obligations (current account) in the Rules for Accounting, taking into account the requirements of the national legislations of the Parties to the Agreement” (26-28.01.2022, OSJD Committee, in the videoconferencing mode)

3.8. Issues of Vocational Training/Education in the Field of Railway Transport

The OSJD Ad Hoc Working Group on Vocational Education/Training in the Field of Railway Transport (hereinafter referred to as the AWG) was established in accordance with the decision of session XLIII of the Ministerial Conference of the Organisation for Co-Operation between Railways (OSJD) (2-5 June 2015, Ulan-Bator, Mongolia).

Members of the AWG are as follows: Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan, Ministry of Transport of the Russian Federation, Georgian Railway JSC (GR), "Kazakhstan Temir Zholy National Company" JSC (KZH), Korea Railroad Corporation (KORAIL), Railway of Moldova State Enterprise (CFM), Russian Railways OJSC (RZD OJSC), Uzbekiston Temir Yullari JSC (UTI), "Ukrainian Railways" JSC (UZ), Beijing Jiaotong University (BJTU), Russian University of Transport (RUT (MIIT)), CTM LLC, "PLASKE" JSC; as observers (concerned Parties) – Azerbaijani Railways CJSC (AZD CJSC), Hungarian State Railways Co. (MAV Co.), Rohi Ohani Tojikiston State Unitary Enterprise (TDZ), TransContainer PJSC.

The Chairman of the AWG is a representative of the Ukrainian Party – Doctor of Technical Sciences, Professor Sergey Myamlin; Deputy Chairman of the AWG is a representative of the Russian University of Transport (RUT (MIIT)) – an OSJD affiliated enterprise – Evgeny Zarechkin. The confirmation of the Ukrainian side on the chairmanship in the AWG and the candidacy of the chairman of the AWG was submitted by the Ministry of Infrastructure of Ukraine in accordance with paragraph 1 of Article IV of the "Regulations of the OSJD Ad Hoc Working Group on the issues of vocational education/training in the field of railway transport".

During the reporting period, two meetings of the AWG were held via videoconference: XXIII Meeting of the AWG (22-24 November 2022, OSJD Committee, Warsaw); XXIV Meeting of the AWG (13-15 March 2023, OSJD Committee, Warsaw). Based on the results of the AWG meetings, the relevant protocol decisions were adopted, which were agreed upon by all Authorised participants.

The AWG carried out works for the development of draft documents related to the functioning of the OSJD Academy, aimed at organising and methodological support of common approaches to professional training and education on the application of OSJD legal documents regulating the implementation of international railway transportation.

The AWG has completed to draft the following documents:

- Regulations on the information Internet resource of the Organisation for Co-Operation between Railways (OSJD) on the issues of vocational education and training in the field of railway transport;
- Regulations as to the work of the editorial board of the Internet information resource of the Organisation for Co-Operation between Railways (OSJD) on the issues of vocational education and training in the field of railway transport;
- Addendum to the "OSJD Glossary" on the issues of education and training in the field of railway transport.

The AWG agreed to present the developed draft documents as follows:

- Qualification requirements for candidates for the posts of the OSJD Academy Director (leading duty holder: RZD OJSC);
- Qualification requirements for candidates for the position of the OSJD Academy Deputy Director (leading duty holder: RZD OJSC).

These documents are submitted for the agreement and approval by the meetings of the OSJD governing bodies.

Based on the results of the development of the above-mentioned draft documents, the AWG prepared draft amendments and additions to the second edition of OSJD Leaflet R 305/1 "OSJD Glossary" on the issues of education and training of personnel in the field of railway transport (as of 15 March 2023), which was submitted for approval by the OSJD governing bodies.

The AWG participants expressed their readiness to resume pilot projects for training personnel in the field of interna-



Sergey Myamlin, Chairman of the AWG on the issues of vocational education/training in the field of railway transport, delivering a report on the activities of the group at CGD meeting XXXVII (19.04.2023, Warsaw)

tional transport.

The PLASKE JSC, a member of the AWG, provided information on the pilot projects and activities carried out in the field of personnel training and education. The PLASKE Academy held online courses in 2022 on the following subjects:

- "Supply chain management" (Higher FIATA Diploma);
- "Organisation of transportation of goods by sea" (including the practice of using rail-ferry traffic using SMGS and CIM/SMGS documents);
- "Transport Logistics and International Freight Forwarding" (FIATA Diploma), includes the module "railway transport" and fifteen more modules that help to gain knowledge and skills for organising multimodal transportation and applying FIATA forms and documents in practice;
- "Customs clearance and declaration of goods".

Member of the AWG – PLASKE JSC informed about the organisation and holding on 22 December 2022 an online thirteenth Odessa Seminar, which was held at the initiative of the National Trade Facilitation Authority and the National Committee of Ukraine of, the UNECE International Chamber of Commerce in cooperation with the Government of Ukraine and with the European Union, as well as with the support of the Association "Ukrvneshtans", whose participants, among others, were "Ukrainian Railway" JSC and "PLASKE" JSC. The main topics of this Seminar were as follows:

- EU Regulation 2020/1056 on Electronic Freight Transport Information (eFTI) of 15 July 2020,
- EU Regulation 2022/2399 "On the establishment of the European Union Single Window Environment for Customs Authorities" (EU SWE-C) of 23 November 2022, as well as:
 - five recommendations for the implementation of the Single Window principles,
 - semantic standards,
 - UN/CEFACT Multimodal Transport Data Reference Model (MMT RDM).

More than a hundred specialists and experts from the EU countries, Azerbaijan, Georgia, Kazakhstan, Moldova, Ukraine and other took part in the Seminar.

As in previous years, the Seminar ended with the formulation of conclusions and recommendations for the next steps on the voiced initiatives at this difficult time. This approach was in line with the recommendations of previous workshops, the UN Development Project, the prospects for cooperation with the European Commission and other partners, especially in times of severe turbulence. The following items were include into the recommendations:

- to continue organising training events for increasing the level of competence of technical experts in the field of systems development and data Harmonisation;
- to organise meetings in 2023 in a hybrid format of concerned parties from the public and private sectors to review trade facilitation and digital transformation of supply chains based on the principles of sustainable trade and public-private partnerships using the multimodal transport data model; to consider organising the next Odessa Seminar in Baku (Azerbaijan). The materials of these seminars can be found on the official website of the UN.

From April 2023, the following events are planned to be held on the subjects:

- "Transport Logistics and International Freight Forwarding" (FIATA Diploma): includes the module "railway transportation" and fifteen more modules that help to gain knowledge and skills for organising multimodal transportation and applying FIATA forms and documents in practice;
- "Customs clearance and declaration of goods".

The AWG member – PLASKE JSC invited all OSJD participants to cooperate in the field of personnel training and exchange the best practices.

Since 2007, a member of the AWG – KORAIL has been managing an international railway training center, which has received certification as a UIC training center in the Asia-Pacific region, and provides training and internship programmes to foreign railway organisations. Professional training was provided in 97 training programmes on various subjects, in which 1561 people from 55 countries participated. And in the context of the coronavirus pandemic, online courses are also organised through the Google Classroom and Zoom platforms.

In 2022, a Workshop for UIC APA members was organised in an intramural format for the first time since the outbreak of the coronavirus pandemic. The Workshop was held on the subject "The role of the railway and state support in the fight against COVID-19". It was attended by the representatives of railway companies from different countries such as Japan, Malaysia, Vietnam, Australia, Kazakhstan, India, Mongolia, who exchanged the experience in combating COVID-19 and discussed the issues of mutual cooperation.

The programme used various forms of conducting classes, such as a lecture, a practical lesson, an excursion, discussions, etc., in order to exchange information between the participants, learn from experience and implement best practices in their company. The programme also hosted a Workshop on the exchange of experience and knowledge, where participants spoke on various topics and discussed them. The Workshop participants took a ride on the KTX high-speed train to learn how the company is fighting the coronavirus, visited the dispatch center and the depot.

KORAIL aims to strengthen cooperation in the field of vocational education and training by participating in the activities of the OSJD Academy and conducting international programmes with the OSJD member countries based on its experience. In addition, the Company expressed its intention to continue its active participation in the work of the AWG in order to develop the OSJD activities in the field of vocational training and education, which is one of the main tasks of the OSJD Academy.

The members of the AWG continued the exchange of best practices in the field of professional training and

education, aimed at acquiring new professional knowledge, skills, maintaining professional communication, using advanced information technologies, etc., in order to improve the quality of work of the personnel of the railway companies in the OSJD member countries.

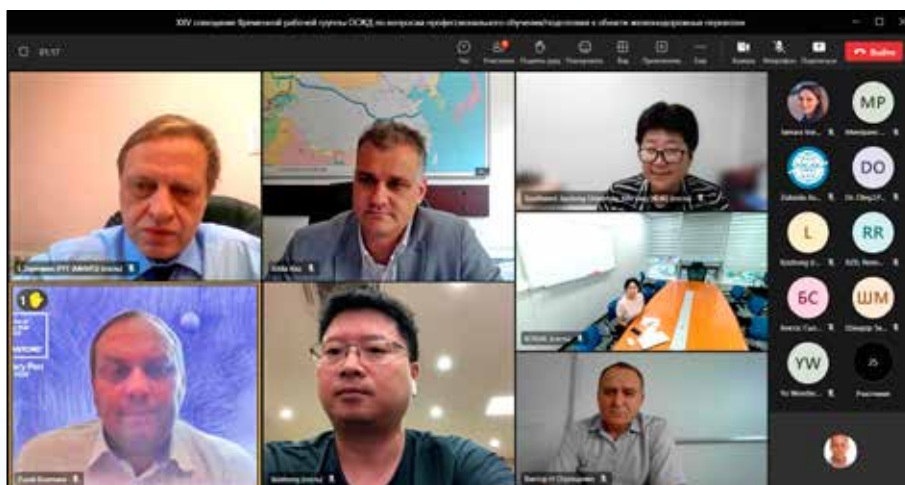
At this stage, the leading duty holder on the issue of the web portal of the OSJD Internet information resource in the field of vocational training and education is a member of the AWG – PLASKE JSC. The OSJD Website has a link to enter this web portal: “OSJD Academy”.

At the address <http://osjd.plaske.com> one can also go to or enter the web portal of the OSJD Internet information resource in the field of vocational training and education. The portal is currently structured into sections with the following OSJD materials and information posted:

- Statute of the Organisation for Cooperation between Railways, taking into account the adopted changes and amendments (as of 1 November 2021);
- Regulations of the OSJD Committee, taking into account the adopted amendments and additions (as of 1 November 2021);
- Regulations of the OSJD Ad Hoc Working Group on the issues of vocational education/training in the field of railway transport (III edition), taking into account the adopted amendments and additions (as of 1 November 2021);
- Regulations of the Academy of the Organisation for Co-Operation between Railways;
- Procedure for administrating registers of documents of the Organisation for Co-Operation between Railways (OSJD) in the field of vocational training and education;
- “OSJD Glossary” on the issues of education and training of personnel in the field of railway transport.

The AWG has prepared:

- draft Report of the AWG on vocational education/training in the field of railway transport (August 2022 – March 2023);
- the draft Work Programme of the AWG for 2024 and subsequent years, submitted for consent and approval by the OSJD governing bodies;
- draft decision of the OSJD governing bodies on the issues of vocational education/training in the field of railway transport.



Meeting of the AWG on the issues of vocational education/training in the field of railway transport (11-13.07.2023, OSJD Committee, in the videoconferencing mode)

4.

Administrative Activities of OSJD Committee



4.1. Publishing Activities

In 2022, the publication of the OSJD Bulletin journal was continued in accordance with the schedule in three languages – Russian, Chinese and English. The total number of copies amounted to 2800 copies of each issue in all three languages. The practice of sending electronic versions of the journal to addressees was also expanded.

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

It is worth mentioning that the concern and interestingness of the OSJD participants and partners on cooperation for publishing articles and other information materials in the OSJD Bulletin and on the OSJD Website has been growing with every passing year, together with the volume of the information and data concerning the OSJD events and the Organisation's activities.

In 2022, the OSJD Bulletin dispatched free of charge to all ministries of transport and railways of the OSJD member countries, observers and OSJD affiliated enterprises, international organisations and individuals by subscription, as well as, as a free exchange, to the publishing agencies specialised in railway transport of the countries of the Eurasian space and beyond. The OSJD Bulletin and other printed materials were also distributed, in addition to the meetings and sessions held within the framework of the OSJD work plan, during various international transport events in the field of transport, held in an intramural and hybrid formats: Specialised Forum on Railway Transport Safety 2022 (17 March Warsaw, Poland), Conference dedicated to the 70th anniversary of the Railway Research Institute (15 March, Warsaw, Poland), the solemn ceremony dedicated to opening of the Belgrade–Novi Sad fast-speed railway line (19 March, Belgrade, Serbia), International Conference “Innovations for Sustainable Transport Development. Development of Human Capital” (5 April, CCTT, Moscow, Russia), XIV scientific and technical conference “Design, construction and maintenance of infrastructure in railway transport INFRAZYNY 2022” (27-29 April, Zakopane, Poland), Summit “Transport for Inclusive Societies” (18-20 May, ITF, Leipzig, Germany), 19th Caspian International Exhibition “Transport, Transit and Logistics” (Translogistica Caspian) and 10th anniversary Caspian International Exhibition “Road Infrastructure and Public Transport” (Road & Traffic) (1-3 June, Baku), Rail Business Days Railway Exhibition (7-9 June, Brno, Czech Republic), FRACHT-2022 Conference (8-9 June, Warsaw, Poland), Rail Freight on Tour Lithuania Conference (14-15 June, Vilnius, Lithuania), Round table “Cooperation in the field of transit and transport between Kazakhstan and the EU: prospects for the development of the Trans-Caspian International Transport Route (TITR)” (15 June, Brussels, Belgium), Rail Freight Summit Forum (7-8 September, Warsaw, Poland), Railway Exhibition “InnoTrans 2022” (September 20-23, Berlin, Germany), joint EEC/CCTT round table “Status and prospects for cross-border transportation” (10 November, EEC, Moscow, Russia), exhibition “Transport Week” (15-17 November, Moscow, Russia) and others.

The cooperation on information



Miroslaw Antonowicz, Chairman of the OSJD Committee, addressing the participants in the solemn event dedicated to the 70th anniversary of the Railway Research Institute (15.03.2022, Warsaw, Poland)



Railway exhibition “Rail Business Days” attended by the delegation of the OSJD Committee (07-09.06.2022, Brno, Czech Republic)

exchange with publishing houses and scientific publishing organisations from the OSJD member and observer countries was continued.

In addition to the publication of the journal, the following works were carried out:

- roll-up "OSJD Railway Transport Corridors" was prepared and released;
- OSJD Information Guide was published in Russian, Chinese, German and English, with its electronic version being kept up to date on the OSJD website;
- together with the working staff of the OSJD Commission on Transport Policy and Development Strategy, the OSJD Bulletin of Statistical Data on Railway Transport for 2021 was published in four languages – Russian, Chinese, German and English;
- together with the working apparatus of the OSJD Commission on Transport Policy and Development Strategy, the "OSJD-UNESCAP joint document on potential of electronic information exchange to streamline customs formalities in international railway transport" was published in three languages – Russian, Chinese and English;
- Work Schedule of the OSJD Events for the next year were prepared and posted on the OSJD Website and published in a typographical way in three languages – Russian, Chinese and English;
- administration of the OSJD Website in Russian, Chinese and English was continued.

In 2022, joint work with the UIC Terminology Group was continued, within the framework of which 3 working meetings were held in a videoconferencing mode during the year.



Mirosław Antonowicz, Chairman of the OSJD Committee, at the Summit on the subject "Transport for Inclusive Societies" (18-20.05.2022, ITF, Leipzig, Germany)



Chairman of the OSJD Commission on Infrastructure and Rolling Stock Radovan Vopalecky at the grand opening of the fast-speed railway line Belgrade – Novi Sad (19.03.2022, Belgrade, Serbia)



Forum "Rail Freight Summit" (07-08.09.2022, Warsaw)



Joint round table of the EEC/CCTT with the participation of the OSJD Committee on the subject "Status and prospects of cross-border transportation" (10.11.2022, EEC, Moscow)

During the meetings, the issues of development and improvement of thematic dictionaries on railway subjects in paper and electronic version (RailLexic), standardisation of terminology, development of software for terminology management, practical use of electronic dictionaries in work, etc. were considered. The work plan for the year was not fully implemented due to the structural and staffing changes that occurred in the UIC at the end of 2022.

The representatives of the editorial board, within the framework of cooperation with the UIC, take part in the work of this group, which develops glossaries on railway subjects in order to generalise and standardise the terminology used in translations into working languages in international cooperation activities in various areas of railway transport.



International railway exhibition "InnoTrans 2022" with the participation of the OSJD Committee delegation (20-23.09.2022, Berlin, Germany)

The representatives of the editorial board, within the framework of cooperation with the UIC, take part in the work of this group, which develops glossaries on railway subjects in order to generalise and standardise the terminology used in translations into working languages in international cooperation activities in various areas of railway transport.

4.2. Financial Activities

The financial activities of the OSJD Committee in 2022 were carried out on the basis of the Budget adopted by the OSJD Ministerial Conference, as well as in accordance with the "Procedure for planning, accounting and income reporting and expenses of the OSJD Committee Budget".

5.

Participation of Observers and Affiliated Enterprises in OSJD Activities



5.1. Cooperation with Observers

As of the end of 2022, 5 companies had the status of OSJD observers, namely: German Railway JSC (“DB AG”), Organisation of Hellenic Railways (OEC), National Society of French Railways (SNCF), Serbian Railways JSC and Federal Passenger Company JSC (FPK).

Participation of observers in OSJD activities was noted in the work of the OSJD commissions and at expert meetings on certain subjects within the Work Plan. This mainly concerned the issues of improving the SMGS and SI to SMGS, the work of the CIM/SMGS steering and coordinating groups, the unified railway law, the practice of border crossing by rail, the creation of a List of freight stations on the OSJD railways, the organisation of transportation of heavy-haul containers in the Europe-Asia traffic, improving the work of border stations, harmonising timetables and train sequence indicators of passenger trains, organising the sale of travel documents in the context of the development of new sales technologies, paperless technology for the carriage of goods in international railway traffic, the development of technical leaflets, as well as tariff and commercial issues.

One of the most important areas of OSJD activities is aimed at strengthening and further developing cooperation with current observers and attracting new members to the organisation by popularising and expanding the scope of application of the OSJD fundamental documents.



Exhibition stand of the German Railway JSC (DB AG)
at the “InnoTrans-2022” exhibition

5.2. Cooperation with Affiliated Enterprises

The form of participation in the OSJD activities of companies as an affiliated enterprise reflects the business nature of the Organisation, which is open for cooperation with enterprises from any country, of various profiles of activities, regardless of the form of ownership or type of enterprise. One of the main criteria for the possibility of cooperation as an OSJD affiliated enterprise is a statement of interest in this from the side of the enterprise serves. The Ministerial Conference at its session XL decided to grant access to the OSJD affiliated enterprises to participate in the work of the OSJD working bodies not only at the level of CGD, but also at the level of the Ministerial Conference.

In previous periods, the OSJD affiliated enterprises were mainly suppliers

of railways in the field of transport construction and services, as well as the production of various equipment and rolling stock. In recent years, the share of a number of enterprises that are licensed carriers, rolling stock operators or freight forwarders has become noticeable. In this regard, affiliated enterprises are increasingly involved in the work in the field of freight and passenger traffic and seek to participate in the consideration of issues of transport law.

The affiliated enterprises not only participated in the work and meetings of the OSJD working bodies, but in some cases they by themselves were organisers of such events. Representatives of the affiliated enterprises regularly take part in the CGD meetings.

In 2022, the CGD granted the status of an OSJD affiliated enterprise to one company from Poland.



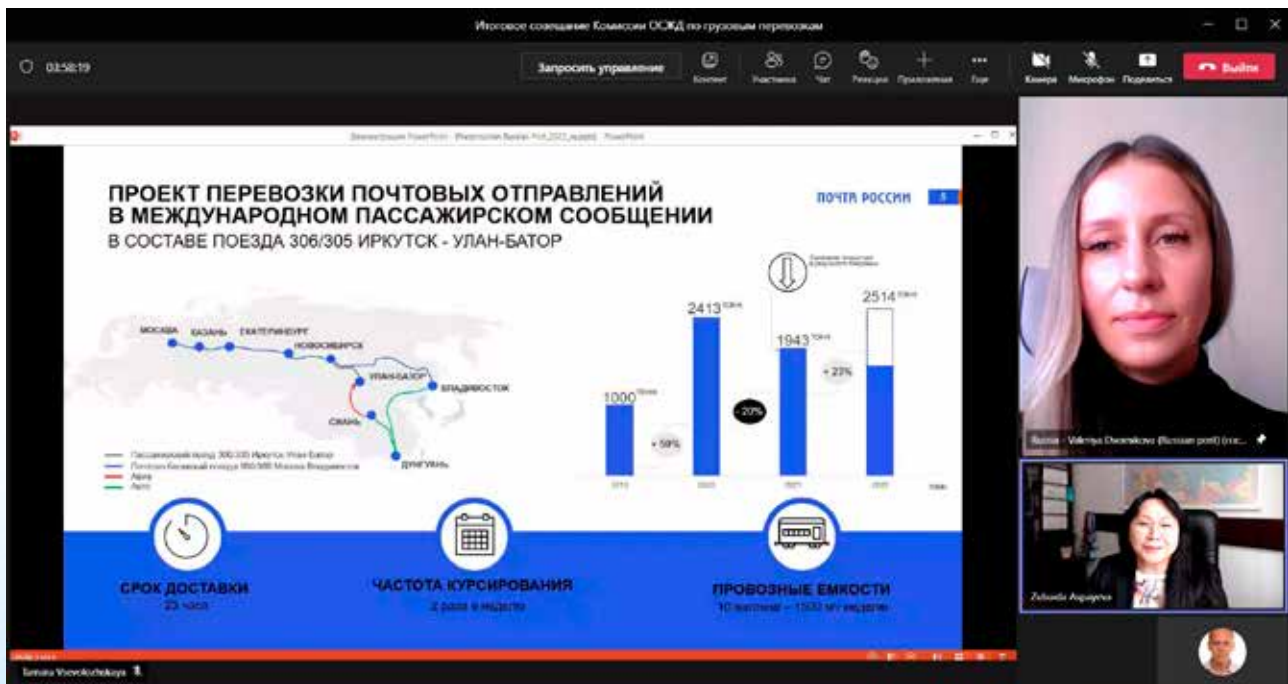
Representatives of OSJD affiliated enterprises at CGD meeting XXXVII
(19.04.2023, Warsaw)



In the training laboratory
of Southwest Jiaotong University



Exhibition stand of the Track Tec company
at the "InnoTrans-2022" exhibition



Presentation of the OSJD affiliated enterprise “Post of Russia” JSC at the final meeting of the OSJD Commission on Freight Traffic as part of the consideration of the subject “Organisation of the transportation of postal items by rail” (10-13.10.2022, OSJD Committee, in the videoconferencing mode)

As a result of cooperation with affiliated enterprises in 2022, the following outcomes are notable, in particular: 2 members of the OSJD Ministerial Conference, eight OSJD railways and five OSJD affiliated enterprises take part in the work of the AWG on the issues of vocational education/training in the field of railway transport, which was established in 2015. The Deputy Chairman of the AWG is a representative of the Russian University of Transport (RUT (MIIT), which is an OSJD affiliated enterprise. During 2022, three meetings of the AWG were held.

The number of affiliated enterprises that have a valid Cooperation Agreement with OSJD varies from year to year. By the end of 2022, the number of affiliated enterprises amounted to 38.



Rolling stock of “PESA Bydgoszcz” at the exhibitions “InnoTrans-2022” in Berlin (Germany) and “Rail Business Days-2023” in Ostrava (Czech Republic)

6.

Cooperation with International Organisations



6.1. Cooperation with the United Nations Economic Commission for Europe (UNECE)

In the reporting year, OSJD continued cooperation with the UNECE within the competences of a number of Working Groups of the Inland Transport Committee of the Economic Commission for Europe (UNECE ITC).

Within its powers, the OSJD Committee continued its participation in the activities of the following Working Parties on:

- Rail Transport (SC.2);
- Transport Trends and Economics (WP.5);
- Transport Statistics (WP.6);
- the Transport of Dangerous Goods (WP.15);
- Intermodal Transport (WP.24);
- Customs Questions Affecting Transport;
- International Railway Passenger Hubs (SC.2/HUBS).

At the annual sessions of the Working Groups, representatives of the OSJD Committee took part in the consideration of the following issues:

- development of international transport, including measures to facilitate border crossing procedures;
- application of the unified CIM/SMGS consignment note;
- Harmonisation of the regulations for the functioning of various railway transport systems;
- Harmonisation of RID (RID) and SMGS legal documents related to the transport of dangerous goods.
- updating and developing rules for the practical application of the UN Convention relating to customs procedures for the international carriage of goods by rail, as well as facilitating the conditions for the transport of passengers and luggage across borders, and of international railway transit;
- development of cooperation within the framework of the Trans-European Railway Network project;
- identifying the technical and operational parameters necessary to define the concept of "international railway passenger hub", etc.



UNECE



6.2. Cooperation with the UN Economic and Social Commission for Asia and the Pacific (UNESCAP)

From 17 to 18 February 2022, a joint ASEAN-ESCAP-ARISE Plus Programme Webinar on the optimisation of customs procedures in international railway traffic was held.

The ESCAP representative provided information on the directions for the development of railway transport in accordance with the new Regional Action Plan for Transport Development in Asia and the Pacific for the period 2021-2026. Ten areas of activities were identified. These areas include: online visualisation of the Trans-Asian Railway Network based on geographic information systems; electronic exchange of information and Harmonisation of customs procedures; railway corridor management mechanism; Digitalisation and decarbonisation of railway transport; and sustainable railway links between ports and land terminals in landlocked developing countries. The speaker emphasised the importance of streamlining customs procedures for railway transport and that the commissioning of the railway linking the Lao People's Democratic Republic with the People's Republic of China would open up new opportunities for ASEAN, expressing a desire to work in cooperation with the ASEAN Secretariat to further develop railway connectivity between ASEAN member states.

In 2022, the "OSJD-UNESCAP joint document on potential of electronic information exchange to streamline customs formalities in international railway transport" was prepared by the UNESCAP Transport Division jointly with the Organisation for Cooperation between Railways (OSJD).

This advisory document has been prepared to provide information to railways and border guards on the possibilities of EDI to streamline formalities at border crossings. The document was developed following the recommendation of the International Interagency Meeting of the OSJD Member States "Practice of Border Crossing by Rail", held in September 2021 in Gdańsk (Poland).



6.3. Cooperation with the Intergovernmental Organisation for International Carriage by Rail (OTIF)

In 2022, cooperation between OSJD and OTIF was carried out both via videoconferencing and face-to-face.

The basis for cooperation between OSJD and OTIF is the Cooperation Agreement signed on 5 June 1991 by the leaders of both Organisations and the document “Cooperation between OSJD and OTIF. Common point of view” (approved at session XXXI of the OSJD Ministerial Conference, 17-20 June 2003, Tbilisi, Georgia).



On 18 February 2022, a consultative meeting with the OTIF Secretariat was held in the videoconferencing mode on expanding the area of cooperation (defining goals, objectives, etc.). At the meeting, it was noted that the goals of cooperation between OSJD and OTIF should concern all aspects of international railway transport, the management of which is within their competence. To achieve these goals, it is necessary to prepare, agree and sign a new Cooperation Agreement between OSJD and OTIF. In this regard, the draft new Cooperation Agreement between OSJD and OTIF, previously prepared by OSJD and OTIF lawyers, was considered and preliminary agreed upon.

The draft Agreement was sent in March 2022 to the members of the Ministerial Conference and the members of the Conference of General Directors. In response, proposals and comments were received from the Republic of Kazakhstan, which did not provide ground for expanding the current model of cooperation.

In continuation of cooperation between both Organisations, at the invitation of OTIF, on 30 June 2022, in Bern (Switzerland), a working meeting was held between the Chairman of the OSJD Committee and the Secretary General of OTIF, at which current issues of cooperation, as well as intentions for its further development and expansion were considered.

On the part of OTIF, the draft Agreement was considered and preliminary agreed upon at a meeting of the Special (ad hoc) Committee on Legal Affairs and International Cooperation (April 2022). At the same time, it was also noted that due to the geopolitical situation, the very signing of the Agreement was not possible so far.

The Chairman of the OSJD Committee informed that at this stage there was no unanimous support within the OSJD framework for the draft Agreement. According to the proposals and comments received, in-depth cooperation at this stage is irrelevant and it was possible to continue its implementation in the existing framework.

In view to the OTIF position and the lack of unanimity on the part of OSJD members, cooperation between OSJD and OTIF remains at the current level, until other decisions are taken.

As part of the cooperation on legal issues between OSJD and OTIF, OSJD was granted the status of a permanent observer in the Special Committee on Legal Issues and International Cooperation of OTIF. A representative of the OSJD Committee attended the 3rd session of the Ad Hoc Committee on Legal Affairs and International Cooperation in October 2022.

In 2022, OSJD and OTIF continued cooperation and exchange of information in the field of improvement and application of the provisions for international legal acts in the field of international passenger traffic.



During a consultative meeting of the representatives of the OSJD Committee and the OTIF Secretariat (18.02.2022, using the videoconferencing mode)

In 2022, cooperation between OSJD and OTIF continued in the field of updating the rules for the transport of dangerous goods in accordance with the changes and amendments that have taken place in international and national regulations on the rules for the transport of dangerous goods, taking into account the specifics of the operation of the railways in the OSJD member countries. During the year, OTIF representatives took active part in the works of the meetings organised by the OSJD Commission on Transport Law, while experts of the OSJD members and a representative of the OSJD Committee took active part in the works of the meetings organised by OTIF.



A working meeting of the delegations of the OSJD Committee and the OTIF Secretariat (21.03.2023, OSJD Committee, Warsaw)

In 2022, OSJD and OTIF continued cooperation with the Universal Postal Union. Both Organisations are interested in this cooperation in order to further develop the organisation of transportation of postal items by rail. OSJD and OTIF continued the mutual exchange of information on this issue.

In 2022, cooperation and information exchange between OSJD and OTIF continued in the field of technical requirements for infrastructure and rolling stock. In 2022, 3 meetings of the OTIF Working Group WG TECH (WG TECH) took place. Within the framework of the meetings, the experts considered and improved issues related to the revision of the unified technical requirements for telematic applications for freight traffic. Besides, discussions were continued in 2022 on the subject of the rolling stock register and access to the register database. A representative of the OSJD Committee took part in two meetings of this Working Group.

A representative of OTIF took part in the final meeting of the OSJD Commission on Infrastructure and Rolling Stock, who informed the OSJD participants about the results of the meetings held in the first half of the reporting year.

6.4. Cooperation with the International Rail Transport Committee (CIT)

In 2022, cooperation between OSJD and CIT was continued in solely online format.

The basis for cooperation between Organisations is the Memorandum of Cooperation between the Organisation for Co-Operation between Railways (OSJD) and the International Rail Transport Committee (CIT), signed on 4 June 2015 in Ulan-Bator (Mongolia).



In accordance with this document, OSJD and CIT cooperate and exchange information on the ongoing work in the field of developing measures aimed at facilitating border crossing procedures in international railway traffic in the Eurasian space; improving and preparing legal acts regulating the transportation of passengers and goods in international railway traffic; developing the multimodal transportation; organising combined transport, transport of large-capacity containers in Europe-Asia traffic, transport of postal items in containers, as well as carriage of goods using the CIM/SMGS consignment note.

In 2022, OSJD and CIT continued to cooperate and exchange information on the issues of improving and applying the provisions of international legal acts in the field of international passenger traffic, including the updates made to the SMPS Agreement. In 2022, the CIT suspended the activities of the CIV/SMPS Working Group, and no meetings of the group were held in the reporting year.

The works for implementing the joint project of OSJD and CIT “CIM/SMGS transport and legal Harmonisation” in terms of holding joint meetings of the CIM/SMGS Expert Group and the CIM/SMGS Steering Group were not carried out in 2022.

The cooperation between the two organisations continued in terms of the exchange of information on the improvement and application of the provisions of international legal acts in the field of international freight traffic.

Meanwhile the works continued in cooperation with CIT to expand the scope of the CIM/SMGS consignment note in 2022.

On 16 June 2022, a joint workshop of OSJD, CIT, TRACECA, UIC was held via videoconferencing on the use of the CIM/SMGS consignment note on TRACECA railway routes on the territory of Azerbaijan, Georgia, Türkiye and Kazakhstan. During the workshop, the participants reviewed the legal and technical requirements for the use of the CIM/SMGS consignment note, exchanged experience and discussed the practice of implementing the CIM/SMGS consignment note, as well as the possibility of using the CIM/SMGS consignment note in customs transit.



CIT International Seminar “Bernner Tage” on the issue of international railway transport law with the participation of the OSJD Committee delegation (13-14.02.2020, Bern, Switzerland)

6.5. Cooperation with the European Union Agency for Railways (ERA)

In pursuance of the provisions of the Memorandum of Understanding between OSJD and ERA, as well as in accordance with the approved Work Plan, the OSJD/ERA Contact Group held one meeting in 2022, during which the following subject were considered:

- updating the analysis of the subsystems "Locomotives and multi-unit rolling stock" and "Passenger coaches";
- updating the analysis of the subsystem "Infrastructure. Track and track facilities".

An exchange of relevant information and practical experience was carried out with the aim of coordinating measures to maintain and improve the existing technical and operational compatibility and unhindered international railway traffic (including cross-border traffic and traffic safety). There were a number of presentations delivered:

- a representative of RZD OJSC on the subject "On holding the Year of Ecology at RZD OJSC";
- a representative of PKP JSC on the subject "Automatic gauge changing systems – progress and development";
- representative of DG MOVE on the subject "Connecting Europe Express: a laboratory on wheels in the Common European Railway Area".



56th meeting of the OSJD-ERA Contact Group (26-28.01.2021, OSJD Committee, using the videoconferencing mode)

6.6. Cooperation with the International Union of Railways (UIC)

The basic principles of cooperation between OSJD and UIC were laid down in the Cooperation Agreement between both Organisations, signed in 1995. The joint work between OSJD and UIC is carried out on the basis of the Memorandum and Programme of Cooperation between OSJD and UIC, which are signed every fifth year.

Due to the fact that the Memorandum and the Programme for the previous period have already expired, the Memorandum, as well as the Programme for cooperation between OSJD and UIC for the next years, were developed and agreed with the UIC. The goals of cooperation between the Parties to the Memorandum are aimed to increase the competitiveness of railway transport in the world market of transport services, to promote the interoperability of railway systems of various gauges and multimodality of transport.

In accordance with the above documents, cooperation between OSJD and UIC is exercised in the following areas:

- creation of a unified compatible system of railway transport in the Eurasian space, taking into account the interests of railways;
- development of a list and scope of services in the field of railway transport in order to increase its competitiveness;
- Harmonisation of operational and technical regulations and other documents within the railway industry to improve the interaction and efficiency of railway transport;
- presentation of the results of joint developments and proposals for consideration by the governing bodies of both Organisations.

Based on 20 years of cooperation experience since the signing of the Cooperation Agreement, the following forms of cooperation are used:

- exchange of information and documents, including work programmes and annual work plans;
- mutual participation in the meetings, organisation of joint events;
- development of joint provisions (memos).

In order to expand cooperation between OSJD and UIC on the development of draft international technical solutions in the field of railway transport of voluntary accession, on 15 May 2018, an Additional Agreement was signed to the Agreement being in effect on 22 November 2001 "On the publication of leaflets developed jointly between the Organisation for Cooperation between Railways (OSJD) and the International Union of Railways (UIC)".

From 16 to 18 February 2022, a meeting of the OSJD/UIC Joint Working Group on the migration of joint OSJD/UIC leaflets into draft international railway solutions (IRS) was held.

On 28 February 2022, the working staff of the OSJD Commission on Passenger Traffic supported by the UIC specialists, held a joint workshop on the subject "On the prospects for the development and interaction of electronic reservation systems".

The Chairperson of the OSJD Commission on Freight Traffic took part in the annual meeting of the UIC Steering Committee on NHM/DIUM issues, which was held on 17-18 February 2022. The UIC representative participated in the meeting of the OSJD Commission on Freight Traffic on the subject "Updating the Harmonised Nomenclature of Goods (GNG)" and "Updating the list of freight stations of the OSJD railways" (22-25 March 2022).

At the initiative of the UIC management, since 2 May 2022, cooperation between the UIC and OSJD has been suspended.



INTERNATIONAL UNION
OF RAILWAYS



During the OSJD/UIC Workshop "Prospects for the development and interaction of electronic ticket reservation systems" (28.02.2022, OSJD Committee, using the videoconferencing mode)

6.7. Cooperation with the International Association “International Coordinating Council for Trans-Eurasian Transportation” (CCTT)

In accordance with the Agreement on Cooperation between OSJD and CCTT, the collaboration was exercised within the framework of the activities of the OSJD Commissions on Transport Policy and Development Strategy, on Transport Law, on Freight Traffic and the PWG on Coding and Information Technology.

The plans of these commissions provide for the participation of the CCTT experts in the work on facilitation of border crossing procedures in international freight railway traffic, on the application and legal significance of the EDS in the carriage of goods in international traffic, as well as on the subjects: “Organisation of the transportation of large-capacity containers in the Europe-Asia traffic”, “Development and implementation of comprehensive measures to improve transportation and develop the OSJD railway transport corridors”, “Works towards organising the transportation of goods using the unified CIM/SMGS consignment note”, improving the legal framework for the transportation process, developing the transportation of postal items by rail, etc.



OSJD presentation during the CCTT-RUT (MIIT) Workshop “Innovations for the sustainable development of transport. Development of human capital” (05.04.2022, CCTT, Moscow, in a hybrid format)

6.8. Cooperation with the Eurasian Economic Commission (EEC)

The collaboration between OSJD and the EEC is exercised within the framework of the Memorandum of Understanding signed by the Parties on 21 January 2016, which provides for the following areas:

- exchange of experience and existing practice by the concerned OSJD and EEC member countries for organising and improving the efficiency of preliminary information about the carriage of goods in the amount of consignment notes and accompanying documents and preparing recommendations based on them;
- exchange of experience in the implementation of pilot projects related to the transition to the use of an electronic railway consignment note in the transportation process;
- exchange of experience in eliminating shortcomings associated with the organisation of train traffic, including in terms of coordinating transportation and introducing paperless technologies for organising and implementing the transportation of goods by rail, applying the mechanism and practice of interaction between the parties participating in the transportation activities with government agencies;
- preparation of proposals for facilitating the border crossing procedures, removal of barriers, simplification of procedures that affect the unhindered movement of passengers and goods, in order to eliminate the causes that affect delays in passenger and freight trains based on existing international experience;
- preparation of proposals for the formation of coordinated approaches to improve the quality of passenger transportation in international traffic, including by improving the train schedules and timetables, reducing the time for carrying out control operations along the route, updating the rolling stock fleet as part of scientific research activities and introducing the best international practices;
- preparation of proposals for the formation of coordinated approaches to improve the quality of services provided for passengers in international traffic, including by improving the train schedules and timetables, reducing the time for carrying out control operations along the route, updating the rolling stock fleet, as part of scientific research and introducing the best international practices;
- preparation by the interested OSJD and EEC member countries of proposals for the creation and development of high-speed and fast-speed passenger traffic between the EAEU member states, taking into account the specifics in the development of railway transport and the geographical location of each of the member states;
- holding consultations on the development and improvement of international railway traffic;
- participation of the EEC representatives in the events held under the auspices of OSJD, and the OSJD representatives – in the meetings of the EEC Advisory Committee on Transport and Infrastructure.



Zubaida Aspayeva, Chairperson of the OSJD Commission on Freight Traffic, delivering a presentation during the EEC/CCTT Round Table “Status and prospects of cross-border transportation” (10.11.2022, EEC, Moscow, in a hybrid format)

6.9. Cooperation with other international organisations

A special place in the OSJD activities is occupied by cooperation with international organisations in the field of railway transport, which is exercised within the framework of memoranda of cooperation.

The OSJD highly appreciates long-term partnership with the Universal Postal Union (UPU), the World Customs Organisation (WCO), the International Federation of Freight Forwarders Associations (FIATA), the International Association "Trans-Caspian International Transport Route" (TITR) and the Council for Railway Transport of the CIS States (CSZT).

The scope of interaction with them has a wide spectrum. Among the priority areas of cooperation are:

- issues of development and improvement in international railway transport, primarily in the traffic between Europe and Asia;
- development of international transport corridors;
- development of proposals and recommendations for the improvement and Harmonisation of international regulation of railway freight traffic;
- questions relating to the facilitation of border crossing procedures in the course of international railway transport;
- development of combined, intermodal, multimodal and multimodal transport;
- development of measures aimed at increasing the competitiveness of railway transport in relation to other modes of transport;
- issues of railway operation;
- technical issues related to the development of international railway transport;
- implementation of the project for the transportation of postal items by rail;
- exchange of information on specific examples of "best customer service practices";
- development of joint recommendations in the field of vocational training, logistics and transport links.



Participants in the international conference "Round table on the subject "Cooperation in the field of transit and transport between Kazakhstan and the European Union: prospects for the development of the Trans-Caspian International Transport Route (TITR)"" (15.06.2022, Brussels, Belgium)



XI meeting of the ECO Ministers of Transport on the subject "Facilitation of transit in the post-pandemic period" with the participation of the Deputy Chairman of the OSJD Committee Zhang Qun (02.02.2022, Türkiye, in videoconferencing mode)



Participants in the 16th meeting of the TRACECA IGC (10.02.2023, Tbilisi, Georgia)

7.

Annex 1

Main Performance Indicators of Railways in the OSJD Member Countries for 2022





Azərbaycan
Dəmir Yolları

Azerbaijani Railways CJSC (AZD CJSC)



Main performance indicators

Indicator title	Unit of measurement	2021	2022	Comparison in %
				2022/2021
Freight traffic:	thousand tons	15,057.6	18,730.5	124.4
<i>(to include in international segment)</i>	thousand tons	12,019.4	15,273.0	127.1
Passenger traffic:	thousand tons	2826.1	5136.5	181.8
<i>(to include in international segment)</i>	thousand tons		-	-

New container routes organised

In December 2022, the first container train with copper concentrate was sent from Uzbekistan to Europe by the CASCA+ multimodal transport route, created on the basis of the international multimodal route "Asia-Pacific countries – China – Kyrgyzstan – Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Türkiye – Europe (APR). The containers were delivered from the port of Turkmenbashi to the port of Baku on a feeder ship and then a container train of 91 containers of 20 feet each was sent from Baku along the route Alyat – Boyuk-Kyasik – Batumi, further on a feeder ship to the Bulgarian port of Burgas. The container train will run along the route "Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Bulgaria/Europe" with a total distance of more than 4000 km.

Transportation of goods using the unified CIM/SMGS consignment note

From 17 September 2021, within the framework of the TURKUAZ project, the use of the unified CIM/SMGS consignment note along the Baku-Tbilisi-Kars (BTK) railway line has begun, and at the moment, the goods proceed along the following routes: Türkiye – Azerbaijan, Türkiye – Kazakhstan, Türkiye – Turkmenistan, Thus, savings in time and costs for the transportation of goods along the BTK route are notable. In the future, the use of the CIM/SMGS consignment note will lead to an increase in the growth of traffic dynamics and volumes in other directions as well.

Commissioning of new railway lines

As part of the restoration of the destroyed railway infrastructure in the liberated territories, in 2020 design and construction works were commissioned within the project "Design and construction of the Barda-Aghdam railway line" and in 2022 these works were continued. The construction and installation works under the project are completed 64 %, with their completion scheduled for 2023.

The design and construction works within the project "Design and construction of the Horadiz-Agbend railway line", carried out in the liberated territories, were commissioned in 2021 and continued in 2022. The construction and installation works within the project are 38 % complete and are scheduled to be finished in 2024.

Modernisation of infrastructure facilities

In 2020, design and construction works began within the project "Reconstruction of the Sumgayit-Yalama railway line". The line is located on the northern part of the international transport corridor North – South, passing through the territory of the Republic of Azerbaijan. In 2022, these works were continued. The project is 48 % completed and is scheduled to be finished in 2024.

In 2022, works were continued within the project "Reconstruction of power supply, Signalling and communications systems of the Baku – Beyuk-Kyasik railway line", which is part of the East-West international transport corridor passing through the territory of Azerbaijan. The implementation of the project on the power supply system is 69 % complete, and on the Signalling and communication system – 49 %.

The works on the project "Reconstruction of the existing bridge across the Kura River, on the Alyat-Osmanly section, the Alyat-Horadiz-Agbend railway line" and in parallel with it, the design and construction of a new bridge were commenced in 2021 and continued in 2022. The project is 70 % complete and is scheduled to be completed in the first half of 2023.

Procurement of new rolling stock and modernisation of existing rolling stock

Within the framework of the project "Procurement of 50 locomotives operating on alternating current", carried out with the aim of modernising the locomotive fleet of Azerbaijani Railways CJSC, 40 freight and 10 passenger locomotives were delivered to the country (6 vehicles were delivered in 2022).

Under the project "Repair of passenger coaches (30), diesel multiple units (1), track repair vehicles (3), mainline (9) and shunting (28) diesel locomotives", carried out with the aim of overhauling the assets of the rolling stock that have expired, 4 main and 10 shunting diesel locomotives (3 vehicles were delivered in 2022) have been repaired and delivered to the country.

In 2022, the train production process was continued as part of the project “Procurement of 10 passenger trains”, organised in order to provide high-quality and comfortable passenger transportation services.

In 2022, within the framework of the project “Procurement of new freight wagons (615 units)”, 303 units of 40-foot universal fitting flat wagons were ordered.

Development of a network of high-speed and fast-speed passenger traffic

In the liberated territories of Azerbaijan, work was underway to overhaul and restore railway lines in the Horadiz-Agbend and Yevlakh-Agdam sections. Major repairs were also performed on the Sumgayit-Yalama section. Works for the construction of a new railway section Laki – Gabala have been completed, and it was planned to designate a fast-speed train on the Baku-Gabala-Baku route in March 2023.

Works were continued to reconstruct the overhead catenary network in connection with the transition from direct to alternate current.

To increase the speed of trains, the tracks in the Baladzhary-Yalama section underwent reconstruction.

In view of the land borders of the Republic of Azerbaijan closed due to the COVID-19 coronavirus infection, no additional works were performed to facilitate border crossing procedures by rail.

Works aimed at reforming and improving the structure of railway transport management

With the support of an international financial institution, works have been completed for the preparation of a methodology for calculating the infrastructure costs. As part of the project, specialists calculated the costs and developed a methodological cost report, as well as an infrastructure cost model and an appropriate action plan. In addition, a training was held for the employees of the Azerbaijani Railways to study the concept of infrastructure costs and the methodology for its calculation.

By the decision of the Supervisory Board of the Azerbaijani Railways dated 24 January 2022, the Coordination Office was established, which is responsible for coordinating the work of the Management Board of the Azerbaijani Railways, as well as more precise and prompt implementation of the decisions of the Supervisory Board.

Thus, with the support of international experts, the implementation of the Transformation programme has begun, which takes place in several stages (phases).

As part of the transformation programme, a draft Roadmap and a Register of strategic initiatives were prepared, defining the main steps towards improving commercial activities in the short term, increasing the volume of freight traffic, and forming an effective mode of operation ensuring transit. At the same time, efforts were made to increase the volume of transit of the goods carried by railway through the territory of the Republic of Azerbaijan and to raise the efficiency of commercial, operating and capital costs (CAPEX), as well as initiatives not directly related to the growth in transit (implementation of capital and repair works, increase in operating efficiency, formation of a model of a transit product and a container block train according to the schedule, implementation of medium-term planning, etc.).

The implementation of the tasks, set in the framework of the issues arising in connection with the corporate restructuring, continues. As a result of corporate restructuring, the Department of Locomotive Repair was established to carry out planned and ongoing repair works with locomotives and improve the quality of the repair works.

As part of building an integrated, comprehensive Safety Management System (SMS) for Azerbaijani Railways, experts prepared an SMS assessment report and a strategy for building an SMS system, as well as a draft “Terms of Reference”.

In order to form a database in regard to the risk events, a centralised collection and registration of risk events was performed at AZD, while the collection and analysis of the main risk indicators was continued.



Byelorussian Railway (BC)



In 2022, 103.3 million tons of goods were transported by the Byelorussian Railway.

In order to increase the competitiveness of railway transport in 2022, works were underway to improve the standard train schedule.

The schedule for 2022/2023 provides for the operation of 423 specialised train routes between Lithuania – Russia, Europe – Russia and further to the Asian countries (Kazakhstan, China) in both directions, including 405 routes for 99 container trains, 16 contrailer train routes, 2 routes of fast trains.

One of the priority areas for improving the transportation process is the development of freight traffic in the East-West-East segment by regular container trains.

The Byelorussian Railway, together with the railway and transport-logistics companies, has been working out the necessary conditions aimed at the development of the contrailer transportation of goods.

In September 2022, transportation by coupling a contrailer flat wagon with a refrigerated trailer loaded on it was organised with the temperature maintained by the climat control system along the route Russia (Chernyakhovsk station) – Belarus – Lithuania – Russia (transport and logistics center “Bely Rast”) and in the opposite direction.

The main direction of the work of the Byelorussian Railway in the field of organising container transportation in 2022, in addition to the unconditional running of the existing freight traffic, further expansion in the geographical scope of container transport routes using the railway infrastructure was observed.

In January – November 2022, the Byelorussian Railway provided transit container traffic as part of the multimodal services of the UTLC ERA JSC through the port of Kaliningrad and further to the ports of Northern and Western Europe, the Scandinavian countries, Great Britain, etc.

In 2022, the total volume of container freight traffic by the Byelorussian Railway amounted to more than 1.1 million containers in TEU, including more than 450 thousand containers in TEU which were transported in transit in the China-Europe-China traffic.

In order to provide a range of transport and logistics services for railway traffic, the freight facilities of the Byelorussian Railway provide a full range of services for the processing and storage of goods of various types. To this end the necessary mechanisation facilities are made available and an appropriate technology for performing loading and unloading operations has been developed.

To improve the quality of transport and logistics services, the Byelorussian Railway is systematically developing a terminal and warehouse infrastructure aimed at creating modern railway terminals in the most demanded areas of freight consolidation for processing the freight flows in connection with the organisation of new and modernisation of existing industrial facilities.

To improve the conditions for logistics activities, increase the efficiency of using the infrastructure necessary for the provision of logistics services and the transit potential of the Republic of Belarus, a transport and logistics terminal Kolyadichi has been built up and is being developed by the Railway near the city of Minsk.

The Kolyadichi logistic center is one of the key railway cargo terminals in the Republic of Belarus, fitted with a modern infrastructure and the necessary storage space.

The average daily processing capacity of the city freight station Kolyadichi is 468 TEUs, while the container storage area is capable of storing up to 2670 TEUs.

At present, the development of customs and information technologies for the carriage of goods by rail in the Republic of Belarus is at a high level, electronic declaration and preliminary information have been introduced and are being intensively developed, automatic release of goods is used, and transit technologies are actively developing. The main approach used in creating the administrative mechanisms based on a balance between the effectiveness of customs control and the elimination of unnecessary administrative barriers that make it possible to simplify and speed up the dispatch of goods through the customs border is, of course, the introduction of digital, paperless technologies.

In the field of practical application of paperless technologies in international traffic, the following measures have been implemented:

- in the transit traffic Kaliningrad region – Belarus – Lithuania – Russia, Latvia – Belarus – Russia and back - transportation of empty wagons that do not belong to the carrier;
- in bilateral traffic Belarus – Russia - transportation of empty wagons and goods (except for some categories of goods) at all Belarusian-Russian railway border crossing points (with the exception of the Kaliningrad direction);
- in bilateral traffic Belarus – Lithuania, Belarus – Latvia - transportation of empty rolling stock (wagons, containers), exchange of mailing lists using EDS;
- test transportation of goods, based on electronic SMGS consignment notes, with a complete rejection of the use of the SMGS consignment notes in the form of paper documents, in international traffic Belarus – Latvia – Belarus, Belarus – Lithuania – Belarus.

In order to automate customs operations, the implementation of measures has been organised in terms of interaction with the customs authorities of the Republic of Belarus on the basis of electronic documents in the implementation of freight traffic:

- the Procedure for organising information interaction between the customs authorities of the Republic of Belarus and the Byelorussian Railway when performing customs operations in respect of goods transported by rail across the customs border of the EAEU in the Republic of Belarus using electronic SMGS consignment notes was signed, as well as for submitting information to customs authorities in electronic form for the purpose of notification on

the arrival (departure) of goods to (from) the customs territory(s) of the EAEU;

- a technical basis for the use of any electronic transportation, dispatch, customs and other documents necessary for the movement of goods by rail across the customs border using paperless technology has been laid down.

The Byelorussian Railway is open for the carriage of goods using the unified CIM/SMGS consignment note in all directions, work is underway to use this consignment note at border crossing points in the West-East direction and vice versa.

The volume of passenger transportation by the Byelorussian Railway in 2022 amounted to 62.0 million people.

In 2022, the international passenger traffic was resumed in communication with the Russian Federation. The volume of traffic, taking into account transit (Russia – Kaliningrad region) amounted to 2.7 million passengers and increased by 12.5 thousand people as compared to the 2019 level of pre-pandemic, including 2.5 million people transported in direct traffic.

In 2022, as part of the ongoing works to modernise the BC facilities, the Unified Passenger Information System was put into operation at a number of infrastructure facilities of the Byelorussian Railway.

In 2022, the Byelorussian Railway procured 4 modern five-unit electric trains of EPM series to provide passenger transportation on interregional business class lines. This rolling stock is featured by improved consumer and operational characteristics, increased life cycle and service life, and complies with the requirements of the Technical Regulations of the Customs Union “The railway rolling stock safety”.

The Byelorussian Railway, being a common part of the transport system of the Republic of Belarus, pursues the coordinated transport policy of the member states of the Eurasian Economic Union, one of the main goals of which is the integrated development of international transport corridors passing through the territory of the Republic of Belarus (pan-European transport corridor No. 2 and No. 9), as a result of which the Belarusian sections of transport corridors are provided with infrastructural, technical, technological capabilities for the implementation of current and future tasks of ensuring transportation on transcontinental routes.

For the period of 2010–2021 the railway sections Zhlobin – Osipovichi, Gomel – Zhlobin, Molodechno – Gudogai – state border, etc. were electrified, as a total. The total length of electrified railway sections amounted to 431 km.

As a result, at the moment, the length of electrified railway sections of the Byelorussian Railway is 25 % of the total length of railway lines.

To ensure the safe and uninterrupted movement of trains at set speeds, all elements of the railway track are maintained in good condition on an ongoing basis. To this end, modern means of complex mechanisation of track repair work are being introduced, with the track maintenance methods being improved.

On 23 September 2022, the Republic of Belarus signed the “Convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail”, adopted in Geneva on 22 February 2019. The Convention was signed by the Minister of Foreign Affairs of the Republic of Belarus when participating in the annual meeting of the UN General Assembly. At present, the procedure for ratification of the Convention is being in progress in the country as part of the domestic approval of the draft Law of the Republic of Belarus “On Ratification of the ‘Convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail’”.

The Byelorussian Railway combines the functions of the owner of the railway infrastructure and the railway carrier in one entity, which makes it possible to effectively ensure the transportation process, provide a full range of transport and logistics services, and respond quickly to changes in transport services.

The issues, tasks and directions of the strategic development of the Byelorussian Railway are reflected in the relevant state plans, development strategies and programmes, the main of which is the state programme of the Republic of Belarus “Transport Complex” for 2021-2025, which regulates the development of the transport industry in the Republic of Belarus.



Holding "Bulgarian State Railways" (Holding BDZ)



Volumes of passenger and freight railway traffic

The following table shows all passenger and freight train services implemented in 2022, as well as their differences as compared to 2021.

<i>Title of indicator</i>	<i>Measuring unit</i>	<i>2021</i>	<i>2022</i>	<i>Comparison in %</i>
The volume of passenger traffic	thousand passengers	17,147	23,076	34.58
The volume of international passenger traffic	thousand passengers	279	1649	491.04
The volume of freight traffic	thousand passengers	18,055	19,079	5.09
The volume of international freight traffic	thousand passengers	6508	6949	6.78

Modernisation of railway infrastructure facilities

The National Railway Infrastructure Company (NRIC) focuses its activities on improving the transport sector in Bulgaria, developing the European transport corridors passing through the territory of the country, following the overall goal of the programme “Development of a sustainable transport system”.

The construction of an integrated and interoperable railway network that meets the European standards, as well as the improvement of its operation, remain one of the most important goals enshrined in the European transport policy, which NRIC also adheres to.

For Bulgaria, the main priority is two trans-European routes from the “main” network: the East/East-Mediterranean corridor (covering the route from the Romanian border via Vidin – Sofia – Kulata and from Sofia via Plovdiv to Burgas and to Svilengrad/Turkish border, as well as directions from Sofia to the borders with Serbia and the Republic of North Macedonia) and the Rhine-Danube corridor. As of 2022, railway infrastructure development projects were underway, the most important of which are:

- development of the Sofia railway junction;
- modernisation of the railway section Sofia – Elin Pelin;
- development of the Plovdiv railway junction, etc.

Procurement of new rolling stock and modernisation of the existing one

In 2022, 13 locomotives were upgraded.

Development of high-speed and fast-speed passenger traffic network

The existing railway network in the Republic of Bulgaria is used only for fast-speed/conventional passenger and freight trains.

As part of the works towards facilitating border crossing procedures by rail, the following measures have been taken to facilitate border crossing by rail:

- informing customers and freight forwarders about the reasons for the wagons break down in order to avoid similar cases in the future;
- the rolling stock repair schedule is observed, as well as the timely delivery of spare parts ordered for wagons and the timely dispatch of them in single wagons that arrived and were at border stations;
- work was underway to improve the communications and exchange of information with concerned departments of neighboring railway carriers in order to respond in a timely manner to eliminate problems that arise during the acceptance/delivery of goods and wagons at border stations;
- improvement of the interaction between dispatch centers of railway infrastructure managers in the field of traffic management;
- the NRIC infrastructure manager actively participated in bilateral meetings to coordinate the train schedules for each border crossing, improve traffic and facilitate border crossing procedures at border crossing points.

Works towards reforming and improving the structure of railway transport management

In 2022, measures were taken to amend and supplement the following legal acts:

- Decree No. 43 as of 09.11.2001 on the carriage of passengers, luggage and mail by rail, with effect from 01.03.2023. The amendments introduce the provision that railway carriers may participate on a non-discriminatory basis in a common information and integrated ticketing scheme (Directive 2016 /2370 of EP and of the Council as of 14 December 2016 amending Directive 2012/34/EU regarding the opening of the market for domestic railway passenger transport and the management of railway infrastructure);
- Decree no. 41 as of 27.06.2001 on access to and use of the railway infrastructure with effect from 03.01.2023: the

changes introduced ensure full compliance with the provisions of Directive 2016/2370;

- Decree of the Council of Ministers No. 295 as of 20 December 2001 on “Determining the groups of passengers entitled to free and reduced travel by rail and on determining the amount of the benefit” with effect from 1 January 2023: changes give the right to citizens of the state – a member of the European Union or another state party to the Agreement on the European Economic Area, who have acquired the right to receive a pension in this state, to a 50 % discount on the established railway fare.





Georgian Railway JSC (GR)



Volumes of passenger and freight traffic

In 2022, the Georgian Railway transported 14,773 thousand tons (121.8 % against 2021) of goods, including 12,878 thousand tons (125.2 % against 2021) in international traffic. The volume of passenger traffic in 2022 amounted to 1,604,669 thousand passengers (196.1 % against 2021), including 48,414 thousand passengers in international traffic (305.1 % against 2021).

Creating new container routes

In order to further improve multimodal transportation, active work is underway to organise feeder railway transportation through the ports of Batumi/Poti – Constanta.

Transportation of goods using the unified CIM/SMGS consignment note

In order to organise transportation using the CIM/SMGS consignment note for simplifying the transportation process, as well as significantly reducing the time for the delivery of goods and the transfer of wagons through the interstate junction point between Georgia and Türkiye, via the Baku-Tbilisi-Kars (BTK) railway line, 2262 wagons and 2863 (4424 TEUs) containers with a total weight of 75,394 tons of goods were received from the Turkish Railways under the CIM/SMGS consignment note in the direction of Azerbaijan and Kazakhstan in transit through Georgia. At the same time, the Georgian Railway being on the crossroad of two legal regimes – the CIM and SMGS (Akhalkalaki station is the place of reconsignment), performs targeted work with the railway administrations with the purpose of expanding the scope of the CIM/SMGS consignment note application in order to increase the transit potential.

Commissioning of new railway lines

In view of the importance of the Baku-Tbilisi-Kars (BTK) railway project, the Georgian Railway JSC, by letter No. 1074 dated 14/3-22, expressed its interest in joining the OSJD railway transport corridors (RTC) No. 5 and No. 10 of the railway section Tbilisi – Marabda – Akhalkalaki – Kartsakhi (the state border of Georgia/the state border of Türkiye), which is an integral part of the railway line Azerbaijan – Georgia – Türkiye. To consider the issue of reflecting this section in RTCs No. 5 and No. 10, information was provided on the design technical and technological parameters of the Tbilisi-Marabda-Akhalkalaki railway line. The OSJD Committee, by letter No. I-2/34/22/ZK dated 21.10.2022, sent to the member countries of RTC No. 10 a draft Memorandum of Cooperation in the field of technical, operational and commercial development of the OSJD railway transport corridor No. 10 for consideration in terms of the route of the new line of this corridor for the further signing of the Memorandum at the next OSJD Ministerial Conference session.

Work to facilitate border crossing procedures by rail

In pursuance of paragraph 5 of the expert meeting Minutes of the OSJD Commission on Transport Policy and Development Strategy on the subject “Development of measures aimed at facilitating border crossing procedures in international railway traffic in the Eurasian space” (19-22 April 2022, OSJD Committee, videoconferencing mode), a draft OSJD-UNESCAP document on the use of electronic data interchange for the Harmonisation of customs formalities in international railway traffic was submitted. This document notes that the state of clearance of goods/wagons under customs control at the border/transfer station through electronic systems is currently in use in Georgia.

To simplify the logistical process of border crossing procedures during international railway transportation between Georgia and Azerbaijan, within the framework of the agreement between the Georgian Railways JSC and the Azerbaijani Railways JSC on the exchange of data on international railway freight traffic in electronic format, as well as to prepare a platform and information exchange with other railway administrations and in order to introduce a system of electronic processing and recording of the SMGS consignment note, a complete electronic version of the international railway freight transport document (SMGS consignment note) was developed. Earlier, in 2017, in order to improve services for the transportation of goods and the optimal use of material resources, as well as to simplify the work with customs authorities, a system of electronic processing of freight transportation documents in local traffic was introduced. In general, registration and exchange of data for the transportation of goods/wagons under customs control on the railway are carried out in electronic format.



**ҚАЗАҚСТАН
ТЕМІР
ЖОЛЫ**

“Kazakhstan Temir Zholy National Company” JSC (KZJ)



Volumes of passenger and freight traffic

In 2022, the net tariff freight turnover amounted to 245,176.4 million ton-km (tkm) net, including 156,977.7 million tkm in international traffic; in total 285,298.3 thousand tons of goods were transported.

In 2022, the passenger turnover amounted to 16,886.2 million passenger-kilometres, in total 19,990.2 thousand passengers were transported.

Creating new container routes

1. Turkmenistan (st. Akayla) – People’s Republic of China (st. Jinghua) by land route;
2. Kazakhstan (Almaty) – People’s Republic of China (Shanghai);
3. People’s Republic of China (Chongqing) – Finland (Kovola) through the TITR route via the port of Constanta;
4. People’s Republic of China (Xi’an) – Türkiye (port of Mersin) via the land route through Iran;
5. Russian Federation (st. Chekhov) – India (port Nhava Sheva);
6. Kazakhstan (st. Zhitikara) – Vietnam (st. Yen We);
7. Kazakhstan (Kostanay station) – People’s Republic of China (Nantong station);
8. People’s Republic of China (st. Jingan) – Iran (st. Jolfa);
9. Kazakhstan (st. Chkalovo) – People’s Republic of China (st. Xi’an);
10. Regular shuttle service on the route Altynkol – Poti/Batumi.

Transportation of goods with the use of the unified CIM/SMGS consignment note

In 2022, 3310 large-capacity containers were transported in international transit traffic through the territory of the Republic of Kazakhstan using the CIM/SMGS consignment note.

As part of the infrastructure facilities modernisation the following works were underway:

- construction of second tracks on the Dostyk section – crossing loop No. 19 with a length of 25 km;
- construction of one additional receiving and departure track at operation points Terekty – 1123 m, Tuyemoynak – 1182 m, crossing loop No. 60 – 1193 m;
- lengthening of six receiving and departure tracks along the lines of 1435-mm and 1520-mm gauge at Dostyk station;
- overhaul repair on the network – 551 km of tracks were repaired.

Procurement of new rolling stock

In 2022, the following activities were carried out to upgrade the rolling stock fleet, namely, the following vehicles have been procured:

- locomotives – 76 vehicles;
- freight wagons – 457 units;
- passenger coaches – 67 units.

Development of fast-speed and high-speed passenger traffic network

In order to develop a network of fast-speed passenger traffic, from 2012 till 2022, 732 Talgo passenger coaches with a design speed of up to 200 km/h were procured.

In 2022, 16 fast-speed trains of the Republic of Kazakhstan were successfully operated (1 in international and 15 in domestic traffic).

Work to facilitate border crossing procedures by rail

The “Kazakhstan Temir Zholy National Company” JSC has been working on a regular basis towards facilitating border crossing procedures and speed up control and technical operations at the borders. A single mechanism operates at interstate junction points, when all types of control (border, customs, veterinary, phytosanitary, radiation, etc.) are performed simultaneously in one place. After receiving the goods on the territory of the Republic of Kazakhstan, control operations are not carried out along the route, which makes it possible to maximise the speed of movement of goods across the country.

Particular attention is paid to simplifying customs administration and improving the legal framework.

The procedure for the import of foreign containers is organised on the terms of Annex B.3 of the Convention on Temporary Admission (1990, Istanbul) without issuing a declaration for a vehicle and providing a guarantee.

As part of bringing the conditions for the movement of containers on the territory of the Eurasian Economic Union to uniform standards and simplifying the conditions for admission and the procedure for their movement, the Eurasian

Economic Commission is actively working towards revising the norms of the Customs Code.

Works were underway to digitalise the processes of customs operations and other types of state control.

To simplify customs administration, the carrier shall inform the customs authorities in advance about the goods imported by rail into the territory of the EAEU along the external borders of the Republic of Kazakhstan (interstate hub points Dostyk, Altynkol, Sary-Agash, Aktau-Port, Kuryk-Port, Bolashak, Karakalpakstan) in the amount of a transport document; as well as on behalf of the parties concerned (forwarders, consignees), goods are declared under the customs procedure of customs transit.

The integration of information systems of the national railway carrier and customs authorities was implemented when submitting preliminary information, using preliminary information as an electronic copy of the transit declaration, as well as declaring imported foreign vehicles of international transportation (wagons) in automatic mode.

Integration with customs authorities has been implemented in terms of obtaining information from transit declarations, the data from which, in the amount provided for by the customs stamp, is entered into an electronic copy of the SMGS consignment note in the form of customs marks.

Works were underway to reduce the processing time of transportation documents by the control bodies.

In addition, in order to ensure compliance with the requirements of the procedure for crossing state borders by the passenger trains, the "KTZ NC" JSC provides assistance to border control bodies in terms of explaining to passengers in advance the procedure for border control.

Works towards reforming and improving the structure of railway transport management

Currently, the reform of the railway industry in the Republic of Kazakhstan is aimed at modernising the infrastructure, increasing the efficiency and improving the quality of services.

The aim of these reforms is to raise the competitiveness of the Kazakhstan's railway system and position it as a key transit route connecting Europe and Asia.

In 2022, the Head of State instructed to transform the "Kazakhstan Temir Zholy National Company" JSC into a national transport and logistics company.

A network of international transport corridors passes through the territory of Kazakhstan.

Over 6 years, the transit of containers through the territory of the Republic of Kazakhstan increased by 4.6 times (from 245 thousand TEUs in 2016 to 1129.2 thousand TEUs in 2022).

The growth in dynamics is provided by the following measures:

- 1) ensuring the delivery time and speed of container trains (952 km/day in the direction of China – Europe);
- 2) maintaining stable tariff conditions;
- 3) organising coordinated work with partners and neighboring railway administrations.

Meanwhile, works are underway in the Republic of Kazakhstan, to develop multimodal transportation. An actively developed project using railway and waterway transport is the Trans-Caspian International Transport Route (TITR).

In 2022, the volume of freight traffic along the TITR route amounted to 1.5 million tons (2.5 times more against 2021).

The transport and logistics complex of Kazakhstan is taking all measures to stimulate the TMTR route. Speed, safety and competitive rates are ensured for the transportation of containers in transit and export traffic in the direction of the ports of Georgia, Türkiye and further to the European markets.

In 2022, the North-South ITC received a new development impetus, in particular the eastern route passing through Kazakhstan. In 2022, the volume of freight traffic through the interstate division point (ISDP) of Bolashak amounted to 2015.3 thousand tons.

The additional volume of freight traffic from Russia in wagons for 2023 along the North-South corridor through the Bolashak ISDP is estimated at about 1 million tons (potash fertilisers, blast-furnace coke, cargoes in containers).

To solve operational and medium-term issues of ensuring throughput capacity on the North-South corridor, joint works are being carried out with the Russian and Turkmen partners on the inventory of interstate junction points in Kazakhstan, Russia, and Turkmenistan.

In addition, uniform competitive tariffs have been developed for 2023 in order to ensure the transportation of goods in containers through the territory of Russia, Kazakhstan, Turkmenistan and Iran.



China State Railway Group Co., Ltd. (KZD)



In 2022, the total volume of freight traffic amounted to 2.79519 billion tons, which is 1.7 % higher than the level of 2021, the freight turnover amounted to 2571.665 billion tons km, which is 7 % more than the level of 2021. In 2022, 0.61997 billion passengers were transported, which is 42.1 % less than in 2021; passenger turnover amounted to 213.229 billion passenger-km, which is 37.3% less than in 2021.

In 2022, 63.83 million tons of import and export goods were transported through all railway border crossing points in China, which is 1.57 million tons or 2.5 % more than in 2021. To include: imports amounted to 47.43 million tons, which is 910 thousand tons or 1.9 % less than in 2021; exports amounted to 16.40 million tons, which is 2.49 million tons or 17.9 % more than in 2021.

In 2022, KZD sent 16,562 container trains between China and Europe, which is 9 % more than in 2021; 1.614 million TEUs were transported, which is 10 % higher than in 2021. In total, over these years, 65,376 container trains have passed in the China-Europe traffic, and 6.047 million TEUs have been transported. Container trains ran to 208 cities in 25 European countries. 1,132 CIM/SMGS consignment notes were issued in export traffic, including 950 CIM/SMGS consignment notes through the Alashankou border crossing point, 50 CIM/SMGS consignment notes were issued through the Khorgos border crossing point, and 132 CIM/SMGS consignment notes – through the Manchuria border crossing point.

In addition, KZD also actively cooperated with RZD OJSC, KZH and UBZD in the field of electronic data exchange and paperless transportation in international railway freight traffic, which increased the efficiency of customs clearance at border crossing points and laid the foundation for the implementation of the paperless consignment note in international traffic.





Korea Railroad Corporation (KORAIL)



In 2022, the Korea Railroad Corporation (KORAIL) carried 1.14 billion passengers, 154.3 million passengers more (or 13.5 %) against 2021 level. The volume of freight traffic amounted to 23.62 million tons of goods, which is 3.15 million tons (or 11.7 %) less than the level of the previous year.

With the lifting of social distancing measures by the government of the Republic of Korea starting from April 2022, the company has again started selling tickets on all trains, including tourist trains. This led to an increase in passenger traffic and, accordingly, a growth in revenues to almost pre-pandemic levels.

In the reporting year, KORAIL successfully carried out a test run of the first long-haul container train, consisting of 50 wagons with a total length of 777 m. The very first Korea's test run of a long-haul freight train on the Gyeongbu Line (Seoul-Busan route, 402.3 km long), which operates both passenger and commercial trains, was carried out in full compliance with the provisions of a real freight transportation. The company planned to bring long-haul trains into commercial operation in the second half of 2023, and will also make great efforts to improve the railway infrastructure and operate at least 60 container wagons at the same time. In addition, at the 31st CCTT Plenary meeting, which was held in December 2022 in Moscow, the company was awarded the CCTT Eurasian Transportation Excellence award for management innovation and transport efficiency based on the results of transportation by a long-container container train.

In 2022, the construction on the railway line between Gangneung and Jejin on the South-Korean section of the Donghae Line began, which runs the entire length of the country's east coast. This work is aimed at eliminating gaps in the South-Korean section of the Donghae line (111.74 km long). After these works are completed, the inter-Korean railways passing through the eastern regions will be reconnected and the prospect of integrating the South Korean transport system into the Eurasian transport system will be created.

In July 2022, KORAIL and the Tanzania Railways Corporation (TRC) entered into a \$11.6 million consulting contract for the operation and maintenance of the Tanzania Railways. This opened a new chapter in the history of the company's entry into the overseas market. The company provides consulting services for the operation and maintenance of Tanzania's new railway line from Dar es Salaam to Mwanza with a total length of 1219 km. The project implementation period is 36 months. The company hopes that the ongoing project will facilitate further entry into the international market in this area.





“Latvian Railway” SJSC (LDZ)



Indicator title	Key performance indicators
The volume of freight traffic to the level of 2021	19,970 thousand tons (98,7 % against 2021)
To include: International freight traffic volume	18,413 thousand tons (100,2 % against 2021)
The volume of passenger traffic to the level of 2021	-
The volume of goods transported using the unified CIM/SMGS consignment note	In 2022, 1108.5 tons of goods were transported using the unified CIM/SMGS consignment note (165,2 % against 2021)
Modernisation of infrastructure facilities	In 2022, the LDZ Concern completed 0.575 km of major track repairs and 7.029 km of medium repairs. Works were completed to replace 7.574 km of continuous rail strings with new rails and 3.658 km of continuous rail strings with used rails. 12 sets of turnout switches were replaced with the new ones. 4 railway crossings were overhauled and 1 pedestrian crossing was arranged. 5 railway crossings have been equipped with a video surveillance system. A major overhaul of 1 engineer structure was completed (replacement of a reinforced concrete span) and construction work began on 5 engineering structures, which will be completed in 2023.
Procurement of new rolling stock and modernisation of existing rolling stock	In 2022, 60 open-top wagons were procured.



Lithuanian Railways JSC (LTG)



Nos.	Volumes of the transportation of goods and passengers	January - December		% against 2021
		2021	2022	
1.	Total passengers carried, thousand people	3483.0*	4688.2	134.6
1.1.	including in international passenger traffic, thousand passengers	184.8	228.1	123.4
2.	Total goods transported, thousand tons	51,079.7	30,977.4	60.6
2.1.	including in international freight traffic, tons	36,414.4	17,093.2	46.9

*Updated data

Passenger transportation is carried out by a subsidiary AS of Lietuvos geležinkeliai – UAB LTG Link, which carried 4.7 million passengers in 2022. As compared to 2021, passenger traffic increased by 34.6 %. 0.228 million passengers were transported in international passenger traffic, which is 23.4 % more than in 2021.

In 2022, 31.0 million tons of goods were transported by the Lietuvos geležinkeliai JSC, a freight transportation subsidiary of LTG Cargo JSC, which is 39.4 percent less than in 2021. The international traffic in 2022 decreased by 53.1 percent having amounted to 17.1 million tons.

Creating new container routes

In 2022, the LTG Cargo JSC made efforts to expand the geography of services and create new regular intermodal routes to Europe. In the spring of 2022, regular intermodal transportation was launched from the Kaunas Intermodal Terminal (KIT) to Germany (Duisburg). The length of the new route KIT – Duisburg – KIT is 3040 km. The train runs three times a week in both directions, and it can transport up to 36 units of semi-trailers and containers in one train.

Meanwhile, preparations were made for the start of regular intermodal transportation to Italy, to one of the most important ports – the port of Trieste. During the test run, the semi-trailers from KIT were first transported to Germany and from there to Trieste.

Modernisation of infrastructure facilities

In order to ensure uninterrupted and safe continuous operation, the Lithuanian Railways Group of Companies (hereinafter – LTG Group) implements projects/programmes for the renovation of the railway infrastructure.

As part of the programme for the renewal of mainline railway lines, 115.2 km of railway lines were repaired in 2022.

To ensure the safe movement of trains, two major bridge reconstruction projects were implemented – the reconstruction project of the Jonava railway bridge on the Vilnius-Klaipeda line and the project of overhaul repair of the Liduvenai bridge on the Radviliskis-Pagegiai line. About 5 km of noise-absorbing walls have also been built.

As part of the modernisation project for infrastructure diagnostics, a self-propelled diagnostics rolling stock was purchased to check the condition of the railway track, allowing early detection of possible malfunctions, more efficient planning and organisation of repairs.

Procurement of new and modernisation of existing rolling stock

As part of the implementation of the rolling stock overhaul programme in 2022, 1,458 freight wagons, 89 freight locomotives, and 44 vehicles of passenger rolling stock were repaired.

Development of fast-speed and high-speed passenger traffic network

In 2022, the largest infrastructure project in the Baltic region continued – this is the construction of the Rail Baltica railway line, which will connect the Baltic countries with the dominant European (1435 mm) railway network.

Within the framework of the project, the technical design of the railway line on the section Kaunas – Latvian border was being carried out. A contract was signed for the construction of a bridge in Jonava over the Neris River. This bridge will be the longest in the Baltic States: its length will be 1.5 km.

It is planned that by the end of 2024 the main construction works of the 1435-mm gauge railway to Panevezys will have been completed.

The total length of the Rail Baltica line will be 870 km, while the investment for the project will amount to 5.8 billion euros.

Measures to facilitate border crossing procedures by rail

The Lietuvos geležinkeliai JSC is constantly working to facilitate and speed up border crossing procedures by rail. As before, much attention is paid to issues aimed at improving the interaction and regulation of the mode of operation of railway administrations with border and customs services: technological time standards were agreed upon for carrying out the necessary control operations at border stations, general investigations were performed on delays

of freight trains, scheduled and unscheduled training is being carried out with the responsible employees, issues of improving the infrastructure, introducing electronic document management are jointly considered. In order to facilitate inspection procedures and to avoid delays of trains in excess of the established norms, the corresponding places in locomotives and wagons were sealed, preliminary informing of the customs authorities of the Republic of Lithuania about the goods prior to their actual import/export, information on the rules of the border and customs regime was disseminated at stations and in passenger wagons.

Reforming and improving the structure of railway transport management

The Lietuvos geležinkeliai Group of Companies is a state-owned group of companies engaged in freight and passenger transportation by rail, as well as a public railway infrastructure management company, which includes the parent management company Lietuvos geležinkeliai AS and its directly and indirectly controlled subsidiaries, public companies and an associate enterprise.

Taking into account the structural changes and the separation of the activities of carriers and the infrastructure manager into separate legal entities in accordance with EU requirements, conducted in the AS Lietuvos geležinkeliai Group of Companies in 2018-2021, the prerequisites were created for the companies providing carrier services to operate in a competitive environment, as well as the liberalisation of the railway transport market was ensured.

After carrying out structural changes in the activities of companies, a clear dividing line can be traced:

- enterprises engaged in commercial activities (operating on the competitive market under the same conditions as other Lithuanian and foreign market participants);
- enterprises operating in the public interest and providing services of public interest (performing the functions assigned by the state);
- enterprises engaged in other activities.



“Railway of Moldova” State Enterprise (CFM)



Volumes of passenger and freight traffic

Performance indicators	Volumes transported		
	2022	2021	% against 2021
Transported goods – total (thousand tons), Including in:	3815.122	3317.574	114.99
- transit	1202.122	439.156	273.7
- export	1035.521	1083.126	95.6
- import	863.386	1297.805	66.5
- local	714.093	497.487	143.5
Passengers carried – total (thousand people) Including in:	572.194	597.6	95.7
- international	27.642	111.1	24.9
- suburban	409.030	429.9	95.1
- local	135.522	56.6	239.4

Creating new container routes

In 2022, CFM did not participate in the creation of new container routes. At the same time, containers were transported along previously organised container routes:

Train No., train designation	Train route	Train itinerary	Running frequency	Number of containers		Ratio 2022 against 2021, %
				2022	2021	
Railway of Moldova (CFM)						
1201/1202 "Zubr"	Ülemiste/Muuga – Valga (Estonia) – Lugazhi – Indra (Latvia) – Bigosovo - Slovechno (Belarus) – Berezhest – Ilyichevsk/Ilyichevsk-Paromnaya/Odessa-Port/Mogilev-Podolsky/Izov (Ukraine) – Valchinets (Moldova) – Ungen (exp.)/Etulia (exp.)/Giurgiulesti (exp.)	container	On request	0	0	0 %
1362 / 1361 "Viking"	Draugyste-Port – Kena (Lithuania) – Gudogay – Slovechno (Belarus) – Berezhest – Ilyichevsk-Paromnaya/Ilyichevsk/Odessa Port/Odessa Liski/Chernomorskaya/Mogilev-Podolsky (Ukraine) – Velchinets – Ungheni / Giurgiulesti-Port (Moldova)	container and contrailer	On request	30	328	9 %

Organisation of freight traffic under the application of the unified CIM/SMGS consignment note

The use of the unified CIM/SMGS consignment note for all transit directions, as well as for export and import directions, made it possible to reduce the procedure required for reissuing consignment notes from SMGS to CIM legal regime and from CIM to SMGS regime at border transfer stations, thereby eliminating the time used previously for reissuing documents from one legal regime to another and the associated financial costs.

In order to simplify the workflow by reducing the time for the formation, transmission and processing of documents, as well as eliminating the need for manual retyping of data from paper documents, creating the possibility of making effective management decisions by obtaining information on the progress of transportation in the online mode, increasing the efficiency of personnel, as well as eliminating the significant influence of the human factor by increasing the reliability of the information being processed, the "Railway of Moldova" State Enterprise has developed and is at the stage of implementation of new software for electronic document management. The new software package includes automated workstations (AWS) for customers, a planning department, commodity cashiers, cargo acceptance officers, and TechPD.

In addition, the CFM, together with the Administration of the railway transport of Ukraine, is working on the development and implementation of software for the possible exchange of information in the volume of a transportation document for goods carried in international traffic. The implementation of this project will reduce the time of transfer of trains at interstate crossing points.

Using the CIM/SMGS consignment note, 30,115 wagons were transported through the territory of the Republic of Moldova in 2022, of which 20,181 wagons were in transit; 4363 wagons were exported and 5571 wagons were imported.

The main types of goods transported under the CIM/SMGS consignment note are: from the Republic of Moldova – wheat, barley, corn, rape seeds, sunflower seeds, molasses, portland cement (class A cement), rolled products; to the Republic of Moldova – malt, salt, petroleum gases, gasoline, diesel fuel, fuel oil, ammonium nitrate, ferrous scrap; in transit traffic – wheat, corn, sunflower seeds, cake, salt, iron ore and concentrates, resins, petroleum gases, gasoline, diesel fuel, fertilisers, cast iron, rolled products, pipes.

Commissioning of new railway lines

On 23 June 2022, a Memorandum of Understanding was signed between the Republic of Moldova, represented by the Ministry of Infrastructure and Regional Development, and Ukraine, represented by the Ministry of Infrastructure, in the field of railway traffic development. The purpose of this Memorandum of Understanding was to determine the principles and mechanism of cooperation in the development of railway transport between Ukraine and the Republic of Moldova, in particular, the resumption of railway communication and railway traffic on the section of the railway line Berezino (Ukraine) – Bassarabskaya (Republic of Moldova). In order to carry out the project as a matter of urgency, the restoration work on the Moldovan section (total length of 1188 meters) was declared to be works of public national importance and was completed in the shortest possible time.

Thus, the Republic of Moldova will be able to export/import goods through the port of Izmail, located on the Danube, reducing congestion in the port of Reni. At the same time, through this section of the railway line, Ukraine will be able to export goods to the Republic of Moldova and the EU countries.

Modernisation of infrastructure facilities

As part of the implementation of the project “Restructuring of the Railway of Moldova”, financed by the EBRD, EIB and the European Union, in September 2022, works began on the design and rehabilitation of the railway infrastructure of the Bender-Basarabeasca-Etulia-Giurgiulesti section, which is 233 km long. The main goal of the project is to increase the capacity, raise the speed of movement and, as a result, reduce the time of delivery of goods, bring the conditions and characteristics of the railway infrastructure in line with European standards and existing European regulations. The implementation of the project provides for a major reconstruction of the superstructure of the track and stations, including Signalling, interlocking and communications systems and power supply, repair of the track formation at sections of station-to-station blocks where problems are observed, replacement of turnout switches, closure and dismantling of six railway stations. The project is planned for 4 years, with its completion date in 2026.

Procurement of new rolling stock, modernisation of existing rolling stock

As part of the project Restructuring of the Railway of Moldova, a Contract was signed between the Railway of Moldova State Enterprise and the GE Transportation Parts, LLC for the purchase of 12 freight locomotives and the renovation of the Basarabeasca locomotive depot.

According to the terms of the contract, the locomotives arrived in the Republic of Moldova in mid-2020, having passed the full cycle of tests in accordance with the declared characteristics and operation safety. Currently, all locomotives are involved in the technological process of the enterprise and perform more than 70 % of all ton-kilometer works.

As of 31 December 2022, the inventory fleet of rolling stock belonging to the CFM amounted to:

Type of rolling stock	In the inventory park
Freight wagons, the number	4586
Passenger coaches, the number	264
Diesel trains D1 series	8 sections
Rail buses D1	7 vehicles
Diesel trains D1M series	5 sections
Diesel locomotives TE33A series	12 units
Diesel locomotives 3TE10M series	52 units
Diesel locomotives 2TE10L series	11 units
Diesel locomotives 2TE10V series	1 unit
Diesel locomotives 2TE10M series	2 units
Diesel locomotives M62 series	4 units
Shunting diesel locomotives ČME-3 series	65 units

To maintain the freight wagons of the operation fleet in a technically sound condition, a repair programme was implemented at CFM, including a major and a depot type of repair. Thus, during the reporting period, 135 wagons passed the major overhaul repair, and 679 wagons – the depot repairs.

Development of fast-speed and high-speed passenger traffic network

The adoption of a long-term Transport and Logistics Strategy provides for the attraction of external financial resources for priority investments in railway infrastructure and rolling stock.

The modernisation of the railway infrastructure and the procurement of new rolling stock will increase the speed of movement to 100 km/h and improve the efficiency of the enterprise.

Measures taken to facilitate border crossing procedures by rail

The border crossing procedure between the Republic of Moldova and neighboring countries is based on the following intergovernmental and interagency sectoral documents:

- Agreement between the Government of the Republic of Moldova and the Government of Ukraine on checkpoints across the Moldovan-Ukrainian state border and simplified access for citizens living in border areas (signed on 11 March 1997, Chisinau);
- Agreement between the State Administration of Railway Transport of Ukraine and the "Railway of Moldova" State Enterprise on railway traffic across the state border of Ukraine and the Republic of Moldova (signed on 27 April 2000, Chisinau);
- Agreement between the Government of the Republic of Moldova and the Government of Romania "On border crossing by citizens of the Republic of Moldova and Romania" (signed on 20.10.2006 in Bucharest);
- Protocol signed on 12 November 2013 (Kiev) on amending the Agreement between the Government of the Republic of Moldova and the Government of Ukraine "On the activities of railway transport" dated 20 March 1993 and approved by the Decree of the Government of the Republic of Moldova No. 179 dated 14 March 2014;
- Regulation (EU) No 259/2014 of the European Parliament and of the European Council as of 3 April 2014 amending Regulation (EU) No 539/2001;
- Agreement between the "Railway of Moldova" State Enterprise and the National Society of Romanian Railways on border railway traffic (signed on 28 September 2015, Bucharest);
- Agreement on International Passenger Traffic (SMPS), Agreement on International Railway Freight Traffic (SMGS), approved by the Decree of the Government of the Republic of Moldova No. 896 as of 20.08.2018.

On 25 May 2018, the Agreement between the Cabinet of Ministers of Ukraine and the Government of the Republic of Moldova on the joint control of persons, vehicles, goods and items at joint checkpoints across the Ukrainian-Moldovan state border came into force, which provides for the introduction of joint control at the checkpoint for the railway traffic "Kuchurgan – Novosavitskaya" with the implementation of control procedures at the Kuchurgan station.

At a meeting of the CFM-UZ border commission, which took place on 28-29 November 2021, the CFM informed the Ukrainian side about the technical feasibility of ensuring the movement of transit trains on the Etulia (CFM) – Reni (UZ) – Giurgiulesti (CFM) section with locomotives and locomotive crews of the CFM on the territory of Ukraine without stops.

In view of the events taking place in the recent time, the logistics of freight traffic has changed significantly, in connection with which by order of the Cabinet of Ministers of Ukraine dated 26 February 2022 No. 188-R, the Kuchurgan-Novosavitskaya and Slobodka-Kolbasnaya checkpoints have been temporarily closed. In connection with the reorientation of freight flow to the western crossing points in the direction of the EU countries and the Republic of Moldova, a round-the-clock operation has been established on the Etulia (CFM) – Reni (UZ), Reni (UZ) – Giurgiulesti (CFM) sections.

On 22 August 2022, works were completed to restore the railway track on the section Berezino (UZ) – Basarabasca (ChFM). The Joint Commission of the CFM and UZ with the representatives of the state bodies of the border and customs authorities of the Republic of Moldova and Ukraine decided to open a joint border control and customs inspection point at the Basarabasca station.

Within the framework of the CFM-UZ Border Commission, which took place on 6-7 September 2022 in Chisinau, it was noted that the Agreement between the Government of Ukraine and the Government of the Republic of Moldova on the activities of railway transport provides for the transportation without state types of control at checkpoints, under the condition of non-stop movement of trains coming from Moldova to Moldova through Etulia station (CFM) in transit through Reni station (UZ), with destination to Giurgiulesti station (CFM) and in the opposite direction, with loaded and empty wagons.

To resolve this issue, it is necessary to amend Annex No. 1 to the Contract for traction services and settlements for the operation of locomotives and locomotive crews at the border crossing points of UZ and CFM dated 27 September 2021 No. 648/2021-ЦЮ, taking into account the service at the section of Etulia – Reni – Giurgiulesti and vice versa.

The Ukrainian side developed a draft amendments and additions to the Agreement between the Government of Ukraine and the Government of the Republic of Moldova on the activities of railway transport, which was sent to the Ministry of Infrastructure of Ukraine for approval by the involved central executive authorities.

Reforming and improving the structure of railway transport management

Fulfilling the terms of the Association Agreement of the Republic of Moldova regarding the Harmonisation of the railway legislation of the Republic of Moldova in accordance with EU norms, the Code of Railway Transport was

adopted on 18 February 2022. The new Code introduces partially into national legislation the provisions of Directive 2012/34/EU as of 21 November 2012 on the creation of a single European railway area, Directive 2016/798/EU as of 11 May 2016 on safety in railway transport, Directive 2007/59/EU as of 23 October 2007 on the certification of drivers providing piloting of locomotives and trains in the railway system of the Union. The Code provides for the elimination of the monopoly in the railway services market, with the provision of private operators with the right to provide traction services, as well as freight and passenger transportation. An integral part in the provision of transportation services will be the introduction (conclusion) of contracts for mandatory services (Public Service Obligations – PSOs), as well as a multi-annual railway infrastructure contract (MAIC). The Code also establishes strict rules for the provision of passenger transport services, services, compensation and other aspects related to consumer protection. Companies that will provide railway transport services shall possess permits, a safety certificate and a safety permit.

The Code enters into force from 2024, with the exception of certain provisions regulating public services for the carriage of passengers by rail, the functioning of the Railway Board, financing of railway infrastructure, which enter into force after 6 months from the date of publication. The regulations relating to the state authority for the investigation of transport accidents and incidents shall come into force from the moment of their establishment. The Government was instructed, within six months from the date of publication of the Code, to ensure the approval of the regulation on activities and establish the managing board of the railway for the reorganisation of the “Railway of Moldova” State Enterprise into a joint-stock company.





“Ulan-Bator Railway” JSC (“UBZD” JSC)



The volumes of freight and passenger traffic against the level of 2021, with the volume of international traffic separately in particular

The volume of transportation on the Ulan-Bator Railway in 2022 amounted to 27.7 million tons of goods (-11.9 % as compared to 2021).

The freight turnover decreased by 18.7 % and amounted to 14.9 billion tons-km.

The volumes of international freight traffic were as follows:

- **import** - 3.9 million tons, including:
 - from China - 1.69 million tons
 - from the Russian Federation - 2.20 million tons
- **export** - 8.64 million tons, including:
 - to China - 8.42 million tons
 - to the Russian Federation - 0.22 million tons
- **transit** - 3.17 million tons, including:
 - from China to Russia - 1.07 million tons
 - from Russia to China - 2.10 million tons

Creating new container routes

According to the work results for 2022, 265,793 containers in TEU were transported in transit through the territory of Mongolia as part of 2,324 container trains. Among them, transit container trains were organised in the direction of China – Europe with the destinations of station Malaszewicze (PKP), Kolyadichi (BC), Odessa (UZ), Vuosaari (VR), etc.:

- from China to Russia and Europe (in the odd direction) 127,018 containers in TEU;
- from Russia and Europe to China (in the odd direction) - 138,775 containers in TEU.

The fulfillment of the plan in 2022 in terms of the number of transportation of containers in TEU amounted to 90.92 %, and in terms of the fulfillment of the plan for the transported goods in tons - 103.01 %.

Transportation of goods using the unified CIM/SMGS consignment note in 2022

Measures were taken on the preparation of software designed to fill in and process the consignment notes, as well as accompanying documents for the use of the CIM/SMGS consignment note when sending export goods in international traffic.

At the UBZD, the CIM/SMGS consignment note for imported goods and transit cargoes is processed.

Modernisation of infrastructure facilities

The construction of the 2nd main track with a length of 14.5 km was completed between the stations Zamyn-Uud-2 – Shargyn-ovoo.

Reconstruction was carried out at Tsomog and Emeelt stations.

Procurement of new rolling stock and modernisation of existing rolling stock

In 2022, 3 new locomotives of the 2TE25 KM series were purchased for the operation in freight traffic.

Development of a network of fast-speed and high-speed passenger traffic

Growth was also observed in the segment of passenger transportation. In total, 2.38 million passengers were transported, which is 673.2 % more than in 2021. Passenger turnover in 2022 increased by 773.7 %.

Worsk to facilitate border crossing procedures by rail

The 2nd main track of the narrow-gauge railway of 4.5 km long was built from the Zamyn-Uud stations to the state border with the People's Republic of China.

Reforming and improving the management structure of railway transport

To improve the structure of railway transport management, the Information Technology Service was established.

Works were successfully carried out for the the introduction of a system of interval control of train traffic using a radio channel (SIRDП-E) to increase the capacity of the Ulan-Bator Railway.



Russian Railways OJSC (RZD OJSC)



Volumes of freight traffic

indicator title	2021	2022	2022 in % against 2021
Total goods transported (million tons)	1952.5	1886.5	-3.4
domestic transportation	1162.9	1178.8	1.4
in international traffic	789.6	707.7	-10.4
including:			
export	506.8	448.0	-11.6
import	243.7	215.7	-11.5
transit	39.2	43.9	12.2

Container traffic (thousand TEUs)

indicator title	2021	2022	2022 %
Total (thousand TEUs)	6502.5	6521.1	0.3
domestic transportation	2467.9	2545.5	3.1
in international traffic	4034.6	3975.6	-1.5
including:			
export	1566.4	1504.8	-3.9
import	1392.3	1625.2	16.7
transit	1076	845.6	-21.4

Passenger traffic volumes

At the end of 2022, 1,135.2 million people were transported throughout the infrastructure of the RZD OJSC. (107.7 % against 2021), on long-distance routes – 108.3 million people (117.8 % against 2021), in suburban traffic - 1026.9 million people. (106.8 % against 2021).

More than 16.6 million passengers were transported in fast-speed traffic (106.4 % against 2021).

Restoration of passenger traffic with the OSJD member countries

At the end of 2022, railway passenger services were provided in communication with the following countries being OSJD members: Belarus, Kazakhstan, Kyrgyzstan, Mongolia, Uzbekistan, Tajikistan.

Restoration of traffic in communication with the Republic of Belarus

In accordance with the regulation issued by the Government of the Russian Federation, based on the recommendation submitted by the operational headquarters set to prevent the importation and spread of a new coronavirus infection in the territory of the Russian Federation, starting from 08.02.2021, a step by step restoration of railway traffic with the Republic of Belarus began.

The actual size of the movement of passenger trains in communication with the Republic of Belarus in 2022

Of BC formation – 10 trains:

1. No. 2/1 Minsk – Moscow - daily;
2. No. 4/3 Brest – Moscow - every other day;
3. No. 28/27 Brest – Moscow - daily;
4. No. 52/51 Brest/Minsk – St. Petersburg - daily;
5. No. 56/55 Gomel/Polotsk – Moscow - daily;
6. No. 66/65 Minsk – Murmansk - once a week;
7. No. 84/83 Gomel/Grodno – St. Petersburg - daily;
8. No. 250/249 Minsk – St. Petersburg - by date;
9. No. 302/301 Minsk/Gomel – Adler - every other day;
10. No. 390/389 Minsk – Anapa - 1 time in 4 days from 2 May till 26 September 2022

Of FPC JSC formation – 7 trains:

1. No. 7/8 Moscow – Brest - every other day;
2. No. 30/29 Kaliningrad – Moscow - daily;
3. No. 80/79 Kaliningrad – St. Petersburg - 4 times a week;
4. No. 148/147 Kaliningrad – Moscow - 3 times a week (assigned by a special instruction of the RZD OJSC);
5. No. 360/359 Kaliningrad – Adler - every other day;
6. No. 717/718 Moscow – Minsk - daily (by "Swallow/Lastochka" trains composed of 10 coaches);
7. No. 721/722 Moscow – Minsk - daily (by "Swallow/Lastochka" trains composed of 10 coaches).

Restoration of traffic in communication with Kazakhstan

Starting from 20 April 2022, train No. 625/626 Atyrau – Astrakhan (KZH) resumed services every other day.

Since June 2022, the movement of trains of the "Kazakhstan Temir Zholy National Company" JSC has been resumed:

- No. 145/146 Karaganda – Omsk, the running frequency - 2 times per week on Tuesdays and Fridays, departing from Karaganda started since 3 June 2022;

- No. 113/114 Almaty – Kazan, with a running frequency of 1 time per week on Mondays, departing from Almaty since 6 June 2022;
- No. 84/83 Karaganda – Samara, the running frequency - every other day on even dates, departing from Karaganda since 8 June 2022.

Restoration of traffic in communication with Mongolia

Starting from 29 April 2022, the movement of train No. 306/305 Irkutsk – Ulan-Bator of FPC JSC and UBZD JSC formation was resumed (departures from Irkutsk are once a week on Fridays).

Restoration of traffic in communication with Kyrgyzstan

Since June 2022, the movement of the following trains of the “Kyrgyz Temir Zholy NK” State Enterprise has been resumed:

- No. 305/306 Bishkek – Shu, then to Kazan as part of train No. 113/114 Almaty – Kazan, once a week, departing from Bishkek on Mondays, starting from 6 June 2022;
- No. 17/18 Bishkek – Samara, twice a week, departing from Bishkek on Wednesdays and Fridays, starting from 8 June 2022;
- No. 385/386 Bishkek – Novosibirsk, with a frequency of 1 time in 8 days, departing from Bishkek from 9 June 2022.

Restoration of traffic in communication with Uzbekistan

Since June 2022, the movement of the following trains of Uzbekistan Temir Yollari JSC has been resumed:

- No. 5/6 Tashkent – Samara, once a week, departing from Tashkent on Thursdays since 23 June 2022;
- No. 323/324 Tashkent – Volgograd, once a week, departing from Tashkent on Saturdays since 25 June 2022.

Restoration of traffic in communication with Tajikistan

Since August 2022, the following trains have resumed their traffic with Tajikistan:

- No. 319/320 Kulyab – Volgograd departing from the station of Kulyab since 16 August on Tuesdays;
- No. 329/330 Dushanbe – Volgograd departing from st. Dushanbe since 27 August on Saturdays;
- No. 359/360 Khujand – Volgograd departing from the station of Khujand since 7 September on Wednesdays.

Traffic volumes in direct traffic with the OSJD member countries for 2022, pers.

Communication	2021	2022	2022/2021 in %
OSJD member countries	1,438,634	2,730,812	189.8

Including by individual countries:

Direction	2021	2022	2022/2021 in %
Azerbaijan	-	-	-
Belarus	1,427,525	2,459,887	172.3
Kazakhstan	-	154,353	-
Kyrgyzstan	-	8895	-
Latvia	-	-	-
Lithuania	-	-	-
Moldova	-	-	-
Mongolia*	-	20,634	-
Tajikistan	-	15,182	-
Uzbekistan	11,109	71,861	646.9
Estonia	-	-	-

*carried by the trains of the FPC JSC and UBZD JSC formation

The volumes of traffic by fast-speed trains “Lastochka” in direct traffic Moscow – Minsk – Moscow for 2021, pers.

Months	The number of passengers
April	673
May	42,095
June	41,110
July	42,290
August	42,117
September	52,550
October	50,044
November	45,708
December	49,474
Total:	366,061

The volumes of traffic by fast-speed trains "Lastochka" in direct traffic Moscow – Minsk – Moscow for 2022, pers.

Months	The number of passengers
January	55,205
February	39,175
March	44,342
April	45,057
May	55,787
June	65,596
July	78,318
August	77,859
September	64,724
October	56,721
November	49,195
December	50,668
Total:	682,647

The volumes of traffic in the trains of the CIS and the Baltic States through the territory of Russia, pers.

2021	2022	2022/2021 in %
634,697	1,443,200	227.4

By the end of 2022, the number of passengers transported by the trains of the CIS and Baltic countries across Russia increased by 127.4 % as compared to 2021 and amounted to 1,443,200 people.

Volumes of transportation in domestic traffic, pers.

2021	2022	2022/2021 in %
79,254,576	92,324,933	116.5

By the end of 2022, the number of passengers transported by the trains of FPC JSC formation in domestic traffic increased by 16.5 % as compared to 2021 and amounted to 92,324,933 people.

Information on the activities aimed at the development of freight traffic in containers, as well as combined, multimodal and intermodal transportation of goods

New container routes

At the end of 2022, 6,521.1 thousand TEUs were transported, which is 0.3 % more than in the same period of the previous year.

Of these: the volume of domestic transportation increased by 3 % (2,545.5 thousand TEUs were transported); the increase in import traffic amounted to 17 % (1625.2 thousand TEUs were transported); the volume of transit traffic decreased by 21 % (845.6 thousand TEUs were transported, excluding the delivery of empty containers from Europe to China under new logistics schemes); the volume of export traffic amounted to 1,504.8 thousand TEUs, which is 61.6 thousand TEUs or 4 % less of the same indicator of the previous year.

The transportation volume of loaded containers increased by 0.4 % or 18.1 thousand TEUs (4659.9 thousand TEUs were transported); the share of loaded container traffic in the total traffic volume amounted to 71.5 % (+0.1 % against 2021).

The most popular and attractive way of transporting containers was the transportation as part of container trains.

In 2022, 4,361.0 thousand TEUs were transported as part of container trains, which is 2.4 % or 105.1 thousand TEUs less than the same indicator of the previous year. The share of routing is 66.9 %, which is 1.8 % lower than as compared to the level of the year earlier. The share of routing of loaded containers is 78.2 % (3642.6 thousand TEUs were transported), which corresponds to the level of the previous year.

Together with the RZD Logistics JSC, the first full-length container train was sent from Russia to India along the eastern branch of the North-South land corridor using the transport infrastructure of Russia, Kazakhstan, Turkmenistan, Iran and India.

Over the previous year, 4 trains with export goods were sent.

As part of the study of the cargo base of the eastern route of the North-South ITC, work is underway to attract volumes and import traffic.

On 19 July, a container train with 43 containers loaded with groupage cargo from India departed from the Iranian port of Bandar Abbas. To the station Vorsino of Moscow railway the train arrived on 14 August (26 days on the way from the Iranian port of Bandar Abbas).

Since May 2022, the transportation of vehicle kits for the assembly of "GAZelle NEXT" minibuses has been developed. from the Nizhny Novgorod station of the Gorky railway to Vietnam. In total, 22 container trains were sent in 2022.

In 2022, the transit transportation of potash fertilisers from Belarus to China from the stations of Kaliy-I, Kaliy-III, Kaliy-IV, Bruzgi and Mulyarovka through the Krasnoe border crossing point (BCP) and further through the Grodekovo, Zabaikalsk, Naushki, Dostyk, Altynkol BCPs was widely developed.

In 2022, 670 container trains with potash fertilisers were sent, which corresponds to about 83,000 TEUs.

The transportation of goods in communication with China reached its historical maximum and at the end of the year amounted to 123 million tons: this is +26 % as compared to the previous year and +38 % as compared to 2019.

In December 2022, multimodal transportation of postal items was organised in international freight traffic.

On 22 December, the goods were delivered from China by plane to the airport of Mongolia (Ulan-Bator). Further, the postal items were reloaded into five large-capacity containers and delivered by truck to the Ulan-Bator railway station on 23 December. On 24 December, they were loaded onto fitting flat wagons and, as part of a container train, delivered to the Naushki station of the East Siberian Railway and uncoupled. On 25 December, the wagons were coupled to a container train and sent to the Yudino station of the Gorky Railway.

At present, contrailer transportation continues to develop dynamically on the RZD OJSC's network – one of the vectors for the development of combined transportation – the result of cooperation between road and railway modes of transport, which makes it possible to offer customers commercial flexibility and reduced delivery times.

At the end of 2022, the volume of contrailer transportation amounted to 1,286 wagons, which is 1.8 times higher than in the same period of the year before (718 wagons were loaded in 2021), including on loopback routes:

- Privolzhye – Sosnogorsk – Usinsk – Vorkuta of the Northern Railway 681 wagons were loaded, which is 2.7 times higher than in the same period of the previous year. The development of contrailer traffic in this direction makes it possible to increase the accessibility of distant regions of the Far North, with which there is no regular road connection;
- Moscow – Ussuriysk – Moscow - 456 wagons were loaded, which is more than 1.8 times more than in the same period of the year before. In this direction, the technology of including single wagons and groups of wagons with contrailers into container trains as part of the Freight Express service is used, which can significantly reduce the delivery time, thereby ensuring the competitiveness of the contrailer service in relation to road transport.

Positive dynamics in the development of contrailer transportation on the RZD OJSC network in 2021-2022 was achieved by solving a whole range of technical, technological, informational and legal aspects, including providing the most important factor in the development of contrailer traffic – accelerated delivery. The inclusion of single wagons and groups of wagons with contrailers in container trains as part of the Freight Express service made it possible to significantly reduce the delivery time and decrease wagon turnover, thereby ensuring the competitiveness of the contrailer service in relation to the transportation by road.

The main task for the further development of the contrailer service is the organisation of the regular movement of accelerated contrailer trains.

As far back as in July 2022, the first contrailer train on the Moscow-Novosibirsk-Moscow route was dispatched, consisting entirely of contrailer flat wagons model 13-6987 (PFKO Express JSC) with Delko transport company semi-trailers loaded on them. A special timetable was developed for the train, according to which the travel time was 3.5 days. In the opposite direction, the train also set off with loaded semi-trailers, the travel time was about 4 days.

This method of transportation has a number of advantages for the consignors, to include ensuring a guaranteed delivery time of goods according to the developed schedule, building "end-to-end" logistics processes for the transportation by various modes of transport and obtaining the appropriate economic effect from this. The technology also provides road transport companies with the opportunity to optimise and save their own resources.

In addition, the scaling of the contrailer transportation will make it possible to:

- increase the accessibility of remote regions of the country with a poor quality of the road network, but with a developed railway infrastructure;
- reduce the time requiring to pass the customs checkpoints across the state border of the Russian Federation;
- reduce environmental pollution by reducing CO₂ emissions into the atmosphere;
- reduce the wear of the roadway and reduce the number of traffic accidents on the roads involving heavy-haul vehicles.

Commissioning of new railway lines

According to the work results of 2022, the total length of the railway lines built and put into operation amounted to 202 km, of which:

11 km – a new railway line built on the section from the Sheremetyevo Airport station to the Sheremetyevskaya stopping point of the Moscow Railway,

191 km – additional main tracks on various sections of the railway network (Eastern polygon - 137, Central transport hub - 39, North-Western basin - 15).

Modernisation of existing railway lines, sections, stations, railway infrastructure facilities

In order to increase the competitiveness, attract passenger traffic and bring the infrastructure condition in line with the capabilities of innovative rolling stock, as part of the development of fast-speed and high-speed traffic on the RZD OJSC's network, the following works were completed on the infrastructure in 2022:

- 4816.4 km of railway tracks underwent all types of repairs;
- 2235 turnout switches were replaced;
- modernisation of 236 switches of electric interlocking, 74.5 km of automatic blocking, 785.6 km of dispatcher control and diagnostics was completed.

Procurement of new rolling stock, modernisation of existing rolling stock

In 2022, a major overhaul of passenger coaches was organised, as part of which tourist trains were modernised according to individual projects: compartment coaches were converted into coaches featuring 'bar', 'shower' and 'fairy village' design of the traveling exhibition exposition "Santa Claus Train"; into coaches of 'VIP', 'Lux' (SV), 'bar' and 'restaurant' design of the train "Ural Express"; into a restaurant with a guest hall, into a coach designed as a 'dining car' and a 'replacement' restaurant for the "Ruskeala Express" tourist train.

In addition, 5 compartment coaches were re-equipped into coaches for the carriage of automobile cars. 5 restaurant coaches (dining cars) were retrofitted with kitchen equipment as part of the implementation of the Food Concept.

Based on the working results of 2022, the plan for the purchase of new rolling stock was fully implemented: electric and diesel trains, locomotives (freight and passenger electric locomotives, freight, passenger and shunting diesel locomotives), double-deck and single-deck coaches.

Implementation of the programme for the development of fast-speed and high-speed passenger traffic network

In 2022, the works were continued towards the implementation of fast-speed passenger and freight traffic along the sections Moscow – Yaroslavl, Moscow – Bryansk, Moscow – Belgorod, Novosibirsk – Novokuznetsk, Novosibirsk – Kemerovo/Tomsk, Novosibirsk – Barnaul, Yekaterinburg – Chelyabinsk as part of the Programme for organising fast-speed and high-speed railway traffic in the Russian Federation until 2036.

The federal project "Development of high-speed railway lines" of the comprehensive plan for the modernisation and expansion of the main infrastructure for the period up to 2024 provides for the construction of the Moscow-St. Petersburg high-speed railway mainline.

As part of the project for the creation and commissioning of a Russian high-speed electric train in 2028, works have been organised to develop and conclude a contract for the manufacture of a prototype with the manufacturer.

Information on facilitating the crossing of international borders by rail (using EDI)

The electronic data interchange ensures the facilitation of border crossing procedures by providing advance information in electronic form for preliminary informing the customs authorities about the goods planned to cross the border.

The RZD OJSC, in cooperation with the OSJD railways, implements the projects for the development of information support for international railway freight traffic aimed at exchanging data in the UN/EDIFACT international standard for the transportation and commercial documents in real time for the carriage of export-import goods by rail.

Electronic interaction in international freight traffic is organised out on the basis of concluded agreements on electronic data interchange (EDI).

At present, there are bilateral EDI Agreements with the OSJD member countries between the RZD OJSC and the railway carriers of Azerbaijan, Belarus, Kazakhstan, China, Kyrgyzstan, Latvia, Lithuania, Estonia, Poland, and Mongolia. Work is underway to conclude an EDI Agreement with the UTI JSC (Uzbekistan).

As for "KTZ NC" SE (Kyrgyzstan), on the Web-side of the RZD OJSC, the software for electronic data exchange of the SMGS consignment note in the commercial operation mode was launched in November 2022 and electronic data is being transferred. On the Web-side of the "KTZ NC" SE measures are currently being taken to transfer software tools to an automated mode.

The RZD OJSC sends electronic data to EDI partners for all export (transit) transportations.

Organising the transportation of goods using the unified CIM/SMGS consignment note

2022 totalled 5316 loads transported by the RZD OJSC (container and wagon) using the CIM/SMGS consignment note, including 12,125 containers, of which:

- export traffic - 2565 loads;
- import traffic - 717 loads;
- transit traffic - 2034 loads.

The export-import transportation using the CIM/SMGS consignment note was carried out in 2022 mainly with such countries as the Czech Republic, the Federal Republic of Germany, Romania, and the Slovak Republic.

The most notable transit transportation of goods using the CIM/SMGS consignment note was the transportation in the China-Germany traffic.

The main types of goods transported by the RZD OJSC under the CIM/SMGS consignment note included: chemicals and soda, general metal goods, other and groupage cargo, machinery and equipment, vehicles, paper, non-ferrous metals, products made of them, industrial consumer goods, other food products, ferrous metals, mineral fertilisers, building materials, industrial raw materials and molding materials, peat and peat products, metal structures, oil and oil products, agricultural machinery, non-ferrous ores and sulfur raw materials, refractories, etc.

Works to reform and improve the railway transport

The legal framework for strategic planning in the country is determined by the Federal Law "On strategic planning in the Russian Federation", the Decree of the President of the Russian Federation "On approving the fundamentals of state policy in the sphere of strategic planning in the Russian Federation" and a number of other documents.

Currently, the main goal-setting strategic documents in terms of railway transport are:

- Decree of the President of the Russian Federation "On the national goals and strategic objectives of the development of the Russian Federation...";
- strategy of extensive development of the Russian Federation for the period up to 2025;
- transport strategy of the Russian Federation until 2030 with a forecast for the period up to 2035;
- a comprehensive plan for the modernisation and expansion of the main infrastructure for the period up to 2024;
- long-term development programme of the RZD OJSC until 2025;
- the state programme of the Russian Federation "Development of the transport system".

At the same time, the Transport Strategy of the Russian Federation until 2030, with a forecast for the period up to 2035, defines the main directions for the development of the transport system, including railway transport.

The strategy provides for the implementation of the following long-term goals for the development of the transport system until 2030 and for the forecast period until 2035:

- increasing the geographical connectivity and transport accessibility of territories;
- increasing the mobility of the population and the development of domestic tourism;
- growth in the volume and speed of freight transit and development of multimodal logistics technologies;
- digital and low-carbon transformation of the industry and accelerated implementation of new technologies.

The transport strategy is aimed at meeting the expectations of the main users and consumers of the transport complex ahead of time.

In general, the main structural transformations on the RZD OJSC were carried out during 2003-2015.

The structural reform of the railway transport was largely completed in 2015, with the completion of the target model of the railway freight market for the period up to 2015.

According to most experts, today it is only necessary to fine-tune the individual elements of the established transport services market, adapt them to the changing conditions of the economy and balance the interests of certain groups of market participants.

Improving the structure of railway transport management

In order to improve the system and practice of corporate governance, in 2022 the RZD OJSC carried out structural transformations of the Company having established the Corporate Management Department. The RZD OJSC Managing Board approved the Corporate Management Code of the RZD OJSC. Works were continued to optimise the structure of the RZD OJSC holding, including through the formation of sub-holdings by the areas of activities.



National Railway Company of Romania "CFR" –S.A. (CFR)



In 2022, the Romanian Railways completed 58,551 million train-kilometres in passenger traffic, which is 106.06 % against the level of 2021, and 22,418 million train-kilometres were completed in freight traffic, which is 100.82 % against the level of 2021.

The volume of international passenger traffic for 2022 as compared to 2021 amounted to:

	<i>Passengers carried</i>		<i>Passenger-kilometer</i>	
	2021	2022	2021	2022
International traffic	101,864	302,072	32,205,604	93,702,443

Modernisation of railway infrastructure

During 2022, the National Railway Company “CFR”-S.A. continued to implement the projects aimed at the rehabilitation of railway lines, the modernisation of electronic interlocking systems, security and ERTMS, the rehabilitation of bridges, small bridges and tunnels. These projects are financed from European funds through the European Union’s Large Infrastructure Operational Programme (POIM/LIOP)/Connecting Europe Facility (CEF); through the financial instruments of the National Plan for Recovery and Resilience (PNRR) of Romania, as well as from the state budget, through the budget of the Ministry of Transport and Infrastructure.

I. The stage of railway infrastructure rehabilitation/modernisation projects for railway sections of the main TEN-T network with land or sea cross-border connections with neighboring states that are under preparation or implementation is as follows:

- ▶ *Cluj-Napoca – Oradea – Episcopia Bihor - Hungarian/Romanian border (HU/RO)*: in the fourth quarter of 2022, design and execution contracts were signed for four groups;
- ▶ *Caransebeş – Timișoara – Arad*: in the fourth quarter of 2022, contracts were signed for the design and execution of works for three groups (Group 2 Lugoj – Timișoara-Est, Group 3 Timișoara-Est – Ronaț Triaj (marshalling yard), Group 4 Ronaț Triaj (marshalling yard) – Arad and Arad Nou – Glogovac); group 1 Caransebes - Lugoj is in the process of procurement;
- ▶ *Repair works – “QUICK WINS – works to eliminate speed limits in order to restore the technical parameters of the track permanent way”*: contracts signed for the Timișoara Regional Railway Branch (5 groups), the Bucharest Regional Railway Branch (4 groups), the Craiova Regional Railway Branch (26 groups), the Brașov Regional Railway Branch (17 groups), the Cluj Regional Railway Branch (47 groups) and the Galati Regional Railway Branch (6 groups); in the procurement procedure there are contracts for the performance of works for the Bucharest Regional Railway Branch (11 groups), the Cluj Regional Railway Branch (2 groups), the Brașov Regional Railway Branch (4 groups), the Iași Regional Railway Branch (10 contracts);
- ▶ *Bucharest Nord – Jilava – Giurgiu Nord – Giurgiu Nord state border*: the contract for the design and execution of works for group 1 is under deployment: resumption of railway traffic on the bridge across the river Arges, between Vidra and Comana; a feasibility study for the modernisation of the railway line Bucharest Nord – Jilava – Giurgiu Nord – Giurgiu Nord State border - group 2 is at the deployment stage;
- ▶ *Roman – Iași – State Border Romania/Republic of Moldova (RO/MD) and Pascani – Dărmănești – Viksani – State Border Romania/Ukraine (RO/UA)*: feasibility studies for the modernisation of railway infrastructure are in the deployment stage; a feasibility study was completed for Dărmănești – Viksani – state border Romania/Ukraine (RO/UA);
- ▶ *Modernisation of the railway line Timișoara – Stamora Moravica – state border Romania/Republic of Serbia (RO/RS)*: a feasibility study for the rehabilitation/modernisation of the railway infrastructure Reșița-Nord – Timișoara-Nord, with a branch line Voitena – Stamora Moravica – state border is under development Romania/Republic of Serbia (RO/RS) is promoted by the Municipality of Reșița with two separate reporting documents: Preliminary feasibility study for modernisation of the Reșița-Nord-Voiteni railway infrastructure and Preliminary feasibility study for the rehabilitation/modernisation of railway infrastructure Timișoara-Nord – Stamora Moravica – state border;
- ▶ *Rehabilitation of the railway line Craiova – Calafat/Golenc – State Border Romania/Republic of Bulgaria (RO/BG)*: the investment objective is approved and CEF funding application in progress;
- ▶ *Modernisation of the railway infrastructure in the port of Constanta*: a feasibility study for the modernisation of the railway infrastructure in the port of Constanta is completed and the investment objective is approved; application for CEF funding for Phase I is in progress;
- ▶ *Electrification of the railway line Giurgiu-Nord – Friendship Bridge (state border Romania/Republic of Bulgaria (RO/BG) – Ruse*: official discussions took place during 2022 between the representatives of CFR-S.A. and NRIC/relevant ministries of Romania and the Republic of Bulgaria regarding the identification of a source of funding for a feasibility study for the electrification of the railway line (11,345 km long), and the CEF Transport Programme and the Romanian-Bulgarian Cross-Border Cooperation Programme for 2021-2027, European funding mechanisms that provides for the promotion of cross-border projects through partnerships were proposed.

II. Implementation of other investment projects of the National Railway Company “CFR”-S.A. is in the following stage:

→ Rehabilitation of the railway line state border – Kurtic – Simeria, which is part of the IV Pan-European Corridor, for the movement of passenger trains with a maximum speed of 160 km/h and freight trains with a maximum speed of 120 km/h, section 2: Ilteu – Gurasada and section 3: Gurasada – Simeria

Stage:

- sub-section 2a: 614 km – point Y Bârzava - 79,85 %;
- subsection 2b: point Y Bârzava – point Y Ilteu - 82,44 %;
- subsection 2c: point Y Ilteu – Gurasada - 58,85 %;
- section 3: Gurasada – Simeria - 70,90 %.

→ Rehabilitation of the railway line Braşov – Simeria, which is part of the IV Pan-European Corridor, to ensure the movement of passenger trains with a maximum speed of 160 km/h and freight trains with a maximum speed of 120 km/h, section Coslariu – Simeria

Stage:

- works have been completed for sections Vinţu de Jos – Coslariu and Coslariu – Simeria: final acceptance of works, within the guarantee period;
- works on Signalling devices, ERTMS – contract at the deployment stage, 97.20 % implemented; at the stage of testing in order to accept works.

→ Rehabilitation of the railway line Braşov – Simeria, which is part of the IV Pan-European Corridor, to ensure the movement of passenger trains with a maximum speed of 160 km/h and freight trains with a maximum speed of 120 km/h, section Sighisoara – Coslariu

Stage:

- works have been completed for sections Sighisoara – Aţel, Aţel – Micăsasa and Micăsasa – Coslariu - final acceptance of works, within the guarantee period;
- works on Signalling devices, ERTMS - contract at the deployment stage, 98.60 % implemented; at the stage of testing in order to accept works.

→ Rehabilitation of the railway line Braşov – Simeria, which is part of the Rhine - Danube Corridor, for the movement of passenger trains with a maximum speed of 160 km/h and freight trains with a maximum speed of 120 km/h, section: Braşov – Sighisoara, subsections: No. 1 Braşov – Apaţa and No. 3 Caţa – Sighisoara

Stage: works are at the deployment stage, 19.28 % have been implemented.

→ Rehabilitation of the railway line Braşov - Simeria, which is part of the Rhine - Danube Corridor, for the movement of passenger trains with a maximum speed of 160 km/h and freight trains with a maximum speed of 120 km/h, section: Braşov - Sighisoara, subsection: No. 2 Apaţa – Caţa

Stage: works are at the deployment stage, 13.50 % have been implemented.

→ Works to rehabilitate bridges, small bridges and railway tunnels – Timişoara Regional Railway Branch

Stage: works are at the deployment stage for the last investment goal, 95.75 % have been completed.

→ Rehabilitation works of bridges, small bridges and railway tunnels – Cluj Regional Railway Branch

Stage: group 4 – 1 bridge and 2 small bridges – 100 % implemented.

→ Rehabilitation works for bridges, small bridges and railway tunnels - Regional Branch of the Craiova Railways.

Stage:

- group 1 – 100 %: works were completed and accepted for three objects, of which the final acceptance took place for two objects; the admission for the completion of works related to this bridge was held on 12 December 2022;
- group 2 – 100 %: the final admission took place in 2021;
- group 3 – 95.50 %: seven objects were accepted upon completion of work during 2021, works are underway on three objects; works are in progress on the small bridge km 296+035.

Facilitation of border crossing procedures

Being an administrator of the railway infrastructure, the National Railway Company “CFR”-S.A. has taken the following measures to facilitate the border crossing procedures:

- between the border stations of Curtici – Lököshaza, Episcopia Bihor - Biharkeresztes, Giurgiu Nord – Ruse and Vidin – Golenti, an information system was introduced upon request and provision of free tracks between the station attendants of Romania and neighboring countries (Hungary and the Republic of Bulgaria), thus, solving

the language barrier;

- between the CFR (Romania) and MAV (Hungary) railway networks, the information application IMMCOM is used and, due to the good interaction between the railway infrastructure administrators and the railway carriers, the average idle time of freight trains at border stations has been optimised.





Railways of the Slovak Republic (ŽSR)



Volumes of freight traffic

year / tons	domestic traffic	international traffic	total
2022*	3,614,954	25,241,290	28,856,244
2021	3,569,665	27,815,278	31,384,943

* data for 2022 received after the 1st pre-tally of the year, official data will be available at the beginning of March 2023

Volumes of passenger traffic

year	domestic traffic, pass.	international traffic, pass.	% against 2021
2022*	3,614,954	25,241,290	+43,8 %
2021	67,118,167	27,815,278	
zod	million passenger-km	million passenger-km	% against 2021
2022*	3226.97	270.28	+227,12 %
2021	1966.15	119.00	

Creation of new container routes

In 2022, no new routes for container traffic were organised, with the exception of:

- Velka Ida – Hamburg, transportation of corn from Ukraine through the border checkpoint Matiovece;
- Ukraine – TKT Dobra (transshipment of containers) – Rijeka (Croatia) and in the opposite direction, transportation of grain and vegetable oil from Ukraine;
- Ukraine – TKT Dobra (transshipment of containers) – Trieste (Italy) and in the opposite direction, transportation of grain and vegetable oil from Ukraine.

All these transport operations arose as a result of the situation in Ukraine and due to the operational inability of the port of Odessa. Another transport delivery is on the route Siemianowka – Zvolen: import of glue from Belarus.

Transportation of goods using the unified CIM/SMGS consignment note

In 2022, ZSSK Cargo transported 2036 wagons and 116 containers using the CIM/SMGS consignment note. As part of the export traffic, goods were not transported under a CIM/SMGS consignment note. All export goods were dispatched directly with the use of the SMGS consignment note. As part of the import traffic, 939 wagons and 110 containers were transported. The main volume of traffic was represented by chemicals, building materials and oil products from Ukraine. As part of the transit traffic, 1097 wagons and 6 containers were transported. Transit goods were transported from Ukraine and Poland and were destined mainly for the Czech Republic and Germany, as well as in the opposite direction for Ukraine.

Modernisation of infrastructure facilities:

- modernisation of the railway track Puchov – Žilina, for ground speed up to 160 km/h - 1st stage (Puchov – Povazska Tepla);
- further construction of the Žilina Teplička marshalling yard and related railway infrastructure at the Žilina junction – Stage I (Phase 1) – implementation;
- modernisation of the railway section Váh – Varin – Strecno (section 1);
- modernisation of the corridor between the state border of the Czech Republic/Slovak Republic – Čadca – Krásno nad Kysucou (bypassing), the railway track, section Svrčinovec – the state border of the SR/CzR (section B);
- modernisation of the railway line Žilina – Kosice, section Liptovský Mikuláš – Poprad Tatry (bypass), 1st stage (Poprad – Lucivna);
- modernisation of two sections of the railway line of the state border of the Czech Republic/Slovak Republic – Devínska Nova Ves (building A);
- Nove Zámky railway station – Palarikovo railway station, modernisation of tracks Nos. 1 and 2;
- Haniska pri Košiciach – Moldava nad Bodvou, electrification;
- Integrated passenger transport terminal Trebišov, implementation;
- railway station Kralovany – railway station Ľubochňa, reconstruction of tracks Nos. 1 and 2.

Procurement of new and modernisation of existing rolling stock

Freight wagon fleet restoration plan

Re-equipment of freight wagons for LL brakeblocks – noiseless wagons. Own wagons of ZSSK Cargo, which have a service life of 7 to 16 years, have already been converted to composite brakeblocks or LL brakeblocks. In 2021, the project of converting 2050 wagons to LL brakeblocks was successfully completed. In 2022-2023, as part of the 2nd EU project, 2819 wagons were converted to LL brakeblocks. By the end of 2022, a total of 5,406 freight wagons have been converted to LL and K brakeblocks.

Installation of GPS systems on wagons. ZSSK Cargo has equipped 6,000 freight wagons with GPS sensors by the end of 2022 to increase flexibility, improve scheduling and plan periodic maintenance.

Plan for the restoration of the traction rolling stock fleet

Implementation of camera recording systems on the locomotives of 131 series.

Modernisation of the locomotives of 742 series for series 742.71 in the amount of 20 units during 2023-2024.

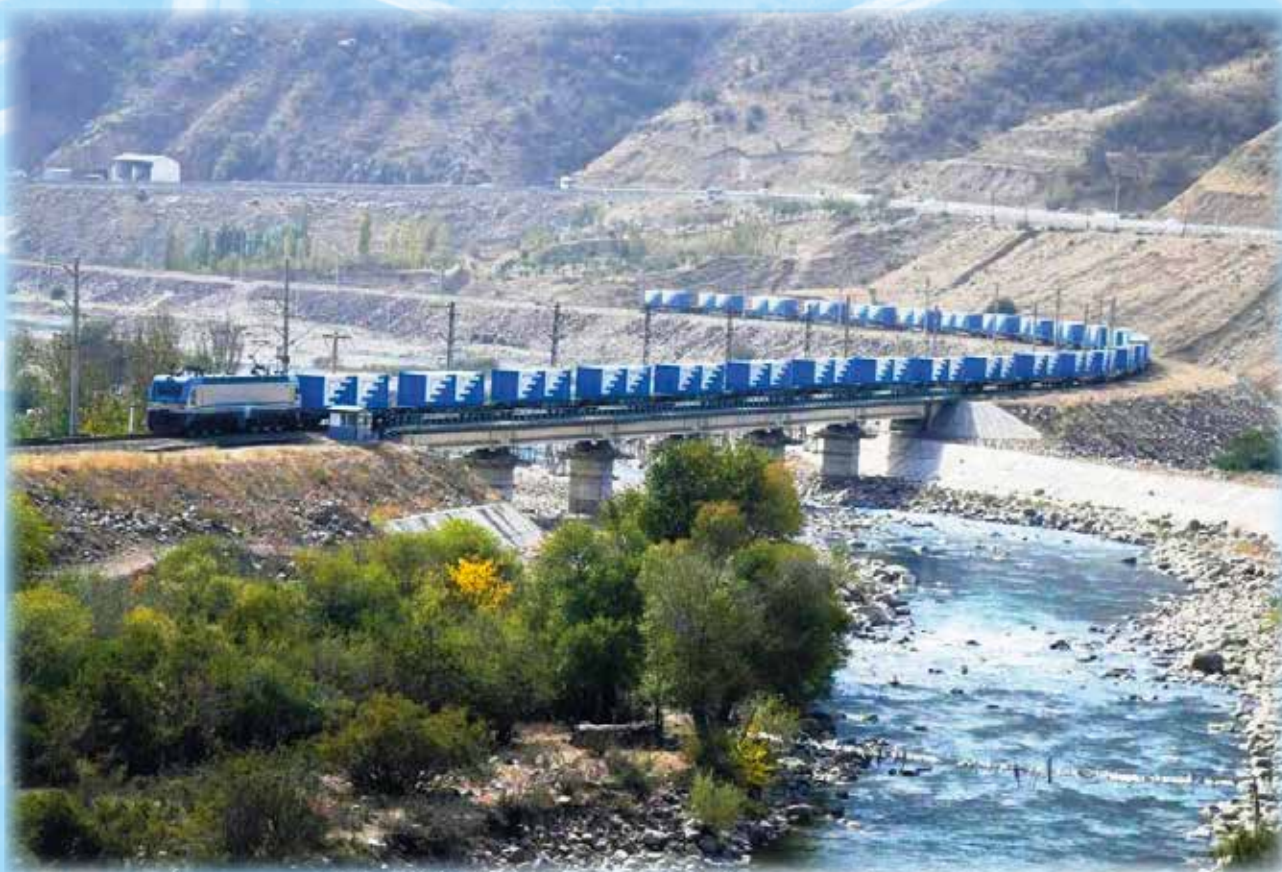
In 2022, the following works were completed by ZSSK Cargo to facilitate the border crossing procedures by rail:

- updating the mobile application to support the work of train crews to ensure the operational management of train traffic on the railway infrastructure of the Slovak Republic;
- works were underway related to the processing of the Harmonised supplementary certificate and European identification number of the driver's license;
- measures were taken to ensure the tracking of intermodal transport units (ITU) at the cargo handling points at the Combined Transport Terminal (TKD) Dobra;
- activities related to the development of the SMGS consignment note in Chinese were underway;
- support system for managing requests for special transportation was under implementation;
- connection/communication of electronic consignment notes in the ORFEUS system (exchange of CIM consignment note data) for the dispatch of goods was supported.





“Uzbekiston temir yullari” JSC (Uzbek Railways, UTI)



Volumes of freight and passenger traffic

Passenger turnover in total in 2021 amounted to 3130.153 million passenger-km, in 2022 - 3549.361 million passenger-km, ratio against 2021 – +113.4 %, of which:

- in direct traffic - 19.69 million passenger-km and 115.703 million passenger-km, respectively, +587.6 %.

Passengers transported in total in 2021 – 7968.2 thousand passengers, in 2022 - 9139.3 thousand passengers, the ratio against 2021 is +114.7 %, of which:

- in direct traffic - 19.259 thousand passengers. and 204.634 thousand passengers, respectively, +9 %.

Volumes of container freight traffic

No.	Message types	Containers carried (units)		Tons transported	
		2021	2022	2021	2022.
1	Import	104,545	116,045	2,197,896	2,487,770
2	Export	79,512	85,465	1,927,743	
3	Transit	9651	9249	191,009	172,963

Creating new container routes

In 2022, in order to develop the multimodal corridor “China – Kyrgyzstan – Uzbekistan – Afghanistan”, a pilot run of a container train was organised along the new transit route “Kashgar – Osh – Andijan – Galaba – Hairatan”. During 2022, 2 container trains were transported along this route.

The number of trains and containers carried in international traffic

No.	Number of trains (units)		Number of containers (units)	
	2021	2022	2021	2022
Arrival	754	697	48,492	43,817
Departure	174	217	9706	12,212

Transportation of goods using the unified CIM/SMGS consignment note is currently not performed on the railway network of the “Uzbekistan Temir Yollari” JSC.

Commissioning of new railway lines

In 2022, a bypass was built and put into operation on the section Uychi – crossing loop 137 (Mekhnotobod) – Khakulobod on the territory of the Kokand regional railway junction, in connection with this, the Uychi-Uchkurgan section was closed and a new crossing loop was opened at the 137th km – Mekhnotobod.

From 20 February 2022, new crossing loops were opened and put into operation in the Bukhara-3 regional railway junction:

- at the 3916th km – Malikobod,
- at the 3935th km – Elobod,
- at the 3953rd km – Azizobod.

Modernisation of infrastructure facilities

- electrification of the railway line Marokand – Navoi with a length of 149 km was completed;
- modernisation of 180 km of railway tracks was performed.

Procurement of new and modernisation of existing rolling stock in 2022

- 1216 freight wagons of various types were restored;
- 48 locomotives were restored;
- 414 freight wagons of various types were built;
- 13 new electric locomotives were procured, including 9 freight and 3 passenger ones.

Development of fast-speed and high-speed passenger traffic network

On the part of the “Uztemiryulovchi” JSC, the volume of passenger traffic along the routes Tashkent – Samar-kand – Karshi – Tashkent – Shakhrisabz, Tashkent – Samarkand – Bukhara – Tashkent for 2022 amounted to 969,498 people. As compared to 2021, the number of passengers increased by 169,247.



Estonian Railway JSC (EVR)



In 2022, the volume of freight traffic amounted to 7.83 million tons, which is 38.6 % less than in 2021.

5.23 million tons of goods were transported in international traffic, which is 52.3 % less than in 2021.

In 2022, 7.13 million passengers were transported, which is 17.3 % more than in 2021, and 382.3 million passenger-kilometers were performed, which is an increase of 44.1 % as compared to 2021.

In the international traffic (in direct traffic, where passenger registration is performed according to the date of sale of travel documents) no transport services were provided in 2021/2022.

New container routes (according to the train formation plan) were not introduced, but in the second half of 2022, two new container train routes were opened:

- Estonia – Russia (Paldiski/Muuga – Narva – Bronka/Shushary)
- Estonia – Russia (Paldiski/Muuga – Narva – Pitkyaranta).

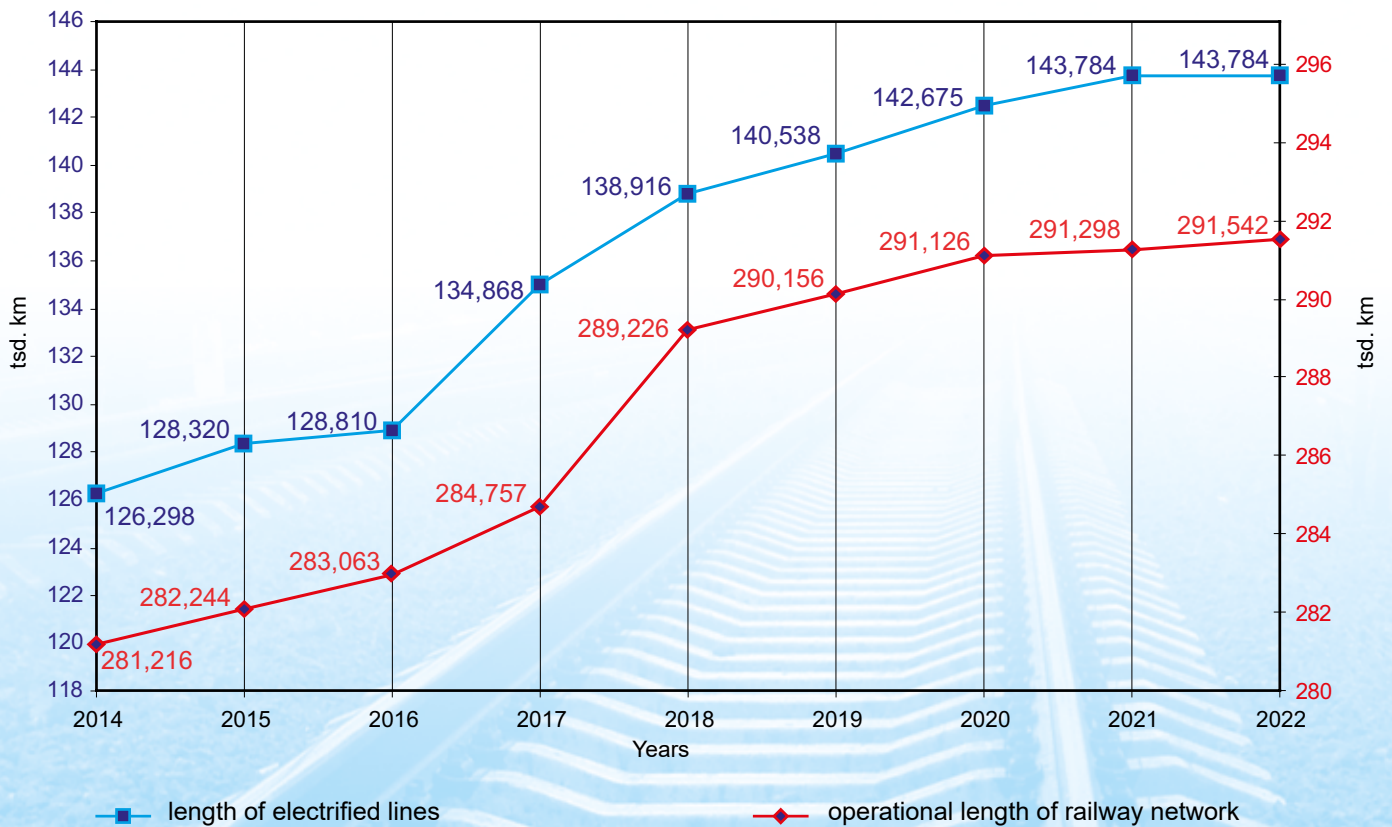


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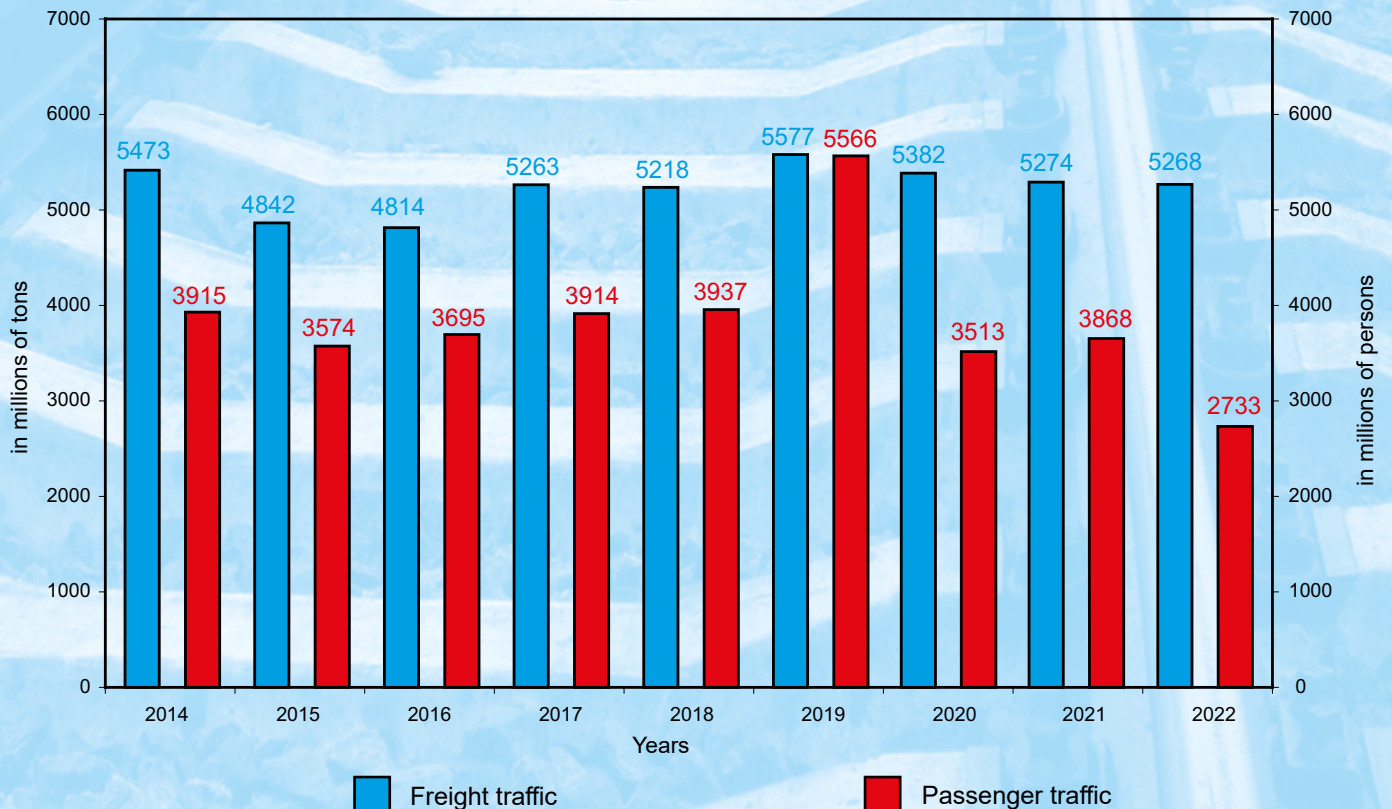
on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework (as of 09.03.2023)

№ 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.	Lao People's Democratic Republic		yes	yes	no	no	no	no	no	no	no
14.	Kyrgyz Republic	KRG	yes	yes	yes	yes	yes	yes	yes	yes	yes
15.	Republic of Latvia	LDz	yes	yes	no	yes	yes	yes	yes	yes	yes
16.	Republic of Lithuania	LG	yes	yes	no	yes	no	yes	yes	yes	no
17.	Republic of Moldova	CFM	yes	yes	no	yes	yes	yes	yes	yes	yes
18.	Mongolia	UBZD	yes	yes	yes	yes	yes	yes	yes	yes	yes
19.	Republic of Poland	PKP	yes	yes	no	no	no	yes	yes	yes	yes
20.	Russian Federation	RZD	yes	yes	yes	yes	yes	yes	yes	yes	yes
21.	Romania	CFR	no	no	no	no	no	no	yes	yes	no
22.	Slovak Republic	ZSSK	yes	yes	no	no	no	no	yes	yes	yes
23.	Republic of Tajikistan	TDZ	yes	yes	yes	yes	yes	yes	yes	yes	no
24.	Turkmenistan	TRK	yes	yes	yes	yes	yes	no	no	no	no
25.	Republic of Uzbekistan	UTI	yes	yes	yes	yes	yes	yes	yes	yes	yes
26.	Ukraine	UZ	yes	yes	yes	yes	yes	no	yes	yes	yes
27.	Czech Republic	CD	yes	no	no	yes	no	no	no	yes	no
28.	Republic of Estonia	EVR	yes	yes	yes	yes	yes	yes	yes	yes	yes
Total number of participants			25	26	13	16	18	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





oltis group



BALTIJAS TRANŽĪTA SERVISS



OOO "Euro Rail Cargo"



ҚАЗАҚСТАН ТЕМІР ЖОЛЫ



ОСЖА 铁组 OSJD

