

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



1956-2021

**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 2020**

Members of OSJD

As of 1 August 2021

The Countries and Railways - Members of OSJD

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

Railways – OSJD observers

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

OSJD Affiliated Enterprises:

AXTONE JSC (Poland)	Mongolian Railway SJSC (Mongolia)
OLTIS Group JSC (Czechia)	SIGIS Ltd. (Latvia)
Grup Feroviar Roman JSC (Romania)	Euro Rail Cargo LLC (Latvia)
PESA Bydgoszcz JSC (Poland)	Baltijas Tranzita Serviss JSC (Latvia)
Unicom Tranzit JSC (Romania)	JSC "INTERTRANS" (Russia)
CTM LLC (Russia)	Post of Russia JSC
PLASKE JSC (Ukraine)	Beijing Jiaotong University (BJTU) (China)
Betamont LLC (Slovakia)	South-West Jiaotong University (SWJTU) (China)
Dnepropetrovsk Switch Works PJSC (Ukraine)	Sinotrans Limited (China)
Rail Cargo Hungaria CJSC (Rail Cargo Group) (Hungary)	Baltijas Ekspresis JSC (Latvia)
Freightliner PL LLC (Poland)	Ruscon Group (Russia)
South Caucasus Railway CJSC (Armenia/ Russia)	Gargždų geležinkelis CJSC (Lithuania)
PJSC Center for Cargo Container Traffic "TransContainer" (Russia)	DBA Group S.p.A. (Italy)
Firma TVEMA JSC (Russia)	Enteria a.s. (Czechia)
UTLC ERA JSC (Russia)	International Association of Logistics Business (MALBI) (Russia)
Eurosib SPb-TS JSC (Russia)	METRANS Group LLC (Poland)
Track Tec JSC (Poland)	NorthStar Sinogold Exhibition Chengdu Co. Ltd. (China)
Northeast Asia Railway Corporation CJSC (China)	Frauscher Sensortechnik GmbH (Austria)
Non-Commercial Organisation "Association of Transport High Schools" (Russia)	CER CARGO HOLDING (Hungary)
China Railway Eryuan Engineering Group Co. Ltd (China)	Gepard Express SE (Czech Republic)

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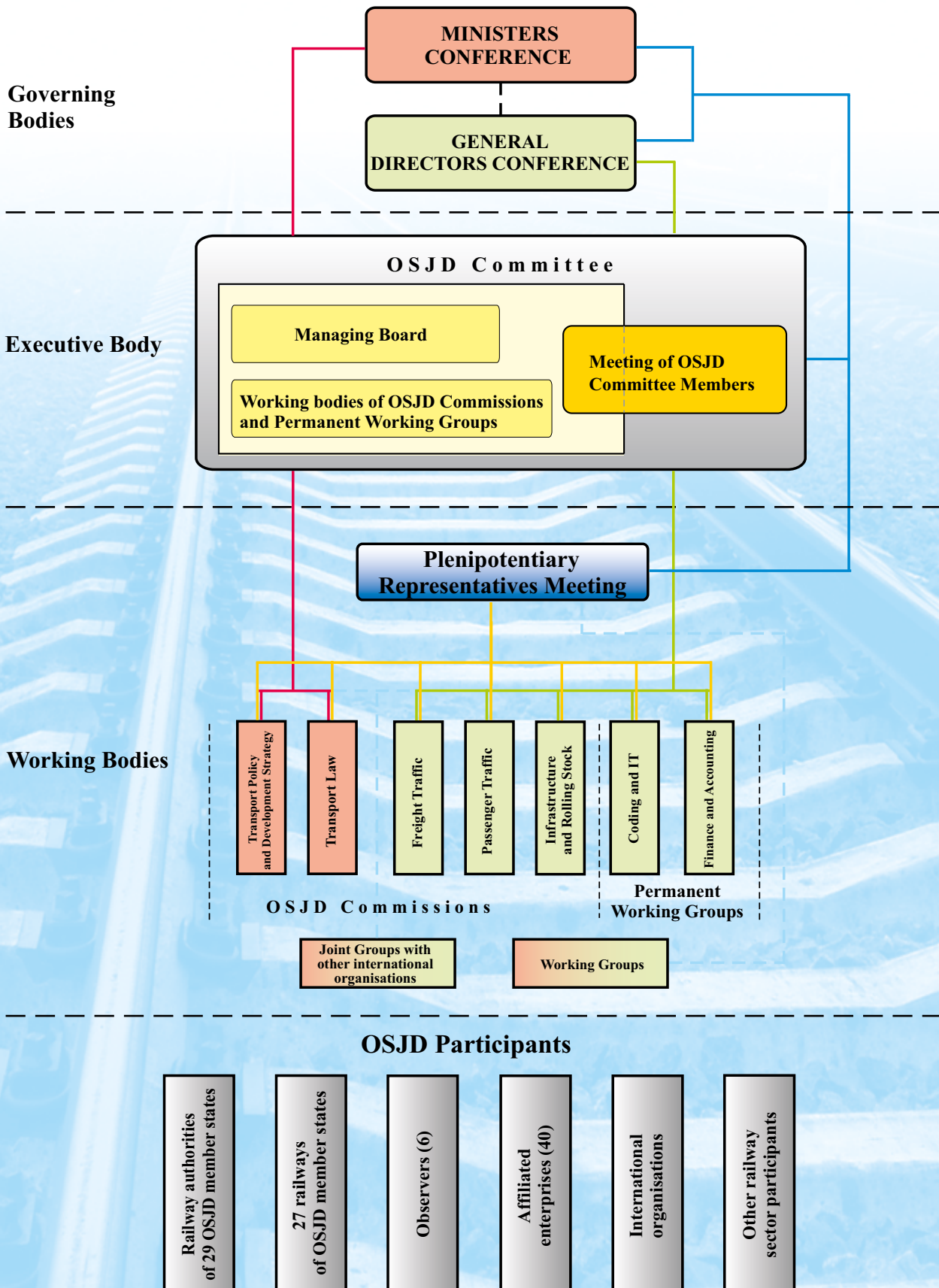
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List of Abbreviations Used in the Text

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
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 the Organisation for Co-Operation between Railways

(As of 1 August 2021)



OSJD Committee's Managing Board



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Deputy Chairman
Mikhail Vsevolozhskiy



Deputy Chairman
Zhang Qun



Secretary
Attila Kjss

Statistics

Main Indices of Railways of the OSJD Member Countries in 2020

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	2138.9	1169.2	2124	172	14632	4861
2	Afghanistan	ARA	0068	260.5				4452	1160
3	Belarus	BC	0021	5474.1	1268.5	59964	3741	124955	42420
4	Bulgaria	BDZ	0052	4030	2870	16787 ¹	1127 ¹	16485 ²	4534 ²
5	Hungary	MAV	0055	7690	3122	100499	5263	23368	40890
6	Vietnam	VZD	0032	2347	0	3791	1516	5102	3759
7	Georgia	GR	0028	1411.8	1376.1	918	247	11063	2926
8	Iran*	RAI	0096	6317	181				
9	Kazakhstan	KZH	0027	16060.8 ⁴	4237.5 ⁴	11224	8578	287375	231783
10	China	KZD	0033	69397	47915	968690	328251	2674765	2256386
11	DPRK*	ZC	0030	4400					
12	Republic of Korea	KORAIL	0061	4120	3043	954976	29595	26277	6652
13	Kyrgyzstan	KRG	0059	417.2	0	72	7	7306	938
14	Latvia	LDz	0025	1859.1	250.9	12861	413	24113	7755
15	Lithuania	LTG	0024	1910.9	152	3338	260	53430	15865
16	Moldova	CFM	0023	1149.6		720	29	2882	602
17	Mongolia	UBZD	0031	1814.5		1966	580	30000	18972
18	Poland*	PKP	0051	19345.6	11923.7				
19	Russia	RZD	0020	85556 ⁵	44254	871976	78135	1366421	2544828
20	Romania	CFR	0053	10769	4034	40780	3270	14493	2770
21	Slovakia	ŽSR	0056	3580.2	1585.1	46656 ⁶	1967 ⁶	26223 ⁷	5375 ⁷
22	Tajikistan	TDZ	0066	620.4					
23	Turkmenistan*	TRK	0067	3839.9					
24	Uzbekistan*	UTI	0029	4732.1	1830.3	6279	1795	96020	23632
25	Ukraine	UZ	0022	21603.7 ⁸	9349.7 ⁸	66295 ⁹	10671	305480	175587
26	Czechia	CD**	0054	9542.6	3235.6	129130	6485	90851	15136
27	Estonia	EVR	0026	1022	138	6002	265	11534	1627
	TOTAL	OSJD		291409.5	141936.2	3305050	482367	5217227	5408457

* data up to 2019

1 "BDZ-Passenger Transportation" EOOD

2 Railway carriers, including BDZ Freight Services Ltd.

3 data of MAV Co., MAV-Start Co., GySEV/RoEE Co.

4 data for 2019

5 preliminary data

6 ZSSK Slovakia

7 ZSSK Cargo

8 data for 2013

9 passengers dispatched

** data for the whole country

Introduction



Last year, the global economy faced a serious trial challenge: the spread of the new coronavirus infection and the introduction of unprecedented quarantine restrictions resulted in a significant reduction in both supply and demand for goods and services.

Many industries were forced to change their work patterns and adjust the production plans, which, in its turn, affected unprecedentedly the operation of the railways of the OSJD member countries.

The situation which arose in the world as a result of the pandemic has put the OSJD member countries in front of the need to act more decisively and harmoniously in the conditions of the new reality.

National governments and the top officials of the railway companies have taken unprecedented measures to ensure the smooth operation of the industry, protect personnel from the pandemic and lay the foundation for further development of railway transport.

Passenger traffic has been hit hardest by the COVID-19 pandemic. The running of most international trains and through coaches in the OSJD space was temporarily suspended or cancelled, and as a result of the restrictions, the mobility of the population as a whole has sharply decreased. The number of passengers on the domestic routes of the OSJD member countries has also significantly gone down.

The fundamental documents of the OSJD and the corresponding instruments governing international railway freight traffic have proved their importance and reliability in the current crisis, ensuring the continuity and interoperability of freight transport in most of the Eurasian space.

Under these difficult conditions, a special focus in the OSJD activities was placed on the cooperation with international organisations.

The joint statements have become one of the striking examples of interaction and mutual understanding of international organisations during the pandemic: "Joint statement on global supply chain continuity during COVID-19 pandemic" signed by the top officials of the Organisation for Co-Operation between Railways (OSJD), the Intergovernmental Organisation for International Carriage by Rail (OTIF) and the World Customs Organisation (WCO) and the "UNESCAP-OSJD joint statement on strengthening international rail transport in the Trans-Asian railway network and beyond in the context of the COVID-19 pandemic".

OSJD welcomes this form of cooperation and considers it very important to implement the proposals and initiatives that were outlined in these statements. As a good example, the introduction and wider application of the unified CIM/SMGS Consignment Note as a transit customs declaration can be mentioned, as well as the more active use of paperless technologies in railway transport.

Taking into account the importance of providing contacts at the working, expert and high levels, in 2020 the OSJD Committee organised a non-stop work in the videoconferencing mode, providing multi-format work, translation, interactive graphics and presentations for all participants.

Today, OSJD unites 29 countries and their railway companies, 6 railway companies with an observer status, and 39 enterprises operating in the railway sector, with the status of an OSJD affiliated enterprise.

The railway network of the OSJD member countries amounts to 336 thousand km of railway lines, on which annually more than 5.5 billion passengers and 5.6 billion tons of goods are carried.

In 2020, the railways of the OSJD member countries showed the following main production indices.

In 2020, the **Azerbaijani Railways** transported 14,631.5 thousand tons of goods, which is 96.1 % as compared to the level of 2019, of which in international traffic – 11,814.2 thousand tons, which is 99.1 %.

The volume of passenger traffic in 2020 amounted to 2124.4 thousand people, which is 55.2 % in relation to the level of 2019, and in international traffic – 29.4 thousand people, which is 13.4 %.

The main reason for the decrease in indices is associated with the passenger train traffic being suspended due to the COVID-19 pandemic.

Currently, no goods are transported through the territory of Azerbaijan under the application of the CIM/SMGS Consignment Note. However, the Azerbaijani Party is fully prepared to use the CIM/SMGS Consignment Note.

To provide services on the route Baku (Azerbaijan) – Tbilisi (Georgia) – Ankara (Turkey), 20 passenger coaches were procured from the Swiss company "Stadler Rail Group". After the end of the quarantine imposed in connection with the pandemic and opening of the state borders, as well as the completion of the relevant operational tests, a fast-speed train movement will be launched on the Baku-Tbilisi-Ankara route.

In the suburban traffic and on the Baku-Boyuk Kasik section, the railway tracks have been completely reconstructed, the new railway platforms have been built, the new railway tracks on the Laki-Gabala section have been laid, which will connect Baku with the resort town of Gabala. This route will be operated by a fast-speed train manufactured by the Stadler Rail Group, which was scheduled to enter service in 2021.

For the organisation of high-speed and comfortable passenger transportation in domestic traffic, the Azerbaijani Railways CJSC purchased nine 4-unit double-deck electric trains of KISS series from the Swiss company "Stadler Rail Group".

A fast-speed passenger train was put into operation on the Baku-Ganja-Baku route.

At present, Azerbaijan Railways CJSC has simplified the border crossing procedure with the Russian Federation by organising, in cooperation with the State Border Service and the State Customs Committee of the Republic of Azerbaijan, the border and customs formalities of international passenger trains en route. Due to the border control procedures being carried in passenger trains en route when running through the territory of the Republic of Azerbaijan on the Khachmaz-Yalama section, the idling time at the Yalama-Samur border crossing point in both directions and the travel time of the international trains on this route have



AZ4A and AZ8A electric locomotives of Azerbaijani Railways (AZD JSC)

been completely reduced. Similarly, by checking the passenger trains enroute on the territory of the Republic of Azerbaijan on the Agstafa-Boyuk Kasik section, it is planned to simplify the border crossing procedures with Georgia.

The work was continued for the reconstruction, design and installation of power supply, signalling and communication systems on the Baku-Boyuk Kasik railway line. Appropriate measures have been taken to lay out and reconstruct the power supply of signalling and communication systems on the Bilajari-Yalama railway line, and design and construction work continued on the Sumgait-Yalama section. Meanwhile, 8 freight locomotives were delivered to the country. In 2020, works were underway within the project to build a depot in Ganja for the AC locomotives, as well as a depot in Balajar. In 2018, the construction of the Laki-Gabala railway began, which continued in 2020 and is now nearing the completion stage.

Since the end of 2016, Azerbaijani Railways CJSC has been developing a “Railway Sector Development Programme”, which provides for reforms in the field of corporate, institutional, financial and human resources of the railway system of the Republic of Azerbaijan.

The development and implementation of the Corporate Strategy continues, which is based on the strategic roadmap for the development of the national economy, expansion of logistics and trade in the Republic of Azerbaijan and is to improve the safety and efficiency of railway services in accordance with the international standards and to benefit the real sector of the economy.

The draft contracts for subsidising passenger traffic and railway infrastructure were developed and submitted to the relevant government authorities through an agreement for the provision of services for the period of 2020-2030.

In order to improve the risk management system, the risk management policy and rules were updated, the principles of work in this area were determined and a development plan was prepared.

With the aim of introducing an asset management system, the Azerbaijani Railways CJSC, together with the international experts, continues the process of dividing railways into standard elements according to various criteria related to maintenance and costs (service life – primary or secondary, speed, etc.). Meanwhile, with the participation of international experts, a technical assistance project was launched to develop an operational plan for infrastructure maintenance.

In order to improve the professional level of personnel and the efficiency of the company, a plan has been drawn up based on the requests from the structural divisions of the Azerbaijani Railways, in accordance with which trainings are carried out by the Center for Education and Development, established as part of the Human Resources Management Department.

From the end of 2020, the second stage of the corporate restructuring process began. In order to ensure more efficient operability and safety of the rolling stock and its operation with minimal downtime, within the framework of the second stage of restructuring, it is planned to divide the repair and maintenance works in the wagon and locomotive depot.

In order to improve the safety and efficiency of railway services, create a reliable and stable railway system and increase the market share in the transport sector, work is underway to update the Business Plan of the Azerbaijani Railways CJSC.

In 2020, the volume of international container freight traffic in the Azerbaijani Railways CJSC amounted to 71,182 TEUs.

In 2020, the works were continued towards the creation of new routes. In order to create a new transport route China – Kyrgyzstan – Uzbekistan – Turkmenistan – Azerbaijan – Europe in December 2019, the first multilateral meeting of the heads of railways of five countries – Azerbaijan, Georgia, Kyrgyzstan, Turkmenistan and Uzbekistan – was held in the capital of Uzbekistan (Tashkent). At the meeting, the Regulations on the Coordination Committee for the development of this corridor were approved and adopted, the conditions for the carriage of goods and issues relating to the development of uniform tariff rates along the route, as well as relevant decisions were discussed.

A memorandum of understanding for the strategic partnership was signed between the ADY Container LLC and the Baku International Sea Trade Port CJSC. The signing of the Memorandum of Understanding was the impetus for the development of multimodal container transportation in the region. Within the framework of cooperation between Azerbaijan and Turkmenistan, a feeder vessel began to operate, connecting the port of Baku and the port of Turkmenbashi for the transportation of transit goods between Azerbaijan, Turkey and Central Asia. The project has become a reliable transport and logistics center between Azerbaijan, Turkey and Central Asia.

Despite the difficulties associated with the epidemiological situation, an uninterrupted delivery of goods was organised in the shortest time possible. In this direction, the operator of the Trans-Caspian International Transport Consortium delivered a block train from China to Turkey via the Baku-Tbilisi-Kars (BTK) railway line, which was transhipped at the Baku port.

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

In 2020, the volume of freight traffic on the **Byelorussian Railway** amounted to 125.0 million tons, including:

- for export – 47.3 million tons;
- for import – 15.8 million tons;
- in domestic traffic – 35.6 million tons;
- in transit – 26.3 million tons.

89.4 million tons were transported in international traffic. According to the results of work in 2020, the volume of containerised goods transported on the Byelorussian Railway amounted to more than 1 million TEUs (an increase by 1.4 times).

In 2020, 550.8 thousand TEUs were transported in containers along the land transit route in the China-EU-China traffic, or 162.0 % by 2019. Of these the distribution by routes was as follows:

- EU – China – 177.8 thousand containers in TEUs, or 142.2 % by 2019;
- China – EU – 373.0 thousand containers in TEUs, or 173.6 % by 2019.

The distribution by routes of the goods carried by the Byelorussian Railway as a result of 2020 operations, was as follows:

- North – South – 6.4 thousand containers in TEUs, or 76.0 % by 2019;
- South – North – 2.7 thousand containers in TEUs, or 78.1 % by 2019.

The Byelorussian Railway has been evaluating and thrashing over the logistics procedures for the products being exported by the country's enterprises. In 2020, active work was carried out to increase the volumes of the goods being exported from Belarus to China. The transportation of sawn timber, sugar, cellulose, milk powder, meat, etc. has been developing, with the Belarusian enterprises receiving new certificates for the supply of their products.

In cooperation with the UTLC ERA JSC, TransContainer PJSC and other leading players in the container transportation market, the Byelorussian Railway has been developing new routes and joint projects. The volume of transit traffic between China – Europe – China has increased, having amounted to 550.8 thousand containers in TEUs.

In the midst of the pandemic, the first full-size container trains loaded with postal items began to run between China and Europe on a regular basis in April 2020. In 2020, more than 2.7 thousand containers in TEUs were transported along the basic routes of the UTLC ERA JSC.

In 2020, the Byelorussian Railway, in cooperation with transport companies and consignors, organised trial runs of con-trailer trains.

In November 2020, a pilot run of the first transit container train on the Japan/Korea-Europe route was provided in cooperation with the RZD Logistics JSC.

In 2020, the Byelorussian Railway introduced the new electronic consignment notes for the transportation of goods in the domestic traffic. The transportation of goods using the electronic SMGS consignment notes was implemented in the bilateral traffic with Latvia and Lithuania with the development of all customs procedures using paperless technologies, as well as for the first time the test transportation of empty wagons, empty containers in bilateral traffic based on the paperless principles was implemented in the traffic with the Republic of Poland, and in transit traffic Poland – Belarus – Russia.

One of the main directions in the development of the Byelorussian Railway in the near future is the transition to electronic consignment notes in export, import and transit traffic. With these objectives in mind, the necessary conditions have already been created and appropriate information systems have been developed.

In 2021, the main focus is planned to be placed on improving the quality of services provided in the area of increasing the speed and duration of goods delivery.

The social and economic processes taking place in 2020 due to the unfavourable epidemiological situation had a negative impact on the mobility of the population. In 2020, 60.0 million passengers were transported, which was 75.3 % against 2019. The city lines were used by 3.3 million people or 80.9 %, regional economy class – by 49.9 million people or 81.3 %, regional and interregional business class – by 6.3 million people or 59.8 %. The volume of passenger traffic in international segment has decreased by 85.7 % or 3.2 million passengers as compared to the same period of the previous year and amounted to 540.2 thousand passengers.

In 2020, the passenger turnover amounted to 3741.1 million pass-km, or 59.6 % against the same period in 2019, with a target of 100.5 %.

In the face of a drop in traffic volumes, measures were taken to reduce the cost of passenger transportation. In accordance with the demand of passengers, the size of the train movement running in the domestic traffic was optimised. Taking into account the social significance of these traffic the trains running during the periods of minimum passenger flow in the daytime were mainly cancelled out of the schedule. The actual volume of passenger train traffic in 2020 was ensured by: 28 pairs of interregional economy class lines, 19 pairs of interregional business class lines, 16 pairs of regional business class lines, 319 pairs of regional economy class lines and 35 pairs of city lines.

Since July 2020, the Russian Railways OJSC has partially resumed the running of transit trains in communication with the Kaliningrad region No. 30/29 Kaliningrad – Moscow and No. 80/79 Kaliningrad – St. Petersburg, since 22 August 2020 train No. 360/359 Kaliningrad – Adler has been put into circulation without the possibility of embarking/d disembarking of passengers on the territory of the Republic of Belarus. The volume of transit passenger traffic in 2020 amounted to 118 thousand people.

In order to meet the needs of the population for travelling by rail during the periods of increased demand, that is on weekends, holidays and vacations, in addition to the current scheduled passenger trains, 268 trains were put into circulation, of which 68 ran in international traffic.

These trains carried about 67.8 thousand passengers.

In 2020, in order to stimulate the demand it became possible to maintain, on the basis of bilateral agreements, the marketing initiatives, aimed at differentiating the cost of travel depending on the 'depth of sale', the use of railway transport when traveling with the 'to-and-from' tickets, as well as the category of seats in the night coaches of couchette type (reserved seat coaches), as well as the use of the system for dynamic tariff management and demand stimulation.

The Programme for the Development of Passenger Transportation by Rail until 2020 provides for further increase in train speeds, implementation of infrastructure projects and solutions aimed at reducing the travel time for trains of interregional business class lines between the capital and regional centers, between the regional centers themselves with the trains being on the way for less than 3 hours.

Much attention is paid to the development of railway infrastructure, in particular, electrification, modernisation of signalling, interlocking and communications devices, track maintenance equipment. Currently, work is underway to electrify the railway section Zhlobin – Kalinkovichi – Barbarov with a length of 141 km, after which the length of electrified lines is to total 25 %.

In June 2020, the equipment for the overhead catering system was put into operation on the railway section Zhlobin-Podolsky – Svetlogorsk-on-Berezina. An overhead catenary is being installed at the Svetlogorsk-Kalinkovichi section, work is underway to build the traction substations and 110-kV overhead lines for external power supply. In order to strengthen the traction power supply system, design and survey works was carried out to modernise the overhead catering system at the section Zhdanovichi – Molodechno, and to reconstruct the traction power substation at Minsk-Severnoy.

Works were underway to equip the Gomel railway junction with microprocessor-based interlocking and communications system, microprocessor-based interlocking and communications system of the Kalinkovichi railway junction, modernisation of electrical interlocking and automatic block signalling devices on the section



The EPM five-unit electric trains of the Byelorussian Railway are equipped with air conditioners with an integrated bactericidal module for processing recirculated air

Zhlobin – Kalinkovichi – Slovechno. To ensure the safe and uninterrupted movement of trains at prescribed speeds and serviceability of lines, the maintenance of all elements of the railway track is performed on the permanent regular basis. To this end, modern equipment and vehicles of complex mechanisation for the repair and track maintenance works are being introduced, with the procedures of track maintenance being improved.

In 2020, the track was reconstructed using new materials – 167.0 km, the track was reconstructed using old-year materials – 99.7 km, 224.4 km of continuous welded track were laid, 239 sets of turnouts were replaced (of which 204 sets on reinforced concrete beams).

In 2020, the Byelorussian Railway performed the restoring repair of 167.0 km of railway tracks with the use of new materials, the restoring repair of 99.7 km of railway tracks with the application of used materials, laid down the rail strings on 224.4 km of continuous welded track, replaced 239 sets of turnout switches (of which 204 sets were laid with the use of the reinforced concrete cross bars).

All types of repair and maintenance works performed on the railway tracks made it possible to increase the permissible speed of passenger trains at 349.1 km of lines, including up to 140 km/h at 31.5 km of lines, at 11.0 km – up to 120 km/h, at 213,9 km – up to 100 km/h.

In 2020, 430 freight wagons were purchased, 3 DP6-series diesel multiple units of six-section composition manufactures by PESA Bydgoszcz JSC.

In order to eliminate the bottle necks with limited capacity, a number of infrastructure projects are being implemented to increase the transit capability on the border with the Republic of Poland.

The implementation of the projects “Arrangement of a container yard in the transshipment park of the Brest-Northern station”, “Reconstruction of the Western park Brest-Central”, “Reconstruction of the track development at the Bruzgi station” will increase the processing capacity of the Brest-Northern station by 1.5 times, the Bruzgi station – by 2 times and the storage volume for containers – by 2 times.

The container terminal of the Brest-Northern station is an example of the Byelorussian Railway’s integrated development and the harmonisation of the technological process with neighbouring railway administrations. After the completion of its modernisation in August 2019, the new infrastructure of the terminal complex makes it possible to process about 1 million containers in TEUs per year, providing the business participants with services for storage, container consolidation and timely terminal handling.

In 2020, works were carried out to reconstruct the odd throat of the Engineering Park of the Brest-Northern station with an extension of the 9th track.

As part of the development of the II International Transport Corridor, works were underway to build overpasses, and it is also planned to build the third electrified main track. This will ensure the running of an increasing flow of container traffic, as well as ensure the transportation of passengers between Minsk and the satellite cities, as well as with the Minsk National Airport.

In order to improve the process of transferring and processing the information, eliminating the time spent for manual processing and printing of information, filling in the paper documentation and delivering it to customs, improving the quality of transmitted information, ensuring their reliability, an “Agreement on information interaction” was signed on 16 October 2018 between the State Customs Committee of the Republic of Belarus and the state enterprise “Byelorussian Railway” for the implementation of transportation of goods by rail.

In July 2019, the Byelorussian Railway and the State Customs Committee signed the Procedure for organising information interaction between the customs authorities of the Republic of Belarus and the Byelorussian Railway when performing customs operations in relation to goods transported by rail across the customs border of the EAEU in the Republic of Belarus using the electronic SMGS consignment notes, as well as submission of information in electronic form in order to notify the customs authorities about the arrival (departure) of goods at/from the customs territory of the EAEU. The procedure was developed in order to stimulate the paperless technologies for the carriage of goods by rail, organise the use of SMGS consignment notes in the form of electronic documents when transporting goods across the customs border of the EAEU in the Republic of Belarus, as well as for the purpose of submitting information in electronic form to notify customs authorities of the arrival (departure) of goods at/from the customs territory of the EAEU.

The Byelorussian Railway is open for the carriage of goods using the unified CIM/SMGS Consignment Note in all directions, and the works are continued on the use of this consignment note at the border crossing points in the West-East direction and vice versa.

The state association “Byelorussian Railway” incorporates 28 legal entities, including 6 subsidiaries of the railway branches. The state association “Byelorussian Railway” has 8 separate structural subdivisions (branches).

The interests of the Byelorussian Railway in the Republic of Poland and the Russian Federation are represented by two Representative Offices of the Byelorussian Railway.

In the Republic of Belarus, the programme regulatory acts for the reform of railway transport were not adopted due to the fact that no change in the form of ownership or other cardinal transformations in the field of railway transport is planned. At the same time, the Byelorussian Railway is constantly optimising the structure of the association, removing non-core activities from it.

- In 2020, the **Hungarian Railways** (MAV-Start Co. and GySEV Co.) transported 100.4 million passengers, including:
- MAV-Start Co. – 96.2 million passengers (682.5 thousand – in international traffic, –78.9 % against 2019 and 95.5 million – in domestic traffic, –30.6 % against 2019);
 - GySEV Co. – 4.2 million passengers (58 thousand – in international traffic, –49.10 % against 2019 and 4.2 million – in domestic traffic, –28.6 % against 2019).

In order to meet the requirement for maintaining the required safe distance between passengers, due to the decrease in the number of passengers, the trains were not cut, with only some of them cancelled only to a minimum extent.

The freight turnover amounted to 23 billion t-km, including: in international traffic – 16.4 billion t-km (+9.3 % against 2019) and in domestic traffic – 6.7 billion t-km (–19.9 % against 2019).

The overall decline, measured in tonne-kilometers, is only 1-2 %. However, given that the share of international freight traffic exceeds the share of domestic traffic by almost 2.5 times, the reduction in the number of trains and in kilometers is more significant.

As part of the infrastructure modernisation programme, the reconstruction of the Debrecen – Balmazújvaros section of line No. 108 has begun. The modernisation of the line is part of the development of the North-West Economic Zone of the city of Debrecen. The project includes an increase in the permissible travel speed to 100 km/h, the construction of a new station of Macs-Industrial Park for servicing freight traffic, as well as the electrification of this section and the renovation of passenger service facilities.

A central traffic control system was put into operation on the sections of lines 120a (Rakos – Ujszasz), 40a (Kelenfold – Szazhalombatta) and 40 (Pusztaszabolcs – Dombóvár – Pécs).

The first phase of building a GSM-R radio system (Global System for Mobile Communications – for Railways) was completed on 1 August 2020. Thanks to the commissioning, the technology became available on 935-kilometer network of MAV Co. and GySEV Co. With the use of a uniform communication platform, Hungary contributes to the provision of safer, faster and more uninterrupted railway connections between the countries of the region, as well as to the interoperability at border crossing points.

In the segment of container traffic, there was an increase in the number of container trains between China and Europe. The container terminal Eperjeske-Atrako near the border with Ukraine is still ready to receive and transship 20- and 40-foot containers.

In connection with the new system of state support for the wagon-load traffic segment, the MAV Co. began to develop the information systems that ensure the calculation of fees for the infrastructure access, as well as the formation of requirements for the contract system.

In 2020, a massive project began to reconstruct the structure of the station building of the 143-year-old Budapest-Nyugati railway station. Measures to rehabilitate the main train station included a major renovation of the roof and adjacent glass structures of the central hall, which is used by about 18 million people annually, as well as an overhaul repair of the roof structure of the ticket office hall, a fast food restaurant and six small towers of the facade, with a total area of about 8200 square meters.

In order to commission a new electricity metering system, as part of the MAV innovative development programme, a project was created in 2020 based on the Business Intelligence data assessing system, with the help of which a new data visualisation technique will be used to display sales data.

As part of the development of a network of fast-speed and high-speed passenger traffic, the reconstruction of the section Puspokladány – Debrecen of the Budapest-Zahony main line No. 100 was continued, which is located in the OSJD railway transport corridor No. 5. The maximum permissible speed will increase up to 160 km/h, as well as the maximum permissible axle load will amount to 22.5 kN. Automatic interlocking devices and a new overhead catering network were installed on this section. In addition to track repairs, passenger service facilities have been upgraded in accordance with the EU standard, including high platforms.

In 2020, the MAV-Start Co., a passenger branch of the company, continued the modernisation of existing passenger coaches and the purchase



Arrival of a container train from China to the BILK Kombiterminal (Budapest, Hungary)

of new rolling stock. In the reporting year, 6 passenger coaches of the first and second class of the CAF series were modernised, which are in operation on the international lines and on the Hungarian long-distance routes. Thus, together with the previous years, a total of 41 coaches were renewed. The modernisation included the bodywork repairs, renovation of the interior and almost all components of the coaches, electrical system and air conditioning, as well as painting the coaches in accordance with the new design.

As a result of domestic development and serial production in 2020, another 30 InterCity+ passenger coaches were put into operation to provide services on the international lines and on the Hungarian long-distance routes.

As part of the current framework contract signed in 2017 with the Stadler Bussnang AG manufacturer for the supply of double-deck passenger electric trains, by the end of 2020, 17 KISS trains with a capacity of 600 seats each were produced. Following the successful test runs last year, 9 trains have been licensed to run commercially with passengers and have begun operating on two of the country's busiest commuter lines.

2020 marked the beginning of the reconstruction of the existing fleet of Stadler FLIRT electric trains, acquired 10-14 years ago. Through the modernisation, 60 EMUs of the FLIRT electric trains are to be brought to the same technical standard as the trains of the same type, painted in blue and white, with more modern and innovative technical solutions in certain components.

On 30 December 2020, Stadler Rail Valencia S.A.U launched and dispatched to Hungary a prototype of the first hybrid tram-train, which will run between the Hungarian cities of Szeged and Hodmezovasarhely from autumn 2021, in order to facilitate the commuter public transport. In 2017, the passenger operator MAV-Start Co. signed a contract with the supplier Stadler Rail Valencia S.A.U for the production of 8 new combined tram-train EMUs with the option to purchase 4 additional EMUs.

In 2020, work was carried out to ensure the smooth operation of railway transport in the context of the COVID-19 coronavirus infection pandemic.

The negative consequences of the coronavirus epidemic were observed primarily in the segment of international passenger and freight traffic. As compared to the previous year, the amount in gross tonne-kilometers decreased less than expected.

The number of railway companies using infrastructure services in 2020 increased by more than 10 %, mainly due to foreign companies. Despite the current situation caused by the pandemic, the MAV Group has ensured continuous communication with partners, as well as the possibility of uninterrupted billing.

In connection with the unfavourable situation due to the spread of the new COVID-19 coronavirus infection, the passenger traffic fell sharply in 2020, which led to the cancellation of trains, reduction in routes and in the number of trains in accordance with the decisions taken jointly by the partner railways. During the pandemic, the passenger company MAV-Start Co. has been continuously analysing the situation caused by the spread of coronavirus infection and, when organising the movement of trains and forming trains, acts in accordance with the current instructions. The railway administration regularly informs passengers through all media channels about the current situation and changes in the train schedule.

On the basis of the agreement between MAV-Start Co. and BC, starting from 13 December 2020 the train No. EC130/EC131 "Báthory EuroCity" was admitted to the extended route to the station of "Brest-Central". Unfortunately, due to the coronavirus epidemic, the train still runs from Budapest only to the Terespol station (Poland).

Running (with two-hour intervals in the schedule) of passenger trains between Budapest and Kosice (Slovakia) has been established for the daily running of 7 pairs of Hernád InterCity trains. Currently, due to the coronavirus epidemic, only 2 pairs of IC trains run between the two cities.

The route of the train "Körös IC" (new name "Muntenia InterCity"), running between the cities of Budapest and Timisoara (Romania), was extended to Bucharest starting from 13 December 2020. In addition to the coaches with seating seats, these trains are also provided with a sleeping coach each.

If the situation permits, MAV Group, in cooperation with its partner railway companies, will immediately take all the necessary measures to quickly restore normal train traffic in both domestic and international segment.

Ensuring the smooth functioning of public transport is of paramount importance to daily life and the stable functioning of the economy. The MAV Group ensures the constant and safe transportation of passengers and goods, as well as the uninterrupted operation of railway transport, even during the pandemic. The MAV Group is largely responsible for the continuous operation of the transport system throughout the country, therefore, in addition to the measures aimed at ensuring the passengers' safety, special attention is also paid to protecting the health and preventing the spread of disease among the company's employees.

Precaution measures for passenger:

- Wearing masks. In accordance with the order of the government and for the purpose of preventing the spread of the new coronavirus infection, a compulsory face mask wearing has been introduced for both passengers and railway personnel at train stations, stations and onboard the trains.
- Information for passengers. The MAV Group regularly provides passengers with detailed information on the measures taken to reduce the spread of the disease through various communication channels: website, Facebook,

smartphone application, as well as media. A subpage “Coronavirus” has been created on the MAV Group’s website, which contains a large amount of information about current changes and restrictions in the operation of the company’s railway transport related to the pandemic. Informational videos in Hungarian and English are regularly shown on information boards in stations and on on-board train monitors, raising awareness of the importance of good hand hygiene and hygiene. At ticket offices and customer service centers, visual information warnings about observing social distance (markings, posters, banners, floor stickers indicating the minimum distance) are posted and passengers are audio-informed about the disease preventive measures (measures taken to reduce the spread of the disease).

- Contactless payments for ticket. Since the announcement of the emergency in March 2020, the MAV Group has been asking passengers to give priority to using the MAV mobile application to purchase tickets, thereby ensuring contactless payments.
- Disinfection of rolling stock, stations and premises. To prevent the spread of coronavirus infection at infrastructure facilities of the MAV Group and on 1200 units of rolling stock, the MAV-Start Co. regularly carries out antibacterial, antiviral and antifungal disinfection, which destroys all pathogens. In trains, all contact surfaces, external and internal handles and handrails in coaches, as well as tables are disinfected. The train stations and production facilities are also treated with disinfectants at least once a week. All railway employees in contact with passengers (conductors, cashiers, attendants, etc.) are provided with antiseptics. The busiest stations have non-contact disinfectant dispensers for passengers. The disinfection of ticket vending machines is carried out on a regular basis. Precaution measures for railway personnel.
- Wearing masks. In accordance with the order of the government and for the purpose of individual protection, a compulsory face mask wearing has been introduced in office and business premises. The company provides masks and gloves to employees free of charge.
- Internal communications. The MAV Group regularly provides its employees with the information on the current situation caused by the coronavirus pandemic, using various internal channels: electronic newsletter, intranet, video messaging, corporate journal, SMS messages. The information signs (indicators, stickers, posters) are placed in the office buildings in order to ensure that personnel comply with safe distancing measures in common areas (corridors, elevators, dining room, meeting room).
- Disinfection of premises. In order to prevent the spread of the new coronavirus infection, disinfections are carried out on a weekly basis in the offices of all entities. The employees have been provided with contactless hand sanitiser dispensers.
- Remote work. Already during the first wave of the pandemic as far back as March 2020, the MAV Group Directorate took a decision to organise the remote work for some personnel not involved directly in the carriage operations in order to prevent the spread of the coronavirus infection and ensure uninterrupted transportation process. The total number of them amounted to 6000 people from the Directorate central office and structural units. To this end, the company provided employees with the necessary hardware and software: laptops, VPN connection, Skype software, remote access to the official mailbox.

Due to the current epidemiological situation associated with the coronavirus infection (COVID-19), the use of various methods of information and communication technologies has become even more widespread, both in cooperation with international railway organisations and in the daily work of the MAV Group employees. In 2020, these methods were complemented with video conferencing solutions, which enabled executive and expert meetings to be held via the video conferencing mode to reduce contacts and limit the risk of the coronavirus infection spread among employees. The MAV Group actively supports the development and provision of technical specifications for various online methods remotely among a large number of employees as possible. Thus, the method of interaction in an online virtual format among employees has become generally accepted.

In 2020, the **Railway of Kazakhstan** transported 11,224.5 thousand passengers and 287,375.3 thousand tons of goods. The passenger turnover amounted to 8577.9 million pass-km, while the tariff net freight turnover amounted to 231,783.2 million t-km.

In 2020, a major overhaul repair was carried out on 416.77 km of the track, as well as the modernisation of the overhead catering system of the line Karaganda – Nur-Sultan – Esil – Tobol.

For the 12 months of 2020, the rolling stock in the following numbers has been procured: passenger coaches – 68 units, locomotives – 20 vehicles, freight wagons – 209 units. Overhaul repairs were completed on: locomotives – 45 vehicles, freight wagons – 867 units, passenger coaches – 20 units.

As part of the development programme for fast-speed and high-speed passenger traffic network, as of 2020, 2 high-speed trains ran on routes No. 701/702 Almaty-2 – Nur-Sultan (Nurly Zhol) and No. 712/711 Nur-Sultan (Nurly Zhol) – Shymkent.

In order to facilitate and speed up the border crossing procedures for the transport of goods at the interstate border crossing points, a mechanism has been created when all types of control (border, customs, veterinary, phy-

tosanitary, radiation, etc.) are carried out simultaneously in one place.

Interaction with customs authorities is provided on the basis of a joint order of the Ministry for Investment and Development of the Republic of Kazakhstan and the Ministry of Finance of the Republic of Kazakhstan “On the approval of the Rules for interaction of state revenue bodies with the national railway company, the national carrier in the field of railway transport of the Republic of Kazakhstan”, which regulates the procedure for the transportation of goods subject to customs control.

In order to simplify the customs administration, the carrier preliminarily informs the customs authorities about the goods imported by rail into the territory of the Eurasian Economic Union, along the external borders of the Republic of Kazakhstan (interstate border crossing points Dostyk, Altynkol, Sary-Agash, Aktau-Port, Kuryk-Port, Bolashak, Karakalpakstan) in the amount of the transportation document; as well as on behalf of the concerned parties (forwarders, consignees), goods are declared in accordance with the customs procedure of customs transit.

The integration of smart systems of the national railway carrier and customs authorities has been implemented when submitting preliminary information, using preliminary information as an electronic copy of a transit declaration, as well as declaring imported foreign vehicles for international traffic (wagons). Work is underway towards further integration in terms of obtaining customs marks during the registration of the customs procedure for customs transit and export procedures. Prior to the implementation of electronic marks, an agreement was reached with the customs authorities, and starting from 1 June 2020, the procedure for completing the customs transit is carried out without submitting customs marks by transferring information to the customs authorities via the corporate e-mail.

In the field of railway traffic, the markets of services for operation, repair and maintenance of wagons, forwarding services, locomotive traction services, and passenger transportation have been actively developed.

Currently, the work is underway in the railway industry towards creating conditions for the functioning of multiple freight carriers by changing the regulatory, technological and legal framework.

In connection with the emergency situation in the world with regard to the spread of coronavirus infection and in order to prevent the spread of the pandemic and in pursuance of the Resolution of the Chief State Sanitary Doctor “On further strengthening measures to prevent the coronavirus infection”, the “Kazakhstan Temir Zholy NC” JSC has been taking measures to prevent the coronavirus diseases in passenger trains in strict accordance with the requirements of the authorised government body in the field of health (the Committee for Quality Control and Safety of Goods and Services of the Ministry of Health of the Republic of Kazakhstan).

The Instruction, regulating the procedure for train crews in case a passenger or a crew member is suspected to suffer of a coronavirus disease, was developed and agreed with the Department of Quality and Safety of Goods and Services of the Ministry of Health of the Republic of Kazakhstan, and sent to the regional branches providing passenger services.

At the same time, a procedural algorithm was developed for the train crews to ensure sanitary/quarantine conditions for the travel of passengers on passenger trains.

In order to inform passengers, the passenger coaches are provided with reminders about symptoms, signs of illness and methods of protection against coronavirus, developed by the Committee for Quality Control and Safety of Goods and Services of the Ministry of Health of the Republic of Kazakhstan and the National Center for Public Health. Multimedia portals of branded and commercial trains broadcast videos about the symptoms and prevention methods to protect against coronavirus.

The passenger traffic on **China Railways** has steadily recovered in 2020, while freight traffic has maintained a positive growth trend. In 2020, 2.203 billion passengers were transported, which is 39.8 % below the level of 2019 (at the same time, the rate of decline in the fourth quarter fell to 18.6 %); the passenger turnover amounted to 826.619 billion pass-km, which is 43.8 % below the level of 2019. The total volume of freight traffic amounted to 4.552 billion tons, which is 3.2 % higher than the level of 2019; the freight turnover amounted to 3051.446 billion t-km, which is 1.0 % higher than the level of 2019.

The volume of container traffic in international segment on the Railways of China amounted to 1.727 million TEUs, which is 37 % more as compared to the level of 2019. In 2020, 12.4 thousand container trains were dispatched in the China-Europe traffic, which is 50 % higher than in 2019. As of the end of 2020, container trains were launched between 98 cities in China and 21 European countries in the direction of China – Europe. The volume of export traffic of containers using the CIM/SMGS Consignment Note in 2020 amounted to 11,228 TEUs. The volume of postal items dispatched in the China-Europe traffic amounted to more than 2800 TEUs, which is 53 times more as compared to the level of 2019.

The number of traction rolling stock in the country in 2020 amounted to 21.8 thousand vehicles, of which 8 thousand were represented by diesel locomotives and 13.8 thousand – by electric locomotives. The number of passenger coaches was 76 thousand, including 3918 electric trains (31,340 sections of multiple-unit rolling stock), and the number of freight wagons was 912 thousand.

In 2020, the fixed capital investment of the national railway amounted to 781.9 billion yuan. The safety of railway transport remains stable, with no particularly serious and major traffic accidents on the national railways in 2020.



The high-speed train manufactured in China for the transportation of goods at a speed of 350 km/h

The China Railway is committed to improving energy efficiency and reducing emissions, resulting in 15.4883 million tonnes of coal used to generate electricity, a decline of 5.3 % as compared to the level of 2019.

The **Korea Railroad Corporation (KORAIL)** transported 94,782 million passengers in 2020, 38,091 million passengers less (or 40 %) as compared to 2019 level. The volume of freight traffic amounted to 26.277 million tons of goods, which is 2.38 million tons (or 9.1 %) below the level of the previous year.

Due to the restrictions on movement and contacts between people caused as a result of the coronavirus pandemic, KORAIL, which plays an important role in ensuring reliable transport links in the country, has also suffered significant losses: by the end of 2020, its traffic volumes had fallen by half. Since March 2020, KORAIL has taken measures to counter the emergency situations, as well as a whole range of measures to combat the spread of the coronavirus infection.

KORAIL has a serious approach to the safety issues and does everything possible to prevent the spread of the coronavirus infection. All trains, both before and after each trip, are disinfected (KTX trains – on average 4.5 times a day). Particular attention is paid to disinfection of premises in the station buildings and other infrastructure facilities, where passengers have contacts (on average, 2 times a day). To ensure safety distancing, the company sold to passengers only seats by the windows.

Since March 2020, KTX high-speed trains (on average 45 trains out of 239 per day) have allocated 1-2 coaches for those entering the country without symptoms of illness. In addition, healthcare personnel involved in the fight against coronavirus pandemic have been provided with a possibility of traveling free of charge on all types of KORAIL trains.



The new KTX-Eum high-speed train manufactured in the Republic of Korea

For the first time in its history, the company made available the pre-sale of tickets for the holiday period on the Korean harvest festival Chuseok (30.09.20 – 02.10.20) exclusively online, and taking into account the observance of the distance between passengers, tickets were sold only for the seats at the windows. In addition to this, the company opened a separate pre-sale of tickets for a certain period of time for those people who do not know how to use the Internet. As a result, the volume of tickets sold for the weekend during the harvest festival amounted to 55.5 % as compared to the same period of the previous year.

In 2020, the new high-speed train KTX-Eum was launched. It is Korea's first high-speed train with distributed power traction (top speed 260 km/h). The Government of the Republic of Korea, within the framework of the "Net-Zero 2050" policy, plans to gradually replace all diesel locomotives with environmentally friendly electric distributed power traction units (EMU), such as the KTX-Eum.

Since March 2020, KORAIL has extended the KTX route from Seoul to Donghae Station, which is located in the south-eastern part of Gangwon Province, on the coast of the East Sea. This contributes to an increase in the level of accessibility to the attractions of the southern coast of the country, as well as the restoration of economic activities in the region.

In 2020, the **Latvian Railway** transported 24,133 thousand tons of goods (58.1 % against 2019), including 22,047 thousand tons in international traffic (55.4 % against 2019). The volume of passenger traffic amounted to 12,862 thousand people (69.1 % against 2019), including in international traffic – 26 thousand passengers (14.5 % against 2019).

In 2020, the LDz Concern completed overhaul repair of 7091 km of tracks and medium repair of 5871 km of tracks, 14,711 km of continuous-welded rail strings were replaced with new rails. Major overhaul repair of 4 railway crossings was carried out and 1 pedestrian crossing was arranged. 10 railway crossings were equipped with video surveillance systems. Major overhaul repair of 1 artificial structure (strengthening of the abutments of a metal bridge) was completed.

LDz periodically conducts bilateral investigations with neighbouring railways as regards the delays in passenger and freight trains traffic, exchanges information and analyses the reasons for delays.

The volumes of train traffic are agreed by the parties basing on the effective use of the throughput capacity of border (transfer) stations and adjacent sections.

At stations Rezekne and Daugavpils, Šķirotava and Jelgava, the processes of commercial inspection of wagons in freight trains and writing off and recognition of wagon numbers are automated.

Within the framework of the signed contracts, information messages are exchanged, which contain data about the composition of trains, the facts of their transfer from one railway to another, about wagons, containers, dispatches and transportation devices onboard these trains, about the facts and reasons for non-acceptance of goods, wagons and containers, as well as the admission and return of previously unadmitted wagons and containers.

Agreements have been signed with all neighbouring railways on the electronic exchange of data on SMGS consignment notes for the carriage of goods in international railway traffic. A preliminary exchange of information about the dispatched goods is organised with BC and the RZD OJSC upon the admission of goods for transportation.

At the end of 2020, it is possible to arrange railway transportation using paperless technology in the following directions:

- transportation of empty wagons, with the exception of empty wagons of the rolling stock of common use, to the Russian Federation;
- transportation of loaded and empty wagons from the Russian Federation to the Republic of Latvia;
- transportation of loaded and empty wagons, including empty containers from/to the Republic of Lithuania;
- transportation of empty wagons, including empty containers from/to the Republic of Belarus;
- transportation of empty wagons of the rolling stock of common use in local traffic;
- transportation of empty wagons to the Russian Federation through the Republic of Belarus – transit;
- transportation of empty wagons to the Russian Federation through the Republic of Lithuania – transit;
- transportation of loaded and empty wagons to/from the Russian Federation from/to the Republic of Lithuania through the Republic of Latvia – transit;



A freight train with medical supplies on the Latvian Railway

- transportation of empty wagons to/from the Russian Federation from/to Kaliningrad through the Republics of Latvia and Lithuania – transit.
- The following operations have been carried out in test mode:
- transportation of loaded wagons and empty containers from/to the Russian Federation;
 - transportation of empty wagons from/to the Republic of Estonia;
 - transportation of empty wagons from the Republic of Lithuania to the Republic of Estonia through the Republic of Latvia – transit;
 - transportation of loaded wagons and containers from/to the Republic of Belarus.

Individual Interoperability Agreements have been signed with all neighbouring railways using Trusted Third Party (TTP) technology for international railway freight traffic.

Joint activities with the Latvian Customs Service continue to automate the Customs procedures. According to the draft, the transit declaration will only be in electronic form if the consignment note for carriage is issued in electronic form.

In the first quarter, meetings were organised with the Center for Disease Prevention and Control of the Republic of Latvia. After consultations with the center, the LDz action plan was approved to reduce the risks of the spread of COVID-19 coronavirus infection, which includes: preventive measures and measures for rapid response. Basing on the plan, the structural divisions (Train Traffic Department, Track Department, Electrical and Technical Department) developed a procedure for ensuring the smooth operation of railway transport, highlighting the staff positions of crucial importance.

Responsible contact persons appointed in the structures of LDz were informed on the daily basis about the epidemiological situation and changes in the regulatory documents of the Republic of Latvia and the recommendations of the health authorities, which, in turn, informed the personnel of their subordinate units.

The provision of railway transport workers with personal protective equipment and disinfection was promptly organised. Remote work was organised for those workers whose work specifics allowed them to work from home. Meetings, discussions, training, etc., were conducted using the capabilities of videoconferencing.

The facts of the disease were monitored by region in order to carry out additional targeted measures to reduce the spread of coronavirus infection COVID-19.

The railway personnel were informed on a regular basis about the necessary preventive measures and the recommendations of the health authorities.

The Lithuanian Railways. The global COVID-19 coronavirus pandemic has become the biggest challenge for the Lietuvos geležinkeliai Group of Companies (LTG) in its more than one and a half century history. However, despite the unusual circumstances, the LTG group of companies managed to meet the challenges and achieve good operational and financial results. During the pandemic, LTG not only ensured the safety and healthcare of employees, but also extended a helping hand to clients, as well as to all residents of Lithuania who needed it: for example, in March, within only one day, special passenger trains were organised by which people were able to return to Lithuania from abroad; in April, LTG Cargo delivered goods from China with medical protective equipment for Lithuanian medical personnel by passing the route in a record time of just 9 days.

Between the first two waves of the pandemic, in July 2020, the renewed face of the Lithuanian Railways was presented – new trademarks, thus completing the formation of the largest group of companies operating in the field of railway transport in the Baltic States. From now on, each LTG company has a clear mission – LTG Infra is the manager of the public railway infrastructure, LTG Link provides socially important passenger transportation services, and LTG Cargo is specialised in providing freight services to “Lietuvos geležinkeliai” JSC, which for the first time has been delegated a new holding role: the company will be responsible for the supervision and performance of all LTG Group companies.

It is important to note that during the crisis, no single significant investment project of LTG was suspended. In 2020, important steps were taken to continue the implementation of the European Union’s “Green Deal” – the foundation was laid for environmentally friendly and ecological projects that, in addition to bringing economic benefits to the entire country, will add more than one million ‘green’ kilometers, providing most transportation of goods and passengers without harmful effects on the atmosphere and environment. First of all, LTG Infra has launched a project to electrify sections of the main Lithuanian railway Vilnius – Klaipeda. By the time this project is completed (by the end of 2023), the carriers – LTG Link and LTG Cargo are planning to launch new electric rolling stock: the new passenger electric trains will provide comfortable and, most importantly, zero CO₂ emissions, trips. The same zero-emission benefits will also be available to freight operators. It is important to note that electrification of railways is a priority not only for LTG Infra, but also for the entire European Union.

In 2020, the Lithuanian Railway carried 3.3 million passengers (60.6 % against 2019), including 166.5 thousand passengers in international traffic (17.5 % against 2019).

A total of 53.4 million tons of goods were transported in 2020 (96.8 % against 2019), including in international traffic – 37.8 million tons (95.6 % against 2019).

These figures indicate that the coronavirus pandemic in 2020 and the imposed travel restrictions have affected

the activities and the outcomes of the LTG carriers. The decrease in the volume of passenger traffic by LTG Link was especially significant. Since mid-March 2020, after the announcement of lockdown, passenger traffic on international routes has not been carried out at all. From 6 April, the traffic of transit trains was stopped and by the end of the year, only 6 international transit trains out of 32 were restored. Most of the domestic routes were cancelled and at the end of 2020, out of 226 domestic trains, 103 trains were still not restored. All this led to a 40-% decrease in the total annual passenger traffic.

In 2020, 8 new container train routes were added to the freight train schedule:

- 1395/1396 Russia – Belarus – Lithuania – Russia:
Shushary – Ezerishche-joint – Gudogai – Kybartai – Kaliningrad-Sortirovochnyi, train length – 57 conventional wagons;
- 1423/1424 China – Kazakhstan – Russia – Belarus – Lithuania – Russia – European countries:
Dostyk/Altynkol – Ilets-k-I – Krasnoye – Gudogai – Kybartai – Chernyakhovsk/Dzerzhinskaya-Novaya/Mamonovo/Zheleznodorozhnyj/Kaliningrad-Sortirovochnyj/Bialystok, train length – 57 conventional wagons;
- 1425/1426 China – Kazakhstan – Russia – Belarus – Lithuania – Russia – European countries:
Altynkol – Ilets-k-I – Krasnoye – Gudogai – Kybartai – Chernyakhovsk/Dzerzhinskaya-Novaya/Mamonovo/Zheleznodorozhnyj/Kaliningrad-Sortirovochnyj/Baltiysk, train length – 57 conventional wagons;
- 1441/1442 China – Kazakhstan – Russia – Belarus – Lithuania – Russia – European countries:
Altynkol – Semiglavyj Map – Krasnoye – Gudogai – Kybartai – Chernyakhovsk/Dzerzhinskaya-Novaya/Mamonovo/Zheleznodorozhnyj/Kaliningrad-Sortirovochnyj/Baltiysk, train length – 57 conventional wagons;
- 1383/1384 European countries – Russia – Lithuania – Latvia – Russia:
Chernyakhovsk/Kaliningrad-Sortirovochnyj – Sovetsk – Meitene – Zilupe – Tuchkovo/Kupavna/Orekhovo-Zuyevo/Belyj Rast, train length – 57 conventional wagons;
- 1306 Lithuania – Belarus – Russia:
Vevis/Kaunas (Palyamonas)/Vaidotai – Gudogai – Krasnoye – Tobolsk, train length – 57 conventional wagons of empty containers in one direction;
- 1152/1151 Belarus – Lithuania:
Gantsevichi – Stasilos – Akmenè, train length – 57 conventional wagons;
- 1166/1165 Belarus – Lithuania:
Mogilyev-2/Kozenki – Gudogai – Akmenè, train length – 57 conventional wagons.

As part of the modernisation of infrastructure facilities planned for 2020, the LTG Infra invested twice as much in infrastructure repair and modernisation projects as compared to 2019 – the capital investments amounted to 179 million euros (in 2019 – 87 million euros).

In order to increase the competitiveness of the Lithuanian transport sector and significantly reduce the impact of railway transport on the air pollution, the LTG Infra continued to implement the project for electrifying sections of the Vilnius-Klaipeda railway line, which is part of the IXb international transport corridor and OSJD railway transport corridor No. 9. During the project implementation, an extended section with a length of 731 km will be electrified. It is assumed that with the commissioning of electrified sections, fuel consumption for locomotive traction will decrease by at least 30 %, which will reduce the amount of harmful substances emitted into the atmosphere affecting negatively the climate change by 150 thousand tons. It is important to note that all enterprises of the LTG group have been using electricity only from renewable sources for several years and the electrification project will not only help to reduce the environmental pollution, but will also have a significant impact on the growth of green electricity production.

Along with that, projects to increase the throughput of railway infrastructure sections were realised during the implementation of the project “Construction of the second track of the Vilnius bypass railway Pusinas – Panariai of corridor IXb” 16 points of turnout switches were reconstructed, 15.67 km of railway tracks were reconstructed and laid down, 2144 m of fences were installed. At the same time, during 2020, work was carried out within the projects “Construction of the second track on the Livintai – Gaizhunai section” and “Construction of the second track on the Plunge – Sateikiai section”. Within the framework of these two projects, the length of the reconstructed and renewed railway lines will extend to about 61 km.

Striving to be an environmentally friendly enterprise, the LTG group of companies continued to implement the projects focused on meeting the needs of society. In order to reduce the noise generated by the railway transport the construction works to build up the noise barriers at Kaisiadoris, Lentvaris and Mazeikiai stations were started, contracts were signed for the construction of the same facilities in Radviliskis, Šiauliai and Giruliai, and purchases were announced for Klaipeda and Kretinga stations. Upon completion of work at all sites, the total length of the noise barriers is expected to be about 18 km.

By increasing the level of security, in 2020, the intersections of railways and highways of crossing at Valčiunai station were modernised: an automatic alarm system with fences was installed, equipment for detecting trains was introduced, a pedestrian crossing alarm, a video surveillance system, and a fire and security alarm were installed.

The programme for the reconstruction of the main railway tracks was also carried out: crushed stone was cleared at

88.8 km of tracks, 80.3 km of rails were replaced, 44.2 km of new rails and sleepers were laid, 81.1 km of the tracks were reconstructed at a full extent, 15 bridges and overpasses were repaired, 34 turnout switches were replaced.

In order to improve the quality of service for passengers on international trains, a new border and customs control point has been opened at the Vilnius railway station.

The following rolling stock overhaul programmes were implemented in 2020:

- 1529 freight wagons were repaired;
- 58 freight locomotives were repaired;
- 31 units of passenger rolling stock were repaired.

The LTG Link started the process of purchasing new passenger trains in 2020. At present, instead of operating diesel trains, about 30 new trains will be purchased, some of which will be electrically powered, and the others will be hybrid: electric traction is combined with batteries, which will ensure ecological transportation of passengers while continuing the train route along non-electrified sections of the network. All new passenger trains will be adapted to the needs of the disabled persons.

In 2020, the largest railway infrastructure project for the construction of Rail Baltica railway line continued to improve mobility, travel opportunities and business development. An important stage in the implementation of the project was completed in 2020: the Kaunas intermodal freight terminal became the northernmost land port with a 1435-mm gauge railway track, and a very convenient direction for the transportation of goods from Western Europe.

The works were continued on the Kaunas-Palemonas section, where the construction of a railway track, construction of drainage and discharge systems, retaining walls, noise-absorbing barriers, dampers, overall catering network, etc. were completed. The procedures for preparing a project for the acquisition and purchase of land for the construction of the Rail Baltica railway infrastructure project were completed. In the section from Kaunas to the border with the Republic of Latvia, construction surveys were carried out, and project proposals were prepared, the archaeological exploration studies were completed on the projected line. The tender for the purchase of catering system for the construction of a bridge across the Neris River has been announced. It is expected to be the longest bridge in the Baltic States: its length will be 1.5 km.

The total investment for the project in Lithuania is about 3 billion euros. According to the international agreements, the Rail Baltica project is scheduled to be completed in 2026.

LTG has been constantly acting towards facilitating and speeding up border crossing procedures by rail. In 2020, as in previous years, much attention was paid to the issues aimed at improving the interaction and regulating the operation of railway administrations with border and customs services: technological time standards were agreed for carrying out the necessary control operations at border stations, general investigations of delays were periodically conducted as for the passenger and freight trains, planned and unscheduled technical trainings of responsible employees were performed issues of improving infrastructure, introducing electronic document management were discussed jointly. To facilitate the inspection procedures and to avoid the delays of trains in excess of the established norm, the corresponding places in locomotives and wagons were sealed, the customs authorities of the Republic of Lithuania were preliminary informed about the goods arrival before their actual import/export, together with the information on the rules of the border and customs control procedures.

The "Lietuvos geležinkeliai" JSC is the largest group of companies in the Baltic States dealing with the management of railway infrastructure, freight and passenger traffic. The group is composed of the parent company "Lietuvos geležinkeliai" JSC, eight directly subordinate companies, two public institutions and one associated company.

Continuing the transformation on the way to improving the company's management and increasing its efficiency, the following structural changes took place in the LTG group of companies in 2020:

- in May 2020, the "Vilniaus lokomotyvų remontas depas" CJSC (specialised in the repair and modernisation of locomotives and other rolling stock) together with the "Geležinkelio tiesimo centras" CJSC (specialised in the construction, modernisation and reconstruction of railway tracks) established a subsidiary company Rail Lab, which is engaged in the certification of wagons produced in Belarus;
- in July 2020, the LTG Cargo JSC established a subsidiary company LTG Cargo Polska with the purpose of develop-



In July 2020, the new structure of the Lithuanian Railways was introduced

ing the international market, which is to extend freight transportation services in Poland;

- in order to increase the competitiveness of LTG Cargo JSC, diversify services and increase the profitability of property, in November 2020, a subsidiary company of LTG Cargo JSC – LTG Wagons was established, which will deal with the lease of freight wagons.

Having completed the structural transformations in the LTG Group of Companies in 2018-2020 and having divided the activities of carriers and infrastructure manager into separate legal entities, a clear boundary emerged between the types of activities of enterprises:

- the companies engaged in the commercial activities (operating in a competitive market under the same conditions as other participants in the Lithuanian and foreign markets);
- the enterprises carrying out activities of public interest and ensuring the provision of services of public interest (performing functions assigned to them by the state);
- the enterprises engaged in the activities of a different nature.

By creating the image of an open, modern, efficient, valuable and significant for the state group of companies that enjoys the trust of customers, employees and the public, the company was re-branded and in July 2020 new company names and symbols of new trademarks were introduced. The new image reflects the significant changes that had taken place over the past few years, and the most important priorities are progress, sustainability and the creation of benefits for the state. The name of the parent company remained the same – “Lietuvos geležinkeliai” JSC, but a new abbreviation was introduced to emphasise the public spirit – LTG, which unites the names of the main companies of the group: LTG Link (passenger traffic), LTG Cargo (freight traffic), LTG Infra (railway infrastructure management).

Guided by the Decree of the Government of the Republic of Lithuania dated 14 March 2020 and other accompanying documents, due to the spread of the COVID-19 coronavirus infection, the following measures were announced throughout the Republic of Lithuania: the third level of readiness (full readiness) of the civil security system, quarantine and a confirmed quarantine mode. According to the quarantine requirements, the management of “Lietuvos geležinkeliai” JSC has set the goal of ensuring:

- safe movement across the border and within the country;
- safe operating conditions of the company, other requirements to ensure the non-stop operation of railway transport.

In order to meet the requirements of traffic across the borders and within the country, local documents have been prepared in the LTG group of companies, which stipulate:

- the requirements for crew members for the safe implementation of commercial and/or international freight traffic, requirements for safe border crossing through checkpoints specified in the Resolution, safe return of citizens to the Republic of Lithuania, transit arrangements;
- forced 14-day isolation of employees returning from abroad;
- safe arrival and return of employees to work;
- limiting the intensity of regular passenger traffic on intercity and suburban routes, allowing only seating positions at a distance of at least 1 meter and providing special security measures;
- disinfection of vehicles at the initial and final stops of each route, other documents that provide for the safe organisation of traffic on the railway tracks.

In order to meet the requirements for organising the LTG group’s activities, during the quarantine, the local documents were prepared, defining:

- the requirements for the organisation of work and remote customer service, except for cases when it is necessary to perform the relevant functions at the workplace;
- conditions for the mandatory provision of important emergency functions in the LTG group (organisation of work without employees, remote work, organisation and conduct of distance learning, requirements for employees, suppliers and contractors in quarantine conditions, actions of employees and managers in case of suspicion/detection of COVID-19, other local documents ensuring safe work on the railway for employees, their families, customers, suppliers, contractors during the pandemic).

In accordance with the decrees of the national level of the Chief of Emergency Situations and the recommendations of the National Center for Public Health under the Ministry of Health (NCPH), the World Health Organisation (WHO) and other documents available on the website of the Ministry of Healthcare (MHC), the internal legal and regulatory acts (rules, recommendations, etc.) were updated on a regular basis. The documents identified the persons responsible for the control of the above requirements.

In the LTG Group, the measures to prevent the spread of the COVID-19 pandemic have been taken since the day the extreme situation was declared. Considering that the LTG Group employed about 9000 people in 2020, a COVID-19 Emergency Working Group was established. Since the introduction of quarantine and up to the present, the situation is managed centrally, the working group on emergency situations discusses topical issues on a weekly basis, in accordance with the responsibilities and recommendations of the head of emergency operations at the state level, makes protocol decisions that are mandatory for implementation, and controls their observance. In order to successfully manage the

risk of the infection spread the following measures have been taken within the enterprises of the LTG Group:

1. More than 2000 employees were given the opportunity to work remotely from home, the professional risks of remote work were assessed accordingly, the working and IT tools were provided (platforms for cooperation, distance learning, team meetings, etc.), employees were familiarised with current and potential risks and trained in safe behaviour. It was recommended to continue working remotely until 31 March 2021 (or until the remote work permit is revoked).
2. Critical activities identified. Particular attention has been paid to business continuity plans for critical transport operations, including full quarantine plans.
3. At the beginning of the emergency situation, LTG employees working with external clients were trained in how to safely handle a potentially infected person.
4. The flows of employees, distance and communication time were adjusted taking into account the decisions of the head of emergency situation control, well-organised work of personnel serving third parties, distances, markings, partitions, maintenance personnel and personnel providing movement were able to undergo COVID-19 testing.
5. During the quarantine, trips, organisation of meetings, training, preventive health examinations of personnel, vaccinations and public events were suspended and are still limited and appropriately controlled.
6. The information relevant to employees is published on the internal website of the LTG Group, where a particular section has been created (for regulating the wearing personal and other means, disinfection, cases of illness, rules of conduct, LTG Group hotline, LTG information center, etc.). In the LTG Group, the behaviour of employees is regulated by mandatory preventive rules, a temperature measurement algorithm and an employee action algorithm to identify an infected employee with COVID-19. Numerous guidelines have been prepared and printed describing the safe behavior, proper hand washing and disinfection, proper wearing of masks for face and nose, customer/contractor service, cyber security, workplace sharing, etc. On the internal website of the LTG Group employees are regularly informed about the observed situation of the COVID-19 pandemic in the LTG Group and its prevention process.
7. The personnel are provided with additional personal and other protective equipment to protect against the infection (disposable medical masks, disposable respirators with an FFP2 exhalation valve, muffs, shields, disposable gloves, gowns, complete sets of personal protection equipment (PPE) against infection in accordance with the approved issuance procedures), detergents and hand disinfection. There are 88 units of stationary dispensers with disinfectants installed in passenger trains and buildings.
8. Wet cleaning of premises and trains, disinfection of certain surfaces and organised provision of disinfection services are carried out according to the schedule. To ensure the safety of employees and customers, rolling stock or premises are disinfected in the event when a COVID-19 case is identified.
9. The management board of the LTG Group, together with the specialists of the relevant services, carry out preventive work: training for employees, consultations during which the need for proper PPE is explained, employees' compliance with the established rules for the prevention of the COVID-19 spread, algorithms, decisions of the head of the working group on COVID-19 extreme situations. The revealed violations are promptly eliminated, the violators are warned in accordance with the established procedure.
10. All employees are insured at the expense of the employer against the possible consequences of the COVID-19 disease.
11. In accordance with the EU Commission Directive 2020/739 (Biological risk factors at work), the LTG Group updated the occupational risk assessment taking into account the new biological risk factor (COVID-19), identified the groups of workers for whom this biological factor is especially relevant, the need to adopt measures. An intensive assessment of the psychosocial risk of employees is carried out, and preventive measures are taken to reduce stress at work and improve well-being.
12. The subdivisions of the LTG Group are provided with thermometers as required, the heads of the subdivisions and the personnel of the security posts are responsible for ensuring that only healthy employees come to work. Thermal imagers are installed in five departments to register the health status of employees.
13. The needs for disinfection and personal protective equipment are constantly monitored and supplemented on a regular basis. To purchase these protective means, centralised procurement was organised. The enterprises of the Group also met the requirements by their own.
14. In cooperation with specialists from the Center for Public Healthcare, information is promptly collected about the personnel who have had contacts with the infected persons. Upon receipt of information from the Center that COVID-19 has been confirmed with an employee, the following measures are taken:
 - the information is gathered necessitated to limit the spread of COVID-19, ensuring compliance with quarantine rules, identifying contact persons with high and low risk levels, making decisions on how to organise their work and applying additional protection measures to ensure the safety and health of personnel;
 - according to the information provided by the employee, the necessary documents are filled out, statistics of the course of the diseases are kept, online contacts with the infected and isolated persons are maintained;

- disinfection of workplaces and premises is organised, other instructions of the National Center for Public Health are followed.

Since the extreme situation was announced in 2020, about 8 % of LTG employees have been diagnosed with COVID-19 infection and have been actively monitored for their health.

The **Railway of Moldova** transported 2.9 million tons of goods in 2020 (67 % to the level of 2019), including transit – 319.4 thousand tons (28 % against 2019), export – 656.1 thousand tons (53 % against 2019), import – 1402.8 thousand tons (98 % against 2019), domestic traffic – 503.2 thousand tons (103 % against 2019).



The new TE33AS diesel locomotives for the State Enterprise "Railway of Moldova"

720.2 thousand passengers were transported (62 % to the level of 2019), including: in international traffic – 103.9 thousand passengers (16 % against 2019), in suburban traffic – 536.9 thousand passengers (120 % against 2019), local traffic – 79.4 thousand passengers (113 % against 2019).

Within the framework of the project for the rehabilitation of the railway infrastructure of the section Bender – Basarabeasca – Etulia – Giurgiulesti, funded by the EBRD, the EIB and the European Union, two two-stage tenders were held: for the design and work implementation for the rehabilitation of the section Bender – Basarabeasca – Etulia – Giurgiulesti; for supervision over the design and work implementation for the rehabilitation of the railway infrastructure of the section Bender – Basarabeasca – Etulia – Giurgiulesti. As a result of the tender, which was held in accordance with the Rules and Regulations for the Procurement of Goods and Services of the EBRD, through the electronic platform of the EBRD-ECEPP, the winners were defined. The design work will begin concurrently with the preparatory work for the rehabilitation immediately after the contracts are signed.

Within the framework of the project "Restructuring of the Railway of Moldova" a contract was signed between the "Railway of Moldova" SE and GE Transportation Parts, LLC for the purchase of 12 freight locomotives and renovation of the Basarabeasca locomotive depot. In July 2020, according to the terms of the contract, the first batch of locomotives arrived in the Republic of Moldova. All locomotives have passed a full cycle of tests in accordance with the declared characteristics and operational safety.

The adoption by the Government of the Republic of Moldova of quarantine measures and traffic restrictions created a number of obstacles to the fulfillment of contractual conditions related to the training of mechanics and technical personnel to provide maintenance to the TE33AS locomotives. However, with the support of the Ministry of Foreign Affairs and European Integration and the Embassy of the Republic of Kazakhstan in the Republic of Moldova, the issue of the visit of technical specialists from the Republic of Kazakhstan to the Republic of Moldova to conduct personnel training was resolved.

To maintain the freight wagons of the working fleet in a technically sound condition, a repair programme was carried out at CFM, including overhaul and depot types of repair. So, during the reporting period, 135 wagons underwent overall repair, while 679 wagons underwent depot repair.

By the Decree of the Government of the Republic of Moldova No. 1042 as of 5 December 2017, the Concept for the restructuring of the railway sector and the State Enterprise "Railway of Moldova" for 2018-2021 was approved, according to which the key strategy for the CFM is the creation of a railway that is completely financially independent, with the costs covered by the company.

This Concept provides for an industry-wide restructuring, while the following important aspects will be covered:

- changes in the legislation and the adoption of new legislative acts in the field of railway sector in full compliance with the EU legislation;
- the creation of railway organisations, mainly a regulatory body, a safety body and an accident investigation body;
- restructuring of the CFM, including the separation of various activities, in particular, the separation of infrastructure from operating activities.

This is a scenario for the revitalisation of the railway sector in the Republic, as it includes the investments required for infrastructure and support for restructuring, as well as the consolidation of capacities at the level of public authorities, which will face new challenges in this sector.

The CFM restructuring process is divided into three stages:

- at the stage of corporatisation, the state-owned enterprise CFM is to be transformed into a joint-stock company;
- the operationalisation phase will prepare the company for a complete spin-off and the creation of independent

companies for infrastructure and operational activities;

- at the stage of commercialisation, new companies will be established that will operate independently.

With the purpose of harmonisation of national legislation in the field of railway transport in 2018-2019, a draft new Code of Railway Transport was developed, approved by the Government of the Republic of Moldova and sent for consideration and approval by the National Parliament.

The adoption of the new Code provides for the elimination of the state enterprise Railway of Moldova's monopoly in the railway services market. According to the draft Code, the railway infrastructure will continue to belong to the state, while the private enterprises will also be able to provide passenger and cargo transportation services.

Under the new rules, rail operators will have the right to access the railway infrastructure basing on a fee for using it. The fee will be set in accordance with the calculation methodology approved by the Government. Private operators will set the cost of transportation independently.

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

Thus, the restructuring of the CFM will be carried out in parallel with the restructuring of the railway sector as a whole. This will be a process integrated into the European policy in this field in accordance with the Association Agreement between the Republic of Moldova and the European Union, signed on 27 June 2014 and ratified by Law No. 112 as of 2 July 2014.

Since the beginning of the pandemic caused by the new coronavirus infection, a whole range of preventive measures has been taken on the Railway of Moldova in order to prevent the spread of this infection, namely:

- all long-distance trains, including personnel, were provided with personal hygiene equipment and disinfectants, masks, gloves, first aid kits and special packages for providing emergency assistance to passengers. Before entering service on the route, the trains underwent cleaning, washing and preventive disinfection. After passengers left the train at the stations, additional cleaning of premises, toilets, disinfection of hand railings in coaches and vestibules (portals) was also performed;
- all long-distance train personnel, including train managers, foremen and conductors, were instructed on the prophylactic and preventive measures to combat the spread of the COVID-19 infection. In addition, passengers underwent medical control at the Ungheni sanitary control point by specialists of the Sanitary and Epidemiological Service together with the border service, taking temperature measurements and filling out epidemiological cards;
- at the medical aid posts of the locomotive and carriage depot, pre-trip medical examinations of personnel were carried out on a daily basis. Besides, sanitary and epidemiological supervision specialists and train crews along the route performed monitoring among passengers in order to identify infected and contact persons with the compilation of lists of passengers and with the subsequent transfer of information to medical institutions;
- the railway stations were equipped with installations for remote thermometry of passengers before entering the railway platforms boarding the trains;
- the medical personnel were promptly informed about the passengers registered with the body febrile course, in order to assess the patient's condition and provide primary medical care;
- passengers with febrile course were restricted from boarding the train (with the assistance of the Ministry of Internal Affairs and the Border-Guard Service of the Republic of Moldova) until the arrival of a medical officer;
- the obligatory use of personal protective equipment (masks, respirators, if necessary, gloves, skin antiseptics) was introduced for the personnel working at the objects of mass concentration of people (stations, long-distance trains) who have contact with passengers in the line of their duty;
- together with the employees of the Ministry of Internal Affairs and the Border Guard Service of the Republic of Moldova, a ban was implemented to prevent the passengers with symptoms not excluding the new coronavirus infection boarding the train;
- additional briefings were carried out with employees of the passenger branch about the actions to be taken in case an infected person is identified with symptoms that do not exclude a new coronavirus infection (fever, the presence of respiratory symptoms);
- audio broadcasting was organised and visual agitation signs were installed to inform passengers about the precautionary measures in the context of the spread of COVID-19, about the need to maintain a distance to other citizens of at least 1-2 meters, maximum separation, the use of protective masks and gloves;
- provision is made for the removal from the train and hospitalisation of a passenger with symptoms that do not exclude a new coronavirus infection, if identified enroute;
- carrying out a set of primary anti-epidemic measures – general cleaning of passenger coaches, airing them, carrying out disinfection measures, providing items for observing personal hygiene of personnel and passengers, as well as disinfectants;
- provision of passenger trains (headquarters coaches, onboard restaurants) with complete medical kits in accordance with the standards;

- timely provision in full of the Center for Sanitary and Epidemiological Surveillance (ODS department) with substances and medicine for disinfection and deratisation measures on trains, as well as personal protective equipment and overalls in accordance with the standards.

On the **Ulan Bator Railway**, the traffic volume in 2020 amounted to 30 million tons of goods (+6 % as compared to 2019). The freight turnover increased by 10.3 % and amounted to 19 billion t-km. According to the working results for 2020, 241,307 TEUs of containers were transported in transit through Mongolia in the composition of 2312 container trains, with an increase of 159 % as compared to the level of 2019.

On the **Polish State Railways** in 2020, the PKP Cargo JSC continued to work on the creation of new container routes and on the revitalisation of old routes after the break. On some routes, trains have been running on a regular basis, and on some of them they are dispatched on request. In intermodal traffic provided in each direction, the range of commodities has been variegated.

In 2020, at the request of customers, transportation was carried out on the following new routes:

1. Terespol – Tilburg, Dourges, Liege, Gent, Melzo (containers);
2. Swarzędz – Duisburg (semi-trailers)
3. Sestokai – Kaldenkirchen (semi-trailers)
4. Intermodal trains:

Małaszewicze – Wrocław Swojczyce

Małaszewicze – Gliwice

Małaszewicze – Melzo

Małaszewicze – Venlo

Małaszewicze – Liege

Małaszewicze – Tilburg

Małaszewicze – Dourges

Małaszewicze – Ludwigshafen

Kaunas – Kaldenkirchen

Swarzędz – Krefeld

Korsze – Melzo

Sławków – Melzo

Gliwice – Paskov

Kąty Wrocławskie – Paskov

5. Contrailer trains:

Swarzędz – Fallersleben – Bremen – Swarzędz

Koper Luka – Bytom

Koper Luka – Sosnowiec Zagórze

Trnava – Legionowo.

At the same time, on many international routes, work continued to expand the use of the unified CIM/SMGS Consignment Note.

The PKP Cargo JSC continued to invest in the modernisation and development of the railway infrastructure. In particular, the most significant are the following projects:

- modernisation of the Małaszewicze terminal (completion is scheduled for 2021);
- construction of the Zduńska Wola Karsznice terminal, which is scheduled for completion in 2023;
- construction of a terminal in Geniusze near the Polish-Byelorussian border crossing point Kuźnica Białostocka – Bruzgi, which is scheduled for completion in 2022.

To increase the efficiency of transportation, the purchase of new and the modernisation of the rolling stock in operation was continued. The PKP Cargo JSC has 21 modern multi-system Siemens locomotives in its traction rolling stock fleet, intended for transportation outside Poland: to Germany, Austria, Czech Republic, Slovakia and Hungary – on the routes with a track gauge of 1435 mm, and 3 of them are also approved for operation in The Netherlands. Within the framework of the contract for the supply of multisystem locomotives in January 2020, the PKP Cargo received 2 Siemens multisystem locomotives, as well as more than 400 new freight wagons.

In addition, the PKP Cargo has 10 modern 6-axle single-system electric locomotives designed to service heavy freight trains in the domestic traffic (gauge 1435 mm), produced in 2018 and 2019. Some locomotives are equipped with an additional power source – a rechargeable energy storage system that provides for a temporarily move using the electricity obtained from the regenerative braking of the locomotive.

Due to the increased demand for container transportation in 2019-2023, the PKP Cargo JSC plans to procure 1156 platform wagons. In March 2019, an agreement was signed with Tatravagonka a.s. for the supply of 936 wagons for the transport of containers. By the end of 2020, under this contract, the PKP Cargo had purchased 350 wagons. Another

contract for the supply of 220 flat wagons was signed with Wagony Świdnica Sp. z o.o. and ASTRA Rail Industries S.A. (December 2019).

Investments in rolling stock for intermodal transport are financed from EU aid funds in the amount of 50 % of eligible costs.

In the coming years, to ensure the development of intermodal transportation, it is planned to purchase additional units of rolling stock (multisystem locomotives, platform wagons for piggyback transportation), depending on the dynamics of traffic growth. Due to the constantly growing traffic volume, the PKP Cargo Connect takes special measures to ensure sufficient rolling stock in order to maintain efficient transport services in the intermodal segment.

In 2019-2022, the PKP Cargo JSC plans to purchase 1156 new flat wagons for container transportation on 1435-mm track gauge.

As part of the work to facilitate the border crossing procedures by rail, the PKP Cargo JSC took measures for the smooth passage of freight flows in the East-West-East direction, which was facilitated by the continuation of cooperation:

a) multilateral, including:

- within the framework of the Seven-Party Agreement (the initiative of the PKP Cargo JSC in the development of a joint permanent schedule of container trains on the New Silk Road (NSR), taking into account slots at the destination terminals in Poland and Germany, the introduction of supervision and monitoring of such traffic in order to coordinate the transportation process with border operations and optimisation of the transportation period);
- continuation of work on diversification of container traffic on the NSR through the remaining border crossing points of 1435/1520-mm gauge (PKP-BC/RZD) with the aim of redirecting container flows passing through the Brest-Terespol border crossing point and preserving the transportation of other goods through this border crossing point;

b) bilateral – with the neighbouring 1520-mm gauge railways to optimize the use of the transshipment capacities of the PKP-RZD/LG/BC/UZ border crossing points, to include:

- implementation of the principle of mutual technical trust with the BC on container trains (mutual recognition of the technical control of container trains);
- improvement of the technology of train movement at the border PKP – LTG (signing of additional Protocol No. 3 to the Agreement on cooperation in the field of international railway transport across the Polish-Lithuanian state border, as of 31 December 2013), deepening cooperation in the field of servicing multiple trains (signing of an annex to the Agreements on the Access of Locomotives and Locomotive Crews for International Rail Carriage across the Polish-Lithuanian Border);
- conclusion of a new Agreement on cooperation in the field of international railway freight traffic across the Polish-Byelorussian state border (dated 22 December 2020) between the PKP Cargo JSC and the Byelorussian Railway, substituting the previous agreement as of 2009, which stipulates some new important principles for improving the work at the border crossings point PKP – BC, namely:
 - clear rules have been defined for the joint coordination of daily norms for the transfer of trains/loaded wagons,
 - cooperation became possible on the basis of “mutual technical trust”;

c) domestic/national – with border and customs services, railway infrastructure managers, carriers, transshipment companies, importers/consignees (adjusting the duration of the border services’ working hours with the volumes of transported goods, reducing control operations of border and customs services through preliminary information and mutual synchronisation, cooperation of railway infrastructure managers and carriers in the field of coordinating the transportation process with the process of modernising the railway infrastructure, optimising the mutual use of traction potential and the system-investment assets).

As part of the programme for reforming and improving the railway transport management system, in 2020 the PKP Cargo JSC completed the process of equipping members of locomotive crews with mobile devices – tablets, which also required the adaptation of the IT-system to compatible interaction with tablets and changes in the existing instructions and manuals of the company.



Container train which arrived in Poland from China without reloading goods at the EU border via the PKP LHS line with 1520-mm track gauge (07.01.2020, Sławków, Poland)

In order to ensure an uninterrupted functioning of railway transport in the context of the pandemic, the Anti-Crisis Management Team of the PKP Cargo JSC (ZZKS) has been continuously working since March 2020 with the participation of all structural enterprises and companies of the PKP Cargo Group.

During the ZZKS meetings, a number of decisions were made in the field of countering COVID-19 and ensuring the continuity of the most important functions and processes that support the implementation of transportation and repair-maintenance works, which are carried out in compliance with all necessary sanitary requirements and standards. Company employees are provided with all necessary disinfectants and personal protective equipment (gloves, masks).

The personnel and operational situation are monitored on a permanent basis. In cases the number of identified infected persons is increased, special and systemic measures are taken to ensure sustainable functioning in a specific area or direction.

The procedures have been implemented for individual employees, including those working in operations, maintenance or marketing. Information activities are being carried out to raise awareness among employees in order to reduce the risk of infection. Lists of employees and vehicles intended for work in border-crossing traffic conditions are drawn up and submitted to the competent authorities on a regular basis. The lists are updated depending on the personnel situation and operational needs.

In connection with the continuing restrictions due to the pandemic, the PKP Cargo JSC has developed procedures, rules and instructions for employees directly related to the safety of railway traffic, including the personnel of the locomotive crews. These include, in particular:

- 1) instructions for train drivers and employees directly related to the safety of railway traffic in case of a threat of coronavirus infection;
- 2) emergency package – that is, procedures for equipping electric trains with personal protective equipment to protect the personnel from virus infection.

In 2020, the PKP Broad-Gauge Metallurgical Line LLC (PKP Linia Hutnicza Szerokotorowa, PKP LHS) transported 8.2 million tons of goods (–15.9 % to the level of 2019), including export – 620.7 thousand tons (–4 %), import – 7.6 million tons (–16.7 %), domestic traffic – 12.9 thousand tons (–28.9 %).

In 2020, after a short break caused by the spread of the coronavirus pandemic, PKP LHS carried out next regular container shipments from Xi'an to Sławków (LHS) in cooperation with Xi'an Free Trade Port Construction and Operation, Ltd. as well as logistics partners from Kazakhstan, Russia and Ukraine.

In 2020, on average, 4-7 trains a month arrived at the Sławków station, where the Euroterminal Sławków is located. Further on, the goods were reloaded onto the railway flat wagons with a gauge of 1435 mm and onto the road vehicles for further delivery to target recipients in Poland and other European countries. Transportation along this route is carried out efficiently and is not associated with problems typical for other railway routes.

In October 2020, transportation was also launched from the Chinese city of Chongqing through Kazakhstan, Russia and Ukraine, and in December – through Kazakhstan, Russia, Belarus and Ukraine.

The choice of the LHS wide-gauge line was due to its advantages, including:

- no need for reloading at the border of the European Union;
- the ability to transport the longest container trains in Europe with a length of up to 950 meters;
- potential of Euroterminal Sławków.

Sławków is also the start of the Trans-Caspian International Transport Route (TMTM), which makes it possible to export food and thus balance the flow of goods towards China.

In 2020, the PKP Polskie Linie Kolejowe S.A., PKP PLK JSC, the manager of the Polish national railway network, continued the largest ever investment programme aimed at significantly improving the condition of railways and infrastructure in the country.

The outcomes of 2020 indicate, that about 890 km of tracks were modernised and updated, as well as a number of railway infrastructure facilities were modernised, including:

- platforms – 144;
- level crossings (A-D) – 306;
- overhead catering network – 900.58 km;
- turnout switches – 1010;
- bridges – 121;
- overpasses – 59.

Within the framework of measures related to facilitating the border crossing procedures by rail, in 2020, PKP PLK JSC continued to modernise the border crossing points between Poland and Belarus, aimed at increasing the throughput and reducing the travel time.

In 2020, the PKP PLK JSC and BC signed a new Agreement on cooperation in the field of management, operation and infrastructure of railways for the traffic across the Polish-Byelorussian state border, which substituted the 2009 agreement.

In terms of high-speed traffic development, an important event for PKP PLK JSC in 2020, from the point of view

of infrastructure development, became the introduction of a maximum travel speed of 200 km/h for passenger trains on the section of the international transport corridor E65 – on the railway line No. 9 Warsaw – Gdansk.

In accordance with the concept of preparation and implementation of the investment project “Port Solidarność” – Central Communication Port for the Republic of Poland (Centralny Port Komunikacyjny – CPK Sp. z o.o.), a special purpose partnership (CPK) is responsible for the construction of new railway lines, which are part of the “direct lines to the CPK”, while the PKP PLK JSC is responsible for the modernisation of the existing infrastructure. In this regard, in 2020, the PKP PLK JSC cooperated on an ongoing basis with the CPK in terms of target technical parameters for the existing railway lines included in the list of direct lines to the CPK, as well as for the creation of a new passenger transport corridor V4 Warsaw – Budapest with the parameters of a high-speed railway.

To ensure the uninterrupted functioning of the railway transport in the conditions of the pandemic, the company has developed appropriate procedures, including the “Recommendations for the procedures in case of suspected infection with a particularly dangerous and highly contagious disease” and Procedure NAT7 – “Occurrence of especially dangerous and highly infectious diseases/epidemics”, which determines the procedure rules for railway enterprises in the event of such a threat.

In accordance with the adopted procedures, the PKP PLK JSC interacts with the government and local authorities in the event of emergency and crisis situations. Cooperation is mainly based on the contacts with the relevant crisis management centers. However, in case of suspicion of the occurrence of a coronavirus infection, contact is additionally maintained with the competent regional and border sanitary inspectors. Contacts with the Voivodship Crisis Management Centers (WCZK) are maintained by the local railway traffic control offices.

In order to ensure the continuity of the transport process, the “Guidelines for the operation department in the field of ensuring the continuity of the transport process in the event the operation of the transport posts is stopped due to the development of an epidemic situation” were developed.

The launched “Railway Crisis Management System” coordinates the activities of railway enterprises and, in the event of a threat to the sustainable transport process, makes appropriate decisions to ensure its functioning.

The pandemic have had a negative impact on the passenger transport sector: as a result of the restrictions imposed, the movement of a number of passenger trains, both in international and domestic traffic, was suspended. In addition, the number of passengers significantly decreased, as a result of which in 2020 the PKP Intercity JSC carried 26.7 million passengers, which is 45 % less as compared to the level of 2019 (48.9 million people), including 800 thousand people in international traffic, which is 47 % less than in 2019 (1.5 million people).

The epidemic and related restrictions have made frequent changes to the organisation of both domestic and international transport since March 2020. As compared to the number of trains running daily in the 2018/2019 schedule, in mid-March 2020, about 60 % of the trains were cancelled, and 8 % of the trains ran on shortened routes. During the spring restrictions, the drop in the population on trains reached 93-94 %. The company re-organised its work in the new environment and took a number of measures to ensure the safety of passengers and staff on the trains. The gradual traffic recovery process began in May 2020.

From the beginning of June to the end of August 2020, 8.3 million passengers used the PKP Intercity services, i.e. 41 % less than in the same period of the previous year, when 14.2 million people used the carrier’s services. Continued restrictions in the public sphere again caused a decrease in passenger traffic. In the first half of November, the average drop in the number of tickets sold and seat reservations for the PKP Intercity trains reached about 65 % as compared to the level of 2019. In this regard, the number of running trains and their composition were again limited according to the situation. About 5 % of the running trains were temporarily cancelled.

From the very beginning of the pandemic, the PKP Intercity JSC has developed and implemented a number of measures to ensure the continuous operation and implementation of the transportation process, as well as to maintain a high level of safety for passengers and personnel.

The PKP Intercity JSC implements its activities for the maintenance of rolling stock on a daily basis. The most important places and elements of the equipment of the coaches, which passengers directly use, are disinfected on a regular basis, to include: door handles, handrails, control buttons for doors and dry closets. The process of cleaning and disinfection of trains is carried out throughout the country and all departments, due to which each train is sanitised, respectively, before and after each trip. Since March 2020, a total of over 335 thousand disinfections of locomotives, coaches and multiple unit trains have been carried out, as well as over 6 thousand disinfections by using the fogging method.

The train masters and crews were provided with personal protective equipment and personal hygiene – masks, gloves, gel for cleaning and disinfecting hands. Contact with passengers during ticket control was preserved with a safe distance, which was ensured by using the state-of-the-art contactless terminals.

The measures taken to ensure sanitary safety were highly appreciated by passengers. The results of the satisfaction survey conducted show that 83 % of passengers have positively assessed these measures (this has been the best result since 2013, when PKP Intercity began systematically conducting surveys to determine the level of satisfaction. The health safety is one of the activities within the framework of the general social programme “safe railway”, which

was initiated in autumn 2020 by the PKP Intercity JSC and the Polish Chamber of Manufacturers of Equipment and Services for the Railway, with the aim of developing and implementing high safety standards for railway transport.

In 2020, as a result of the implementation of two contracts, the PKP Intercity JSC received 30 newest electric locomotives of the EU160 Griffin series manufactured by NEWAG (the city of Nowy Sącz). They move trains throughout Poland at a maximum speed of 160 km/h. The carrier's rolling stock was also replenished with 125 comfortable coaches, modernised at the PESA Bydgoszcz plant (an OSJD affiliated enterprise). These are second class seated coaches without compartments, which provide many amenities for passengers, such as air conditioning, comfortable seats, sockets for charging various electrical devices, wireless Internet and braille signs for the persons with visual disabilities. In 2020, the carrier also received 10 145Ab coaches, modernised at the factory for the production of railway rolling stock "Fabryka Pojazdów Szynowych H. Cegielski" (Poznań) and converted into the dining cars, where 12 tables with 36 seats were provided for visitors, with air conditioning and wireless Internet available.

In total, within the framework of the rolling stock renewal programme, the carrier's fleet has been already supplemented with 340 modernised coaches. In addition, the company entered into an agreement with Olkol for the modernisation of 20 electric locomotives of the EU/EP07 (EU/EP07) series, which, among other things, provides for an increase in the maximum speed of movement up to 160 km/h.

In December 2020, the PKP Intercity JSC signed contracts with the wagon repair plants of "ZNTK Mińsk Mazowiecki S.A." and "Pesa Bydgoszcz S.A." for the modernisation of another 125 coaches. In 2021, the renewal of the rolling stock continues, within which PESA Bydgoszcz is to modernise about 120 multi-section trains (EMUs and DMUs) for the company.

In 2020, the PKP Informatika LLC was developing the project "SMGS electronic consignment note" commissioned by the PKP Cargo JSC and continued to develop the project "Single Ticket" for the companies providing passenger transportation services.

In 2020, 872 million passengers (-27.2 % against 2019), including 804.54 million passengers (-25.6 %) in suburban traffic and 67.44 million passengers in long-distance traffic (-42.1 %) were dispatched on the **Russian Railways**. The passenger turnover amounted to 78.1 billion pass-km (-41.4 %), including in long-distance traffic the passenger turnover amounted to 53.5 billion pass-km (-46 %). In suburban traffic, the passenger turnover amounted to 24.7 billion passenger-kilometers (-28.1 %).

The loaded goods volume amounted to 1243.6 million tons, which is 2.7 % lower than the level of 2019. The tariff freight turnover decreased by 2.2 % against 2019 and amounted to 2544.4 billion t-km. Domestic traffic amounted to 757.9 million tons (-3.8 %), export traffic - 473.9 million tons (-0.9 %), transit - 23.1 million tons (-3.7 %).

The volume of foreign trade traffic with the OSJD member countries in 2020 amounted to 255.5 million tons, which is 1.0 % higher than the level of 2019. The volume of export traffic amounted to 159.7 million tons, which is 3 % higher than the level of 2019, import - 63.6 million tons, which is 7 % lower than the level of 2019. The volume of transit traffic amounted to 32.1 million tons, or 5 % more than the level of 2019.

The main volume of the investment programme is aimed at performing all types of overhaul repair of the railway track.

At the end of 2020, work was completed in the amount of 5260.2 km of the railway track, with 2113 sets of turnout switches installed.

Within the framework of the project "Renovation of enterprises of the rolling stock fleet" one of the key tasks is the implementation of works for the renewal of the rolling stock.

In 2020, 1258 wagons were purchased for track repair and maintenance works, 242 units of track equipment were purchased, as well as 5 infrastructure diagnostics complexes.

In addition, 2403 special freight wagons were modernised.

In 2020, the Russian Railways OJSC continued its work aimed at developing high-speed railway traffic in the Russian Federation. In particular, the work has begun for the development of design documentation for the construction of a high-speed highway (HSR) line Moscow - St. Petersburg. In June 2020, an agreement was signed with a project company to perform of on the relevant engineering survey works, the development of documentation for the planning of territories and the preparation of project documentation.

The length of the planned high-speed railway line is expected to be approximately 684 km, the travel time, excluding stops, - 2 hours 15 minutes. The HSR line will connect the country's largest agglomerations with a total population of about 30 million people, with the cities of Veliky Novgorod, Tver and Klin connected to it, as well.

The completion of the construction of the Moscow-St. Petersburg high-speed railway is planned for the end of 2027.

One of the measures aimed at simplifying the border crossing procedures is the creation of the most favourable conditions for the movement of goods across the customs border by automating the operations performed, using the information technologies by applying the elements of artificial intellect, optimising the activities of the control bodies.

The implementation of the "Single Window" mechanism. The implementation in practice of such a mechanism

will reduce the complexity of the movement of goods across the borders and reduce the time spent for performing administrative procedures and the costs for the entities participating in the foreign economic activities.

As part of the implementation of the “Single Window” mechanism in the Russian Federation, the Russian Railways OJSC has created an automated information system for electronic interaction (FCS EI AS) for the exchange of electronic data and documents with the automated information system of the Federal Customs Service (FCS) of Russia (UAIS) when exporting and importing goods to/from the customs territory of the Customs Union.

The transition to a full use of electronic data exchange technologies between the railway administrations on the borders will provide an automatic distribution of preliminary information to the information system of customs authorities, which will improve the rates of freight trains processing when registering their arrival at the railway checkpoint by obtaining the information from consignment notes in advance from the railway stations where the goods were loaded. The preparation of electronic versions of transit declarations can also be carried out by the customs representative of the Russian Railways OJSC in advance if the data can be obtained from the transportation documents.

In order to create a unified system of customs transit, the railways and the customs authorities of Russia and Belarus launched the transportation on the routes Naushki – Brest, Naushki – Orsha, Naushki – Kolyadichi using the electronic document management when moving goods through the territories of several EAEU member states. At present, work is underway to implement transportation according to the same principle in the opposite direction from Europe to South-East Asia through the Brest and Zabaikalsk border crossing points.

Within the framework of the Silk Road initiative, with the purpose of simplifying the border crossing procedures for the freight transit traffic organised from Finland to China through the territory of the Russian Federation and the Republic of Kazakhstan, the RZD OJSC and the Federal Customs Service of Russia are implementing the technology of using the results of the customs control carried out by the Finnish customs authorities. As a result of the customs control, the MRN number (transportation identification number) of the Finnish customs service is used, which is transmitted through the information communications channels of railway carriers to the information service of the Federal Customs Service of Russia.

Upon receiving the MRN number, the Federal Customs Service of Russia applies a simplified procedure for performing customs operations in relation to the transit goods on the basis of mutual recognition of the customs control findings.

This technology makes it possible to increase the speed of trains passing through the checkpoints on the Russian-Finnish border, to optimize and accelerate the customs operations, to increase the efficiency of customs control with the reasonable use of a risk management system (RMS).

The INTERTRAN project is being successfully implemented – this is a comprehensive project for the implementation of intermodal transportation with the implementation of electronic documents, in which the operator of the sea line, the carrier represented by the RZD OJSC, the customs authorities, consignors and consignees take part.

The information technology provides an electronic processing as follows:

- registration of transport and shipping documents in a foreign port, transfer of electronic data about the goods to the automated system of the port;
- electronic customs declaration of the goods placed under the customs transit procedure;
- registration of applications and railway consignment notes for the carriage of goods, including planning, coordination and further control of the transportation process;
- processing of wagons and organisation of electronic document circulation during planning and during the delivery/cleaning of wagons in the port and during their departure;
- completion in electronic form of the customs transit procedure at the station of destination.

At the border transfer stations of the railways of the Russian Federation, 15,210 wagons were uncoupled in import and transit traffic in 2020, which is 49.7 % of the total number of detained wagons in all types of traffic. The indicated quantity is by 2353 units or 13.4 % less than in 2019. The average idling time of uncoupled wagons decreased from 4.4 to 4.2 days, or by 4.5 % as compared to 2019.

The development of the transport system is one of the most important strategic trends for the Russian Federation.



In 2020, modern rolling stock began to run in suburban traffic of the RZD OJSC network in 21 Russian regions

Due to the COVID-19 pandemic, 2020 has become a very difficult year for the Russian Railways and the Russian economy as a whole. The global crisis forced to take additional measures to support certain sectors of the economy and to adjust a number of strategic documents.

1. *Support for railway transport in connection with the COVID-19 pandemics.*

In order to support passenger transportation by rail, a number of resolutions of the Government of the Russian Federation were adopted (No. 927 dated 26 June 2020, No. 1698 dated 16 October 2020), in accordance with which this type of transportation was included in the list of industries affected by the spread of the new coronavirus infection, which will allow to use the support measures, including a deferral in the payment of all taxes (except VAT), as well as rent payments when using real estate in state, municipal or private ownership, interest-free loans for urgent needs and payment of salaries, soft loans at a rate of 2 % for any purpose, a moratorium on bankruptcy, scheduled and unscheduled inspections.

2. *The Decree of the President of the Russian Federation No. 474 dated 21 July 2020 "On the national development goals of the Russian Federation for the period up to 2030"* clarified the tasks of railway transport in the medium term, including its digital transformation, ensuring the growth rate of the country's gross domestic product above the world's average while maintaining macroeconomic stability, with the real growth in the export of non-primary non-energy goods at least 70 percent as compared to 2020, etc.

3. *New strategies for the development of industries and regions.* The new strategic documents affecting the development of the railway transportation market in 2020 were the approved Consolidated Strategy for the Development of the processing industry of the Russian Federation until 2024 and for the period until 2035, the Programme for the Development of the Coal Industry of Russia for the Period until 2035, the National Programme of Socio-Economic Development The Far East for the period up to 2024 and for the future until 2035.

4. *Development of the Transport Strategy of the Russian Federation for the period up to 2035.* One of the most important areas was the work of the Ministry of Transport of the Russian Federation on the draft Transport Strategy of the Russian Federation for the period up to 2035.

The main long-term priorities of the state policy in the field of transport are:

- improving the quality of life of the population by providing the user with high-quality infrastructural services for moving by all available modes of transport in order to meet their labour, social and cultural needs;
- ensuring a balanced and advanced development of transport infrastructure and modes of transport in relation to other sectors of the economy and spheres of life;
- guaranteed normative maintenance of transport infrastructure as a prerequisite for ensuring the territorial integrity, connectivity and security of the country;
- meeting the growing needs of the population for high-quality and safe transport services;
- customer focus at all stages of service provision;
- ensuring economically efficient transportation of goods, their territorial and price availability;
- reduction of transport costs;
- timeliness, predictability, regularity and reliability of transport services in freight traffic;
- increasing the digital maturity of the transport system.

In the field of railway transport, it is planned to:

- increase the volume of freight traffic along the railway network in the eastern direction;
- provide government support for long-distance railway passenger traffic;
- develop fast-speed and high-speed traffic between large urban agglomerations and centers of economic growth of the country;
- create new directions and eliminate the restrictions for carrying and throughput capacity;
- integration of railway transport into the urban environment.

5. *Updating the Long-Term Development Programme of the RZD OJSC.* The clarification in 2020 of the national development goals of the Russian Federation for the period up to 2030, the adoption of new strategic documents for the development of industries and regions, work on the Transport Strategy of the Russian Federation for the period up to 2035, as well as changes in the macroeconomic and regulatory conditions for implementing them made it necessary to update the Long-Term Development Programme of the RZD OJSC, which will enter its active phase in 2021.

In connection with the worsening epidemiological situation, in order to coordinate the activities of units and departments for preventing negative impact on the transportation process, the Russian Railways holding established a Headquarters to prevent the entry and spread of the new coronavirus infection to ensure an uninterrupted transportation process at the RZD OJSC.

The work of the Headquarters is organised on the 24-hour basis. The top officials of the RZD OJSC, its subsidiaries and dependent companies, representatives of federal executive authorities and the railway trade union take part in the work of the Headquarters.

In February 2020, the RZD OJSC, with the participation of federal ministries, approved the "Comprehensive action

plan to prevent the delivery by rail and the spread of infectious diseases on the territory of the Russian Federation that cause emergencies in the field of sanitary and epidemiological well-being of the population for 2020-2023”.

Work has been organised to implement the measures provided for by the Comprehensive Plan, both at the level of the central Headquarters and at the level of the regional headquarters, with the leading role of the heads of railways.

The interaction plans of the involved railway services with law enforcement agencies, the Ministry of Emergency Situations of Russia, territorial departments of the Rospotrebnadzor (Federal Service for Surveillance on Consumer Rights Protection and Human Wellbeing) for Railway Transport, health care institutions in the implementation of anti-epidemic measures at railway stations and in passenger trains in the event of emergency situations of a sanitary and epidemiological nature have been updated.

In the course of the work of the Headquarters, the adoption of decisions and the implementation of the following main activities in accordance with them was ensured:

1. A high alert regime has been declared on the railway network due to the unfavourable epidemiological situation.
2. A procedure was approved for the heads of entities describing the measures to be taken in case an employee were infected with a new coronavirus infection.
3. Command and staff exercises were held on the railway branches, with the development of functional duties and practical skills in case a person is suspected with infectious disease.
4. Measures were taken to organise a remote mode of work for employees.
5. Work was carried out to prepare healthcare institutions of the RZD OJSC for the mass admission of patients with coronavirus infection, as well as to equip the clinical diagnostic laboratories for performing tests to detect coronavirus infection.
6. Posters and leaflets for the prevention of coronavirus infection have been developed for distribution in all departments.
7. At the RZD OJSC, all collective events were prohibited except those that directly affect the safety of transportation.
8. Basing on the recommendations of Rospotrebnadzor, “Temporary Regulations for the free issuance of protective equipment for employees of the RZD OJSC” were developed and approved for the conditions of high alert mode due to an unfavorable epidemiological situation and “Temporary norms for the consumption of disinfectants when processing premises and territories of enterprises for the prevention of diseases caused by the new coronavirus infection.
9. Monitoring was organised on a daily basis of the provision of workers with protective equipment and disinfectants for the treatment of premises and territory.
10. Transportation of a number of employees to/from work was organised by the company's official transport.
11. Daily cleaning of the premises of technologically important facilities with mass presence of people was provided, as well as disinfection of contact surfaces.
12. At the entrances to the production facilities, thermometry was organised for the personnel of the RZD OJSC.
13. A hotline has been organised to advise the company's employees on the issues related to the spread of coronavirus infection.
14. The work of volunteer headquarters was organised.
15. The safety of transportation of organised groups of children and mass passenger transportation in the summer period of 2020 was ensured.
16. Regular testing of personnel for new coronavirus infection, as well as vaccinations were organised.

In 2020, the volume of passenger traffic on the **Romanian Railways** amounted to 51.504 million train-km (90.66 % as compared to the level of 2019). The volume of freight traffic in 2020 amounted to 21.006 million train-km (93.43 % as compared to the level of 2019).

During 2020, the “National Railways Company of Romania” CFR - S.A. continued to carry out several categories of projects aimed at modernising existing railway lines, sections, stations, railway infrastructure facilities, respectively:

1. Projects for the rehabilitation of railway lines, modernisation of railway stations, modernisation of electronic interlocking, security and ERTMS systems, rehabilitation of bridges, small bridges and tunnels, which were financed from the European Union Operational Programme for Transport 2007-2013 (POST 2007-2013), and currently funded from the state budget, namely:
 - rehabilitation of the State Border-Kurtić-Simeria railway line, which is part of Pan-European Corridor IV, 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 1: State border – Kurtić – Arad – 614 km. Status: the works have been 100 % completed, the final acceptance of the work will take place in 2021;
2. Projects for the rehabilitation of railway lines, modernisation of railway stations, modernisation of electronic interlocking, security and ERTMS systems, rehabilitation of bridges, small bridges and tunnels, which were funded from the European Union's “Large Infrastructure Operational Programme” (LIOP) 2014-2020 (POIM) / Connecting Europe Facility (CEF) 2014-2020, namely:

- 2.1 rehabilitation of the Brasov-Simeria railway line, 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 Koslaru – Simeria.
Implementation stage – during 2020:
 - section Simeria – Vinca de Jos: works were accepted for 42.26 km;
 - section Vinca de Jos – Koslaru (98.10 %);
 - ERTMS Koslaru – Simeria (81.50 %);
- 2.2 rehabilitation of the Brasov-Simeria railway line, 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 – Koslaru.
Implementation stage – during 2020:
 - works were accepted for 91.58 km of the railway line;
 - ERTMS Sighisoara – Koslaru (94 %).
- 2.3 rehabilitation of the State Border-Kurtić-Simeria railway line, 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: 614th km – Gurasada and section 3: Gurasada – Simeria.
Implementation stage – during 2020:
 - subsection 2a: 614th km – site Y Byrzava (50.30 %);
 - subsection 2b: site Y Byrzava – site Y Ilteu (53.30 %);
 - subsection 2c: site Y Ilteu – Gurasada (35.42 %);
 - section 3: Gurasada – Simeria (37.81 %);
- 2.4 modernisation of electromechanical interlocking equipment on the Sikuleni-Adjud section. Implementation stage – during 2020 (100 %);
- 2.5 a system for detecting overheated axle boxes and compressed brakes. Implementation stage – during 2020 (100 %);
- 2.6 work on the rehabilitation of bridges, small bridges and railway tunnels – Regional Railway Branch of Timisoara – Group 2 “Bridges, small bridges”. Implementation stage – during 2020 (92 %);
- 2.7 work for the rehabilitation of bridges, small bridges and railway tunnels – Regional Railway Branch of Iasi. Implementation stage – during 2020 (100 %);
- 2.8 work on the rehabilitation of bridges, small bridges and railway tunnels – Regional Railway Branch of Cluj. Implementation stage – during 2020 (95 %);
- 2.9 works for the rehabilitation of railway bridges – Regional Railway Branch of Bucharest. Implementation stage – during 2020 (99.50 %);
- 2.10 works for the rehabilitation of bridges, small bridges and railway tunnels – Craiova Regional Railway Branch. Implementation stage – during 2020 (93.60 %);
- 2.11 design and execution of works on the investment object “Modernisation of the railway line Bucharest Nord – Henri Coandă International Airport in Bucharest” – first stage: “Railway connection to Terminal T1, Henri Coandă International Airport in Bucharest”.
Implementation stage – during 2020 (99.50 %);
- 2.12 rehabilitation of the Brasov-Simeria railway line, 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: Brasov – Sighisoara, subsections: No. 1 Brasov – Apats and No. 3 Katz – Sighisoara. Implementation stage – during 2020 (5 %);
- 2.13 rehabilitation of the railway line Brasov – 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: Brasov – Sighisoara, subsection No. 2 Apaca – Katz. Status: the contract for the execution of the work was signed in 2020, the works are scheduled to start for 2021.

Being an administrator of the railway infrastructure, the National Railway Company CFR SA has taken the following measures to facilitate the border crossing:

- in 2020, negotiations were held with the railway infrastructure manager of Serbia in order to determine the final version of the “Regulation for the movement of trains between the border stations of Zimbolia – Kikinda”;
- between the border stations Kurtić – Lokoshaza, Episcopia Bihor – Biharkereszttes, Giurgiu Nord – Ruse and Vidin – Golenz, an information system was introduced for the allocation of free tracks upon request between the station attendants in Romania and neighbouring countries (Hungary and Bulgaria), thus overcoming the language barrier;
- between the railway networks of CFR (Romania) and MAV (Hungary) the IMMCOM information application is used, and due to the good interaction between the railway infrastructure administrators and the railway carriers, the average idling time of freight trains at border stations has been reduced notably.

During the pandemic caused by the COVID-19 coronavirus infection, the National Railway Company CFR – A.O.

ensured the smooth operation of railway transport as a railway infrastructure administrator in compliance with the rules to prevent the spread of the virus.

In 2020, the National Society for Freight Railway Transport (SN "CFR Marfa" SA) transported 14.5 million tons of goods, including those in domestic traffic – 13.5 million tons (77.85 % against 2019), export – 615.2 thousand tons (80.44 % against 2019), import – 409.5 thousand tons (63.72 % against 2019), transit – transportation was not carried out.

During 2020 the "CFR Marfa" SA completed the modernisation of 14 locomotives and began to modernise another 27 locomotives.

In 2020, the "Agreement on the exchange and use of freight wagons" was signed between "CFR Marfa" SA and BDZ Cargo EOOD.

Measures taken to improve the freight traffic:

- better relationship with clients, knowledge of services and the level of quality in relation to the cost of services;
- solutions searched to reduce the transport costs;
- improvement of technical characteristics at the level requested by clients in accordance with the contracts;
- optimisation of the allocation of resources under contracts that provide significant volumes and revenues;
- provision of logistics resources for the development of transport services;
- search for new transport opportunities for unused wagons;
- search for some solutions to provide wagons with a high level of demand and maintain transportation by providing the required number of wagons;
- optimisation of wagons running empty;
- focusing services on the most profitable transport directions.

During 2020 the "CFR Marfa" SA transported 5130 wagons using the CIM/SMGS Consignment Note, and the total freight volume amounted to approximately 224,821 tons, of which:

- 1) the goods dispatched from Romania, destined for states applying SMGS (export): 3160 wagons, with a total of 122,367 tons of goods, of which:
 - destination to the Republic of Moldova: 2776 wagons/120,805 tons;
 - with destination in Ukraine: 384 wagons/1562 tons;
- 2) the goods dispatched from the states applying SMGS with a destination in Romania (import): 1970 wagons, with the amount of 102,454 tons of goods, of which:
 - 1057 wagons/50,348 tons from Ukraine;
 - 678 wagons/39,294 tons from the Republic of Moldova;
 - 111 wagons/5639 tons from the Russian Federation;
 - 124 wagons/7173 tons from the Republic of Belarus.

Since March 2020, the entire labour market has been affected by the consequences of the outbreak of the coronavirus pandemic.

The effects of the COVID-19 crisis became more tangible in the first months of the pandemic, as railway transport was affected by the closure or downsizing of some major manufacturers (such as the production of machinery and petroleum products), reduced consumption of raw materials and energy, and a drop in local and international traffic.

The restrictions imposed by the authorities, together with the decrease in the activities in the past months, have necessitated a number of measures to be taken, for example:

- reduction of the working week from 5 days to 4;
- organisation of remote work from home, in the case of certain departments, ensuring the continuity of the activities of CFR Marfa SA;
- making earlier the start and postponing the end of the working day, in order to avoid crowds and to ensure safe distancing;
- provision of protective masks and disinfectants.

In addition to that, railway freight operators are to ensure the safety of rolling stock movement on the railway network, so that the transportation by rail is carried out without any danger to people, goods which were submitted for transportation, rolling stock, infrastructure, and the environment.

With the reopening of the railway's industrial clients, steps have been taken to restore normal work schedules so as to provide fast and quality railway freight services.

At the same time, additional measures were taken to remove restrictions imposed on train personnel at the borders (especially with Serbia), which were quickly regulated by legislative documents.

Besides, the organisational structure was changed to match the current situation in the railway freight market.

The activities began to acquire positive dynamics: the estimates show that the freight railway traffic could be possibly restored to the level comparable to the previous years.

Taking into account the strategic role of CFR Marfa SA as a national carrier, the company did not cease its activities even during the state of emergency.

The volume of 2020 railway passenger traffic by the National Society of Railway Passenger Transport "CFR Călători SA"

amounted to: 40.8 million passengers (71.6 % against 2019, 56.9 million passengers), 3.3 billion pass-km (62.5 % against 2019, 5.2 billion pass-km), in international traffic – 77.7 thousand passengers (38 % against 2019, 204 thousand passengers).

During 2020, more than 400 coaches belonging to CFR Călători SA were repaired and modernised at the company's own expense at rolling stock repair plants in Romania.

The priorities of CFR Călători SA include the mobility of citizens, ensuring interregional/international relations, as well as the protection and safety of passengers and company's personnel.

On the trains of CFR Călători SA a protective mask is obligatory, disposable gloves are recommended, and passengers are advised to keep their distance when boarding the train. The measures for cleaning and disinfecting trains, established and applied during the state of emergency, still remain in place up to now.

Passengers were advised to purchase tickets online and in advance, pay by credit card or by phone in order to avoid the use of cash at points of sale, whenever possible, and to maintain a minimum distance of 2 meters between themselves at ticket offices/information desks.

In order to support the passengers CFR Călători SA continuously analyses the public needs, the degree of train employment, adapting on the permanent basis the formation of their trains to ensure the safety of passengers and company's personnel, equipped with a set of disinfecting materials when the train departs.

The **Slovak Railways** transported 46.7 million passengers in 2020 (–40 % against 2019), including 1.6 million passengers in international traffic (–67 % against 2019).

ZSSK Cargo transported 26.2 million tons of goods in 2020 (29.9 million tons in 2019), including: international traffic – 22.9 million tons, domestic traffic – 3.2 million tons.

As part of the modernisation of infrastructure facilities, the following works were carried out:

- Pezinok station and Ivanka pri Dunaji station – parking places for cars and bicycles;
- ZSR, modernisation of the Puchov – Žilina line up to a speed of 160 km/h, stage I (expected completion – 12/2021);
- modernisation of the Žilina – Kosice railway line, section of the Liptovský Mikuláš – Poprad Tatry (excluded) line, stage 1 (Poprad – Lucivná) (expected completion – 8/2022);
- ZSR, modernisation of the railway line Devínska Nova Ves – state border of the Slovak Republic / Czech Republic (section Devínska Nova Ves (excluded) – Malacky and Kutý (excluded) – state border of SR/CR). The construction will be performed in yellow FIDIC (Design and Build). The agreement entered into force on 10 September, 2020. Estimated completion – 11/2023;
- "ZSR, completion of the construction of Žilina-Teplická marshalling yard and the adjacent railway infrastructure junction in Žilina" (expected completion – 12/2024).

As part of the rolling stock renewal plan for 2020, work was carried out to re-equip freight wagons with LL blocks (quiet wagons). Currently, within the framework of this project, 1500 wagons have been re-equipped (the plan is 2050 wagons by the end of 2021).

Alongside with that, work was continued in 2020 to equip 5000 freight wagons with GPS sensors. As of 2020, 4500 wagons were equipped with GPS sensors.

In 2020, work was carried out to modernise the traction rolling stock of the 210 series (shunting electric locomotives) and 363 series (multi-system electric locomotives). Since December 2020, new models of EJ 660 and 661 (electromotive coaches) have entered service.

As part of the programme for the development of fast-speed and high-speed network for passenger traffic, the following works have been completed:

- ZSR, modernisation of the railway track at the state border of the Czech Republic / Slovak Republic – Kutý – Devínska Nova Ves;
- ZSR, modernisation of the track on the Puchov – Žilina line for speeds up to 160 km/h – Stage I, optimisation (section Puchov – Povazská Teplá);
- ZSR, completion of the construction of Žilina-Teplická marshalling yard and the adjacent railway infrastructure junction in Žilina;



A double-decker passenger train of the Slovak Railways

- ZSR, modernisation of the track on the Liptovsky Mikulas – Poprad-Tatry section of the Žilina – Kosice line – Stage I (Lucivna – Poprad-Tatry section);
 - ZSR, the new railway line Nitra – Trnovce nad Vagom.
- In 2020, ZSSK Cargo continued to implement its activities which began in 2019, by:
- introducing the use of an electronic consignment note in domestic and international traffic (electronic filing is available for all modes);
 - introducing the confirmation of the transfer of liability between carriers when taking responsibility for a wagon at the place of delivery and improving monitoring of the movement of wagons in the EU railway network;
 - managing the volume of railway infrastructure through electronic communications channels between the infrastructure manager and the carrier company through processes such as Route Inquiry, Train Composition and Train Movement;
 - including new versions for the train and cargo order (extended portfolio of information).

As part of the activities to ensure the smooth operation of railway transport in the context of the COVID-19 coronavirus infection pandemic, Methodological Guidelines of the Director General are issued on a regular basis. The following directions are comprehensively presented in the guidelines:

- working hours and working conditions for railway personnel;
- obstacle to work from the part of the employer;
- the right to nutrition;
- new payroll processing system in SAP HR;
- work organisation;
- general information – principles of preventing the spread of the infections transferred by air in the workplace or at home;
- contacts for regional public health offices;
- final tasks, responsibilities and deadlines.

As part of the organisation of work in the workplace, alternative shifts, alternative shifts with low productivity or standard shifts with a limited number of jobs due to local conditions have been introduced. In workplaces with a uniform work schedule, the number of employees was minimised in order to provide the necessary work for a specific workplace. The employees were provided with protective and disinfecting equipment. Some employees were allowed to work remotely from home.

Hygiene measures were regularly carried out at the stations (increased periodicity of cleaning and disinfection of rolling stock/passenger coaches). Depending on the current epidemiological situation, the schedule and conditions of travel by rail were promptly updated.

In 2020, the **Railways of Uzbekistan** carried 6278.974 thousand passengers (26.9 % to the level of 2019), including in direct traffic – 215,162 thousand passengers (24.3 % to the level of 2019).

The passenger turnover amounted to 1794.9 million pass-km (40.9 % to the level of 2019).

The volume of freight traffic in containers amounted to: import – 2,406,840 tons, export – 769,749 tons, transit – 136,487 tons.

In 2020, the new container routes were organised as follows: Sergeli – Karakalpakstan (exp.) – Aktau port (transshipment exp.) – Beyuk-Kasik (exp.) – Akhalkalaki (exp., Georgia), further to Turkey, as well as Sergeli – Khojadavlet (exp.) – Turkmenbashi-I Ferry – Beyuk-Kasik (exp.) – Akhalkalaki (exp., Georgia) further to Turkey.

As part of the infrastructure modernisation programme for 2020, the Andijan – Savay – Khanabad railway section was modernised with the organisation of suburban train traffic and the rehabilitation of 180 km of railway tracks.

In addition to that, since last year, logistics centers have been under construction in the industrial zone of Andijan, Bukhara. The construction and reconstruction was completed of closed-type customs warehouses at the logistics centers of Bukhara, Andijan, Ulugbek, as well as open-type warehouses at the Jizzak, Raustan, Termez, Urgench logistics centers of Uztemiryulcontainer JSC.



The "Afrosiab" high-speed train of the Railways of Uzbekistan

In 2020, the Namangan railway station (Namangan region) was reconstructed and put into operation.

Within the framework of the programme for the acquisition of new rolling stock and modernisation of the existing rolling stock, the following vehicles were procured in 2020:

- 5 electric locomotives from the Novocherkasski locomotive building plant (Russian Federation);
- 4 electric locomotives of the Chinese manufacturing (Dalian, China).

2133 freight wagons were restored with service life extended, modernised and re-equipped.

In 2020, 399 new wagons were produced and 2164 old wagons were modernised.

A total of 12 passenger coaches were procured, of which: MO – 2 coaches, CMO – 9 coaches, CMK – 1 coach.

In addition, it is planned to purchase 26 electric locomotives for freight traffic and 7 – for passenger service.

As part of the “Project for the electrification and organisation of the movement of suburban trains on the section Andijan – Savai – Khanabad”, in 2020 a new railway line with a length of 10.8 km was built between the Savai and Khanabad stations.

As part of the work to ensure the uninterrupted operation of railway transport in the context of the COVID-19 coronavirus infection pandemic, sanitary, hygienic and preventive measures have been taken throughout Uzbekistan Temir Yullari JSC, in particular: at interstate border crossing stations (Ok-Kuprik, Bekabad, Khanabad, Savay, Uchkurgan, Suvonobod, Khojidadavlet, Talimarjan (crossing loop-154), Naimankul, Karakalpakstan, Surkhonobod, Kuvasay, Kudukli, Galaba, Amuzang, crossing loop-449, Pitnyak).

The border crossing process is organised in accordance with the technological procedure adopted for the interstate border crossing stations.

On the **Railways of Ukraine**, the passenger turnover amounted to 10,673.7 million pass-km in 2020, which is 37.6 % of the level of 2019 (28,356.1 million pass-km), which is distributed according to the type of traffic as follows:

- the long-distance traffic amounted to 8319.3 million pass-km, which is 64.4 % less than in 2019 (23,343.1 million pass-km);
- international traffic was 124.9 million pass-km, which is 88.2 % less than in 2019 (1057.1 million pass-km);
- domestic traffic amounted to 8194.4 million pass-km, which is 63.2 % less than in 2019 (22,286.0 million pass-km);
- in suburban traffic the passenger turnover amounted to 2354.4 million pass-km, which is 53.0 % less than in 2019 (5013.0 million pass-km).

To improve the quality of passenger service, the “Ukrzaliznytsia” JSC initiated and implemented a simplified procedure for passing border and customs formalities for a number of trains, which made it possible to reduce the travel time by 30-110 minutes thus having initiated a comfortable travel environment.

One of the specific steps in this direction was the implementation of the experiment of carrying out border and customs control in the international fast-speed trains “Intercity-” No. 705/706 and No. 715/716 on the route Kiev – Przemysl directly en route on the Lvov – Mostiska-II section in both directions. This procedure made it possible to shorten the travel time and create more convenient conditions for the travel of passengers in international traffic between Ukraine and the Republic of Poland.

To increase the number of trains on the specified route and the possibility of carrying out control operations directly at the control point, in accordance with the decree of the Cabinet of Ministers of Ukraine, a control point has been opened at the Lvov station since December 2019.

Alongside with that, the “Ukrzaliznytsia” JSC considered the possibility of carrying out control procedures along the route of train No. 33/34 Mukachevo – Budapest on the Mukachevo-Chop section. In addition to that, in order to reduce the burden at the border check-points, the issue of introducing control procedures directly at control check-points was considered.

For several years, the control point Kiev has been carrying out border and customs procedures for passenger trains: No. 85/86 Kiev – Minsk; since September 2018 – control procedures for train No. 31/32 Kiev – Minsk – Vilnius – Riga; since April 2019, a similar procedure has been applying to train No. 67/68 Kiev – Warsaw.

Under quarantine conditions imposed to prevent the spread of



The new TE33AS diesel locomotive on the Ukrainian Railways (UZ)

COVID-19 pandemic, passenger transportation by rail in 2020 was carried out in accordance with the requirements of the Resolution of the Cabinet of Ministers of Ukraine dated 17 June 2020 No. 500 "On amending certain acts of the Cabinet of Ministers of Ukraine" and the Resolution of the Chief State Sanitary Doctor of Ukraine dated 30 May 2020 No. 31 (as amended by the Resolution of the Chief State Sanitary Doctor of Ukraine on 3 July 2020 No. 39) "On the approval of the temporary recommendations for taking anti-epidemic measures in the organisation of railway traffic during the quarantine period due to the spread of the coronavirus disease (COVID-19)".

In pursuance of the above regulatory documents, the following measures have been introduced in the passenger sector:

1. General cleaning and disinfection of both office and public premises is carried out.
2. In order to maintain safe distance between passengers in the premises of railway stations, boundary lines were drawn on the floor at the windows of ticket offices, station attendants, etc.
3. Announcements are made over the speakerphone about the need to maintain safe distance, create personal space in order to avoid crowding.
4. Work has been organised to minimise crowding, including in waiting rooms, in order to avoid crowds and, depending on local conditions, delimit the flow of passengers at the entrance/exit, to/from the premises, when boarding trains/d disembarking from trains.
5. The number of passengers carried does not exceed the number of seats provided for by the technical characteristics of the coach.
6. The employees who have direct contact with passengers are provided with personal protective equipment (respirator or protective mask). The employees of railway transport without personal protective equipment are not allowed to work.
7. Temperature screening of passengers when boarding the coaches and control if passengers during boarding and along the entire route stay in protective masks is regularly performed.
8. The alcohol antiseptics are provided in passenger coaches for disinfecting the passengers' hands.
9. The train crews are provided with pocket antiseptic dispensers.
10. Each passenger train is provided with liquid soap in the required quantity.
11. Before the start of the work shift, temperature screening is carried out for all employees of the passenger facility. Workers who have a body temperature of more than 37.2 °C or signs of respiratory diseases are not allowed to work.
12. At the points of formation and turnover of trains, after each trip, disinfection treatment of passenger coaches (all surfaces of the cabin) is organised.
13. During the trip, every hour, surfaces, places of passenger hand contact (door handles, seats, folding tables, sinks, etc.) are disinfected with alcohol-based disinfectants with a minimum exposure time according to the instructions.
14. The trains are provided with dedicated packages (containers) for collecting used personal protective equipment for their subsequent disposal/recycling.
15. The coaches contain visual information for passengers in respect to the measures for individual prevention of the COVID-19 coronavirus disease.

The volume of freight traffic by rail amounted to 305.5 million tons of goods in Ukraine in 2020, which is 7.5 million tons or 2.4 % less than in 2019.

The volume of freight traffic in import segment decreased (–6.6 million tons or –15.4 %) to 36.5 million tons, in export direction (–2.8 million tons or –2.5 %) to 113 million tons and in transit traffic (–1.8 million tons or –12.8 %) to 12.5 million tons. Domestic traffic increased (+3.9 million tons, or + 2.8 %) to 143.4 million tons.

In 2020, international container trains and combined transport trains ran through the territory of Ukraine on the following routes:

- Lithuania (Draugiste-Port – Kena) – Belarus (Gudogay – Slovechno) – Ukraine (Berezhest – Odessa/Chernomorsk/Paromnaya/Mogilyev-Podolskiy) – Georgia (Poti/Batumi – Gardabani) – Azerbaijan (Beyuk-Kasik – Alyat)/Bulgaria (Varna – Sofia)/Moldova (Valchinets – Giurgiulesti/Etulia/Ungheni) – Ukraine (Fricatsey/Reni – Reni Port)/Romania (Iasi) – train 'Viking';
- Estonia (Tallinn – Valga) – Latvia (Lugazi – Indra) – Belarus (Bigosovo – Slovechno) – Ukraine (Berezhest – Chernomorsk/Paromnaya/Odessa-Port/Mogilyev-Podolsky) – Moldova (Valchinets – Giurgiulesti/Etulia/Ungheni) – Ukraine (Fricatsey/Reni – Reni-Port) – train 'Zubr';
- China – Kazakhstan (Dostyk/Altynkol – Iletsk) – Russian Federation (Kanisay – Suzemka) – Ukraine (Zernovo – Chop/Izov/Batevo) – Slovakia/Poland/Hungary;
- China – Kazakhstan (Dostyk/Altynkol – Elimai/Iletsk) – Russian Federation (Kartaly/Kanisay – Krasnoye) – Belarus (Osinovka – Goryn) – Ukraine (Udritsk – Izov) – Poland;
- China – Mongolia – Russian Federation (Naushki – Suzemka) – Ukraine (Zernovo – Kiev-Liski);
- China – Mongolia – Russia (Naushki – Suzemka) – Ukraine (Zernovo – Batevo) – Hungary;

- Lithuania (Draugiste-Port – Kena) – Belarus (Gudogai – Slovechno) – Ukraine (Berezhest – Brovary/Odessa-Port);
- Belarus (Goryn/Gantsevichi/Luninets/Zhitkovichi – Goryn) – Ukraine (Udritsk – Vadul Siret) – Romania;
- Russian Federation (Cherepovets-II/Koshty – Suzemka) – Ukraine (Zernovo – Izov) – Poland (Hrubieszow – Zamosc);
- Ukraine (Nizhnedneprovsk-Uzel – Izov) – Poland (Hrubieszow – Sławków).

An important component for simplifying international trade and logistics procedures in Ukraine is the improvement of border crossing procedures. During 2020, the “Ukrzaliznytsia” JSC continued working towards implementation and organisation of information exchange with the State Customs Service under the Agreement on Information Cooperation between the State Fiscal Service of Ukraine and the Ukrainian Railways Joint Stock Company, dated 8 October 2019.

The works are implemented in the following areas:

- simplification and reduction of processing time at border transfer stations for import and transit goods, namely, the provision of the train transfer sheet to the customs authorities in electronic form before the arrival of the train;
- organisation of electronic document circulation for the implementation of the function of delivery of goods to the customs office of destination (to the destination station) with the receipt of an electronic message from the customs authorities about the customs clearance for the goods, serving also as a permit when handed over to the consignee;
- providing the carrier with information about the completed customs declarations for empty wagons belonging to the residents outside Ukraine, imported to enter to the territory of Ukraine as commercial vehicles;
- formation and submission to the customs authorities of Ukraine of the “General Declaration of Arrival” for the possibility of assessing the risks by customs authorities when importing goods into the customs territory of Ukraine.

In 2020, the “Ukrzaliznytsia” JSC performed the renewal of 6669 vehicles of rolling stock for a total amount of UAH 3296.57 million within the framework of the “Programme (forecast) of rolling stock renewal for the period up to 2021”, approved by the decision of the Management Board of the Company as of 29 November 2016, namely:

- procurement of rolling stock – 28 passenger coaches for the amount of UAH 653.00 million;
- overhaul and modernisation of rolling stock – 641 vehicles in the amount of UAH 2643.57 million (including 94 locomotives worth UAH 1187.65 million, 6501 freight wagons worth UAH 1025.15 million, 13 passenger coaches worth UAH 215.47 million, 33 sections of electric multiple units worth UAH 215.53 million).

In order to furnish and equip additionally the railway checkpoints (control points) on the state border of Ukraine works were performed in the amount of UAH 12.02 million in 2020. This includes the checkpoints on the border with the countries of the European Union – in the amount of UAH 8.7 million, involving the modernisation of video surveillance systems, strengthening of external lightning systems, operating repairs of premises and buildings, track maintenance works and others.

On the **Czech Railways**, the volumes of railway freight traffic for the whole year of 2020 showed a decrease in freight services – 59,017 million tons, which is about 8 % less than the level of 2019, and freight turnover – by about 6 %. The fourth quarter even witnessed an increase in the volume of transported goods in tons by 3 %, and the turnover in t-km – by 4 %.

The pandemic had a significant impact on passenger transportation in 2020. In connection with the restrictions introduced in order to prevent the spread of the COVID-19 pandemic and, as a result, a drop in population mobility in 2020, there was a significant decrease in the volume of passenger traffic: by more than 30 % of the total number of passengers transported during the same period in 2019, and by about 40 % in terms of pass-km. The data for the second and fourth quarters show an even more significant drop: during these periods, the number of passengers carried decreased by about half, and the passenger turnover per pass-km decreased even by 60 %.

As part of the modernisation of railway corridor IV, which runs from the state border with Austria through České Budějovice – Tabor – Prague – Usti nad Labem – Děčín to the state border with Germany, the works were continued in 2020 on the Sudoměřice – Votice line (with the planned completion in 2021 of the Tabor – Prague section) and on the Nemanice – Shevetin line (1st stage of construction), as well as the implementation of the 2nd stage of the ETCS system implementation with the planned completion by the end of 2020 on the České Budějovice – Tabor section.

In 2020, the implementation of the project “Optimisation of the railway section Prague – Hostivar – Prague-Central, 2nd stage” was continued with the planned completion in 2021. Thanks to this, the first four-track line on the CD network will be created.

As part of the improvement of the radio communication system over the past period, the implementation of the digital GSM-R standard was completed on the lines Ústí nad Orlicí – Lichkov, Plzeň – České Budějovice, České Velenice – České Budějovice – Horní Dvořiště and Beroun – Plzeň – Cheb. The introduction of the European Train Control System (ETCS) is in progress. The ETCS system was put into trial operation on the lines of corridor No. 1 in the section Kolin – Břeclav – state border with Austria/Slovakia, and the introduction of the ETCS system was completed in the section Petrovice u Karvine – Ostrava – Přerov – Břeclav.

Investment projects for the development of railway infrastructure for suburban traffic and the introduction of

integrated transport systems continued.

In the field of modernisation and development of railway infrastructure, the implementation of the following priority investment projects continued in 2020:

- modernisation of transit railway corridors,
- modernisation of railway junctions,
- modernisation of other lines included in the European railway system/network,
- ensuring the interoperability of railway lines,
- development of suburban transport and integrated transport systems,
- repair and modernisation of railway stations,
- construction of high-speed lines.



In 2020, the Czech Railways continued their large-scale modernisation and reconstruction of railway lines and other infrastructural objects

The modernisation of transit railway corridors (OSJD corridors Nos. 4 and 6, passing through the territory of the Czech Republic, mainly coincide with the Trans-European corridors) is aimed at a qualitative improvement in the railway transport operation in the Czech Republic and a significant reduction in travel time on the important transport routes, especially such as Prague – Ostrava and Prague – Brno. The completed modernisation of the Trans-European Corridor I on the route Břeclav – Brno – Česka Třebova – Prague – Děčín and Corridor II on the route Břeclav – Přerov – Ostrava – Petrovice u Karvinne was followed by the modernisation of corridors III and IV.

In 2020, the reconstruction of the last eight busiest sections of the corridors was continued and will continue to be carried out in the coming years in order to prevent a decrease in section speed, create interoperability parameters and increase the reliability and safety of traffic. The first sections on which the reconstruction began were the sections Velim – Porzycany and Detmarovice – Petrovice u Karvine.

The works were completed at the Praha-Hostivar station and the construction works were continued within the section of Praha-Hostivar – Prague-Vrsovice, which should ensure the contiguity of corridor IV to the Prague junction. The reconstruction of the Negrelli viaduct was completed and the modernisation works at the Brno hl.n. station were completed, the reconstruction of the Plzeň and Cheb junctions continued, and the implementation of the 2nd stage of the project for the reconstruction of the Přerov junction continued. The modernisation of the Pardubice junction has begun and the preparatory work is underway for the construction of the section Prague Main Station (Praha hl.n.) – Prague Smíchov (Praha Smíchov), which will connect corridor III with the Prague junction.

In 2020, the phased reconstruction and modernisation of the railway line Kolin – Havlíčkův Brod – Křižanov – Brno was continued, with the works on some sections already completed. The modernisation of the line section Lysá nad Labem – Čelakovice – Prague Vysočany (Praha Vysočany) and the implementation of an investment project aimed at increasing the traffic speeds between Valašské Meziříčí – Hustopeče nad Bečvou was continued. Preparations were under way for the modernisation of the tracks on the sections Kolin – Nymburk – Všetaty – Ústí nad Labem – Děčín and Plzeň – Domažlice, as well as for laying new tracks on the sections Ústí nad Labem – Most – Cheb and České Budějovice – Plzeň.

During 2020, the preparation of feasibility studies for the organisation of fast-speed and high-speed traffic on the sections Prague – Dresden, Prague – Brno – Břeclav and Brno – Přerov – Ostrava was gradually completed. In cooperation with the Polish side, a developer was selected basing on the results of an open tender to prepare a feasibility study for organising high-speed traffic on the route from Prague through Hradec Králové (Czech Republic) to Wrocław (Poland).

The **Estonian Railway** transported 11.534 million tons of goods in 2020, which is 12.7 % less than in 2019. In international traffic, 10.190 million tons of goods were carried (–8.3 % against 2019).

In 2020, 6.002 million passengers were transported, which is 28.4 % less as compared to the level of 2019, with 265.420 million pass-km reached (–32.2 % against 2019). In the direct international traffic (passengers are counted according to the date of sale of travel documents), 7760 passengers were transported, which is 93 % less than in 2019.

In 2020, 11 freight wagons were purchased becoming part of property of legal entities.

One of the strategic goals of the Estonian National Railway Company Eesti Raudtee is to increase the speed of passenger trains movement in the directions of Tartu and Narva. For this purpose, a major overhaul repair of the track was carried out within the sections Tapa – Narva and Tapa – Tartu. The construction works have begun for straightening

the curved sections and building a new bridge over the Emajõgi River.

The main investment activities of Eesti Raudtee were focused on the automation of traffic control processes, modernisation of safety systems, adding to the capacity of railway, increasing the speed of train movement, as well as on the electrification.

As part of the work to ensure the smooth operation of railway transport in the context of the COVID-19 coronavirus infection pandemic, the following measures were taken during 2020:

- personal protective equipment was distributed among its employees to prevent the spread of the virus;
- the majority of office employees were transferred to remote work from home;
- meetings were held on virtual platforms;
- daily reviews of the situation in the country and within the company were prepared.

The OSJD activities for the development, approval, improvement and updating of legal, regulatory and technical documents ensure the creation and functioning of a unified legal framework in international railway traffic between the OSJD member countries, which provides conditions for implementing the tasks facing the OSJD for the development of international railway transport, including the conrail and combined ones, in communication between Europe and Asia and for increasing the competitiveness and attractiveness of railway transport, even irrespectively of the conditions constantly changing throughout the world.



The Stadler FLIRT state-of-the-art passenger electric train at the Tallinn-Baltic railway station (Estonia)

1.

Status of OSJD Activities by Subjects



1.1. Transport Policy and Development Strategy

In 2020, work was in progress on the implementation of the Comprehensive measures aimed at the improvement of transportation and development of OSJD transport corridors and the facilitation of border crossing procedures for international railway passenger and freight traffic and also at an increase in the competitiveness of railways to invoke additional volumes of international transit traffic and provide a model shift in favour of carriage by rail on the transport market.

In the reporting year, the combined information of OSJD member countries on the implementation of the Comprehensive plans for the improvement of transportation and development of OSJD railway transport corridors 1-13 until 2020, according to the approved templates was considered and agreed for its subsequent submission to the OSJD Ministerial Conference.

Draft OSJD Leaflet O+R 302 "Regulation for forming and completing the Comprehensive plan for the improvement of transportation and development of an OSJD transport corridor" and Leaflet O+P 303 "Regulation for forming and completing the technical and operational certificate of an OSJD railway transport corridor" were finalised.

A procedure was initiated to approve the above-mentioned draft OSJD Leaflets according to the rules stipulated in paragraph 2, Article IV of the OSJD Committee Regulation.

The development of new Comprehensive plans for the improvement of transportation and development of OSJD transport corridors 1-13 for a ten-year period until 2030 was scheduled after the approval of draft Leaflet O+R 302 "Regulation for forming and completing the Comprehensive plan for the improvement of transportation and development of an OSJD transport corridor".

Work was in progress on the implementation of provisions of the Memoranda for cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors 1-13. It was noted that the provisions of the Memoranda were implemented by the OSJD member countries which are parties to the corridors in the course of meetings of the OSJD working bodies, and also as part of work on the technical and operational passports and Comprehensive plans for the improvement of transportation and development of OSJD transport corridors 1-13.

Turkmenistan suggested modifying the Memorandum of cooperation in the field of technical, operational and commercial development of railway corridor No. 10 of the Organisation for Co-Operation between Railways as follows:

- The main direction is as follows: Odessa – Ilichevsk- Džurdžuleš' – Constanta – Varna – Burgas – Poti – Tbilisi – Baku – Turkmenbashi – Bereket – Altyn Sahra (the former Saparmurat Turkmenbashi) – Bukhara – Dzhizak – Havaet – Tashkent – Arys – Lugovaya – Aktogai;
- Branch 10 "k" is as follows: Bereket – Gyzylgaya – Serkhetyaka – Bolashak – Uzen – Aktau-port – Bereket – Etrek – Akyala – Incheburun – Gorgan;
- Branch 10 "l" is as follows: Zerger – Kerki (the former Atamurat) – Amyderya – Sidetrack 161m – Surhanobod – Termez – Galaba – Khayraton – Dushanbe – Kurgan Tyube;
- Branch 10 "m" is as follows: Mary – Serhetabat – Turgundi.

A request was made to the countries which are parties to OSJD railway transport corridor No. 10 to inform the OSJD Committee on their positions as to the above-mentioned proposal made by Turkmenistan.

The Republic of Kazakhstan supported Turkmenistan's proposal to modify the said Memorandum at the annual meeting.

The possibility to connect the railway lines to the OSJD railway transport corridors was studied and considered. In particular, the annual meeting participants requested the delegation from Turkmenistan to submit to the OSJD Committee its information on the proposed railway lines in order to connect them to OSJD railway transport corridors Nos. 6 and 8.

Parties to OSJD railway transport corridor No. 9 apprised the Commission meeting participants that the earlier scheduled consultative meeting on the issue of connection of new railway lines to OSJD corridor No. 9 had not been held due to deterioration of the epidemiologic situation. The said consultative meeting was scheduled to be held at the beginning of 2021.

The expert meeting on the development of measures aimed at the facilitation of border crossing procedures for international railway traffic in the Eurasian area heard the reports and presentations delivered by the representatives from OSJD member countries, which were dedicated to the reasons for delays of passenger trains and yard time of



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



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

freight wagons at the border stations, as well as progress of work on the implementation of measures aimed at facilitation of border crossing procedures.

The working body of the OSJD Commission on Transport Policy and Development Strategy combined the information submitted by OSJD member countries on the reasons for delays of passenger trains and yard time of freight wagons at the border stations for 2019 and on the development of measures aimed at facilitation of border crossing procedures.

Draft templates were deliberated for the submission of information "Analysis of delays of passenger trains for border crossing" and "Analysis of uncoupling/yard time of freight wagons for border crossing", and a task was assigned to finalize them in 2021.

It was decided that it was not expedient to develop the draft Leaflet "Registration methodology for delays and yard time of freight wagons at the border stations" due to the fact that it was not possible for the OSJD member countries to develop a single registration methodology of delays and yard time of freight wagons at the border stations.

On the basis of information submitted by the OSJD member countries, a combined information material was prepared as to the implementation of provisions of the Declaration adopted by the VIII Inter-Agency Conference "Best practices in border crossing by railway transport".

The IX Inter-Agency Conference was scheduled to be held 2021 on the issues of border crossing by railway transport.

The meeting participants took note of information submitted by the OSJD member countries with regard to progress of work on the implementation of Annex 9 "Facilitation of border crossing procedures for international railway traffic in the Eurasian area".

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

Information and presentations delivered by the OSJD member countries were heard with regard to the aspect of the strategic development of railway transport in the abovementioned countries.

Experiences and opinions were exchanged on the key strategic aspects of development of railway transport in the OSJD member countries.

The working body of the OSJD Commission delivered at the Commission's meeting its combined information material on a common Form for the submission of information on the strategic development of railway transport of the OSJD member countries on the basis of information submitted by the OSJD member countries.

The Round Table to discuss the results and plans of railway transport reforms implemented by the OSJD member countries, which was scheduled to be held in 31 March 2020, was deferred until 2021 due to the pandemic of the COVID-19 coronavirus.

Given that some OSJD member countries have not submitted their information in full, and certain graphic and foto materials are missing, the Handbook of the strategic development of railway transport of the OSJD member countries has not been published.

In pursuance of the provisions of the Memorandum of Understanding signed between the OSJD and ERA and in accordance with the Work Plan, the OSJD/ERA Contact group held three meetings in 2020, at which the following subjects were discussed:

- Analysis of the parameters relevant for preservation of the technical and operational compatibility in the subsystem "Telematic Applications for Freight (TAF)".
- Analysis of the parameters relevant for preservation of the technical and operational compatibility in the subsystem "Noise". Work on the said document was completed, and it is prepared for its publication on the websites of the OSJD and ERA (Version 1.0 FINAL).
- Update of the analysis of parameters for the "Energy" subsystem.
- Update of the analysis of parameters for the subsystem "Locomotives and multiple-unit rolling stock" and "Passenger coaches".

Exchange of appropriate information and practical experience was conducted in order to coordinate measures aimed at preservation and improvement of the existing technical and operational compatibility and provide seam-



Annual meeting of the OSJD Commission on Transport Policy and Development Strategy (13-16.10.2020, OSJD Committee, using the videoconferencing mode)



Meeting of the OSJD/ERA Contact Group (21-23.01.2020, OSJD Committee)

less international railway traffic (including trans-border transport services and their safety and security).

The information materials were finalised with regard to the “Main statistical data of railway transport” for 2019, including the operational performance indices of OSJD railway transport corridors No. 1-13 for 2019 on the basis of the data submitted by the OSJD member countries.

The “OSJD Bulletin of Statistical Data on Railway Transport for 2019” was published.

The following work was carried out for considering and agreeing the terminology of OSJD Leaflet R 305/1 “OSJD Glossary”, and it was decided to continue considering the following

100 terms of OSJD Leaflet R 305/1 “OSJD Glossary”.

The draft calculation methodology for the index “Volume of Train Operation with account of Locomotive Weight” was agreed, being prepared on the basis of comments and proposals from the OSJD member countries by the leading duty holder from the Russian Federation.

It was decided to include the Draft calculation methodology for the index “Volume of Train Operation with account of Locomotive Weight” in OSJD Leaflet R 307 “Common calculation methodology for the basic performance indices of the railways of the OSJD member countries” and approve it in accordance with the procedure stipulated in paragraph 2 of Article IV of the OSJD Committee Regulation.

In 2020, the Scientific, Technical and Economic Data Centers of OSJD member countries continued forming and developing their national databases of scientific, technical and economic information, the aggregate of which constitutes the OSJD international distributed data bank (OSJD ADB).

In 2020, activities were implemented as follows:

1. Replenishment of the OSJD international distributed data bank on transport by STEI Centers at national level.
2. Exchange of scientific, technical and economic information between the STEI Centers of the OSJD member countries.
3. Finalisation of information on activities of the technical libraries of the OSJD member countries.
4. Forming the bibliographic directories on the following subjects:
 - “Modern technologies to provide safety of goods on railway transport”;
 - “Development of diagnostics and monitoring of railway transport infrastructure locations”.
5. Forming the directory of information (periodical publications, electronic databases etc.) applied in the information-library activity.
6. Development and support of the STEI Centers of the OSJD member countries on the websites of the OSJD via the Internet.
7. Update of the electronic version of the Address book of the STEI Centers of the OSJD member countries.

The leading duty holder from the Russian Federation conducted an analysis of replenishment and use of the international distributed data bank of STEI in 2019 on the basis of the data submitted by the STEI Centers of the OSJD member countries being involved in the subject.

The total amount of scientific, technical and economic information in the international distributed data bank was equal to 4,031,825 documents as of 30 December 2019 (+64.2 % as com-



Expert meeting on the subject “Strategic development of railway transport in the OSJD member countries” (18-20.01.2020, OSJD Committee)



Expert meeting on the subject "Improving the transportation and developing the OSJD railway transport corridors" (16-19.06.2020, OSJD Committee, in videoconferencing mode)

- The total number of requests made to the OSJD ADB was equal to 644,478 (+77.2 % as compared to the amount of 2018);
- The summarised number of documents distributed by the OSJD ADB (the number of documents found in the ADB and distributed at the users' requests) amounted to 4,521,090 in 2019 (+21.0 % as compared to the amount of 2018).

The leading duty holder from the Republic of Kazakhstan brought to the meeting participants' notice its combined information on the activity of technical libraries of the OSJD member countries on the basis of information submitted by the Republic of Azerbaijan, Republic of Belarus, Republic of Kazakhstan, People's Republic of China, Kyrgyz Republic, Lithuanian Republic, Republic of Moldova, Mongolia, Republic of Poland, Russian Federation, Slovak Republic and Ukraine.

The possibility of updating was assessed for the OSJD Leaflet O 905/2 "Rules for processing the data to be included in the OSJD international distributed data bank (OSJD ADB)" in view of harmonisation with the current international standards.

It was noted that most of the national data banks of the countries being involved in the said subject had functioned within the limits of the corporate computing networks in accordance with the security policy of the national railway companies. This fact makes it impossible to implement in practice the provisions of the OSJD Leaflet O 905/2 in part of the inter-system exchange of information between the parties involved in the said subject. Moreover, the structure of the input format of the OSJD Leaflet O 905/2 does not comply with the current standards in the field of creation and development of automated systems, databases and databanks of STEI, strictly regulating them, which contradicts the applied national communicating formats of the OSJD member countries.

In this regard, the Commission's meeting participants requested the OSJD Committee to cancel the OSJD Leaflet O 905/2 "Rules for processing the data to be included in the OSJD international distributed data bank (OSJD ADB)" in accordance with procedure established.

The leading drafters from the Republic of Belarus and Russian Federation prepared the summarised bibliographic directories on the following subjects:

- "Modern technologies to provide safety of goods on railway transport";
- "Development of diagnostics and monitoring of railway transport infrastructure locations".

The drafted summarised bibliographic directories were submitted to all the working bodies of the OSJD Committee.

It was stated that it was expedient to continue the said work. The subjects of the following joint bibliographies were discussed. After discussions conducted, the subjects for development in 2021 were adopted as follows:

1. Reduction of operational costs: an innovative approach.
2. The world's experience in organisation of railway traffic under the pandemic conditions.
3. Application of geo-information technologies in controlling the railway infrastructure.

The Address Book of the STEI Centers has been updated.

pared to the amount of 2018).

The summarised annual gain of national documents in the international distributed data bank amounted to 81,282 documents in 2019 (+23.5 % as compared to the amount of 2018).

In 2019, the subscribers-users of the international distributed data bank of the STEI Centers of the OSJD member countries included 72,460 specialists (+188.3 % as compared to the amount of 2018):



Consideration of the agenda items of the annual meeting of the OSJD Commission on Transport Policy and Development Strategy (13-16 October 2020, OSJD Committee, in videoconferencing mode)

1.2. Transport Law

In the reporting year the OSJD Commission on Transport Law carried out its activity on the basis of the Work Plan of the Commission for 2020, 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 3-6 December 2019, as well as Work Programme for 2020 on the following subjects:

1. Improvement of SMPS and SI to SMPS.
2. Update of OSJD Leaflets regulating the international railway passenger transport services.
3. Improvement of SMGS and SI to SMGS.
4. Handling of work in the field of transport of dangerous goods.
5. Development of technical conditions for stowage and fastening of goods.
6. Improvement of Annex 6 "CIM/SMGS Consignment Note Manual (GLV-CIM/SMGS) to SMGS".



Chairman of OSJD Commission on Transport Law
Mykola Nosenko

The Commission's two expert meetings on SMPS issues and a meeting on SMPS issues were scheduled to take place in 2020. Due to the measures taken by the Government of the Republic of Poland to prevent the spread of the coronavirus (COVID-19), the Commission's expert meeting on SMPS issues, which was planned for 24-26 March 2020 at the OSJD Committee, was cancelled. The Commission's expert meeting on SMPS issues, scheduled for 8-10 September 2020 in Gdansk (Republic of Poland), was held on 1-3 September 2020 in the videoconferencing mode. And the Commission's meeting on SMPS issues took also place in the videoconferencing mode on 24-26 November 2020.



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

The meetings of 2020 discussed the SMPS and SI to SMPS amendment proposals submitted by the Parties to SMPS.

The Commission's meetings on SMPS issues have finalised and agreed the following amendments to SMPS:

- In Article 2 "Definitions", the term "luggage" is newly edited.
- A new Article "Application of national law" is added to Section I.
- Amendments are made to paragraph 6 of Article 5 "Contract of carriage". They specify the conditions for the carrier's handling the recourses made by passengers and consignors. Paragraph 7 was newly edited. New paragraphs 8 and 9 are added to the Article.
- The wording of paragraphs 4 and 6 of Article 6 "Travel documents" is changed.
- Paragraph 1 of Article 9 "Conditions of validity of travel tickets" is modified in part of ticket validity periods.
- New paragraph 3 was added to Article 11 "Terms and conditions of carriage of children", with changing the numbering of the following paragraphs respectfully.
- New provisions are added to paragraph 1 of Article 12 "Carriage of persons with reduced mobility (PRM)", which regulate the languages for the submission of information and have a reference to paragraph 3. New norms were added to paragraph 4, which make it possible for the carrier to determine the deadline for an application to be filed when there is a need to use a special coach designed for carriage of PRM.
- Paragraph 3 of Article 15 "Carriage of hand-luggage and animals" was re-worded so that the carriage conditions of hand luggage exceeding the established norms are specified in detail.
- In paragraph 1 of Article 16 "Items not allowed for carriage as hand luggage", the word "harm" is substituted for the word "damage".
- The wording of paragraph 2 of Article of 17 "Change in the travel route of a passenger. Delay or cancellation of trains" is changed.
- Article 19 "Confirmation of non-fulfillment or amendment of terms of the contract for carriage" is ruled out. Some of its provisions are transferred to Article 5 "Contract of carriage".
- The wording of Article 20 "Carriage documents" is modified for the improvement of the list of the main particulars about carriage included in the Luggage receipt.
- The wording of paragraph 4 of Article 22 "Conditions for acceptance of luggage for carriage" is improved.
- The arrangement of paragraphs 4-7 of Article 24 "Declaration of the value of luggage" is changed.
- The wording of Article 27 "Carriage documents" is improved.
- Paragraph 5 of Article 29 "Conditions of acceptance of load-luggage for carriage" is newly edited.
- Paragraph 1 of Article 34 "Calculation and collection of carriage charges" is improved.

- The passenger's, consignor's forced reasons when the contract of carriage is modified are described in detail in paragraph 3 of Article 35 "Refund of carriage charges".
- New provisions are added to Article 36 "General prescriptions governing the liability of carriers", which allow the carriers to conclude with one another separate bilateral or multilateral agreements stipulating their liabilities to passengers for a connection delay or cancellation of a train as well as a direct coach.
- Article 38 "Compensation in the event of damage to the life or health of a passenger" is ruled out, and its provisions are transferred to



The AWG meeting on the document of title of the Commission on Transport Law (25-26.02.2020, OSJD Committee)

- Article 37 "Carrier's liability in the event of damage to the life or health of a passenger".
- The wording of paragraph 3 of Article 39 "Liability for delay in the delivery of luggage and load luggage" is improved.
- A name is added to Article 41 as follows: "Liability of the passenger and the consignor for a damage caused to the carrier and third parties", paragraph 2 of Article 41 is ruled out.
- New Articles are added to Section VII as follows: "Liability of the passenger for the ticketless travel" and "Liability of the passenger and consignor for the observation of Customs and other regulations".
- The wording of Article 44 "Service Instructions to this Agreement" is improved.
- The reworded Article 45 "Customs and other regulations" is transferred to Section VII.
- Article 46 "Application of national legislation" is transferred to Section I.
- The wording of Article 49 "Administrative matters" is improved.
- The name of Article 50 "Parties to this Agreement" is modified.
- Article 52 "Effective term of this Agreement" was divided into two Articles "Entering into force" and "Validity period of this Agreement", which are put down in a new wording.
- In Annex 2 "Address list of the organisations handling the claims", the data concerning the Republic of Lithuania, Mongolia and Republic of Estonia are written in a new wording.

In the SI to SMPS, the following modifications are made:

- The wording of subparagraph 2.3 of paragraph 2 "Completion of the travel documents" is changed.
- In paragraph 3 "Additional regulations for the issuance of travel documents", the first four subparagraphs are newly edited to improve the provisions of the said paragraph.
- A new paragraph 5 "Organisation of carriage of persons with reduced mobility" is added to the SI to SMPS.
- The wording of the second subparagraph of Item 1 of paragraph 6 "Acceptance of luggage for carriage" is improved.
- In Annex 1 "List of codes for SMPS member countries as well as specimens of travel and carriage documents", the data concerning the Republic of Lithuania are newly edited. A new specimen is added to Item 2.9 "Control ticket".

The amendments to SMPS and SI to SMPS agreed and adopted in accordance with the established procedure are in the plan to enter into force from 1 May 2021.

In 2020, work was completed on preparation of draft document "Guide. Documents regulating international railway passenger traffic". The prepared Guide is made available on the OSJD Website.

In the course of 2020, the working body of the Commission exchanged information about work carried out on the improvement of documents of international transport law regulating the carriage of passengers in international railway traffic with OTIF, CIT and DG MOVE.

On 1 May 2020, the amendments to Leaflet O 111 "Rules for the Distribution and Use of the OSJD Privilege Tickets and Single-Use Free Tickets" entered into force which were adopted in 2019 and approved in accordance with the established procedure. The OSJD Committee being responsible for the management of Leaflet O 111 prepared and presented its new XIV edition to all OSJD member countries.

Respective amendments were made to Annex 5 of the said Leaflet in accordance with the provisions of Section III "Information on the Distribution and Use of the OSJD Privilege Tickets and Single-Use Free Tickets" of Leaflet O 111 and on the basis of letter No. 34/2019-530-MULT/2 dated 13 May 2020 from the Ministry of Transport of the Czech Republic, and letter No. DTK-7.4602.115.2020 dated 20 August 2020 from the Ministry of Infrastructure of the Republic of Poland.

The text of the XIV edition of Leaflet O 111 with its amendments made is made available on the OSJD Website.

In 2020, work was in progress as to updates of Leaflet O 111. The issues of revision of Leaflet O 111 provisions were included in the agenda of all expert meetings and Commission's meetings on the SMPS issues organised in 2020.

Amendment proposals were considered and agreed to Item 9 of Subsection B "Rules for use of OSJD single-use free tickets" of Section II "OSJD single-use free tickets" in Annex 3 "A sample of the OSJD single-use free ticket" and in Annex 5 "Information on the use of OSJD privilege tickets and single-use free tickets" of Leaflet O 111.

The amendments were submitted to the OSJD Ministerial Conference for approval in accordance with the procedure established in paragraph 2 of Article IV of the OSJD Committee Regulation and were in the plan to enter into force from 1 May 2021.

In 2021 work on the updates of Leaflet O 111 will be in progress.

The Commission's two expert meetings on SMGS issues and the Commission's meeting on SMGS issues were scheduled for 2020. Due to the measures taken by the Government of the Republic of Poland to prevent the spread of the coronavirus (COVID-19), the Commission's expert meeting on SMGS issues scheduled to be held on 14-16 April 2020 was cancelled. The Commission's expert meeting on SMGS issues (29-31 July 2020) and the Commission's meeting on SMGS issues (20-23 October 2020) were held in the videoconferencing mode.

The issues of the improvement of SMGS and SI to SMGS were discussed at the abovementioned meetings.

As a result of discussion of the amendment proposals submitted by the Parties to SMGS, the following amendments to SMGS were agreed:

- In paragraphs 6.4 and 37.8 of Annex 1 "Rules for carriage of goods" to SMGS, those that specify the consignor's involvement in loading of goods and the consignee's activities when the goods are delivered .
 - In paragraph 6 of Annex 6 "CIM/SMGS Consignment Note Manual (GLV-CIM/SMGS) to SMGS", those related to correction of information of the sample of page six (6) of the CIM/SMGS Consignment Note.
- The Commission's meeting on SMGS issues also agreed the amendments to the Items of SI to SMGS:
- The wording of the first sentence of Item 10.3 is changed to specify the grounds used for completing the transfer note.
 - The wording of Item 10.10 is changed to include a reference to Article 28 "Obstacles to carriage and delivery of goods" of SMGS.

In the reporting period, two meetings of the Commission's Ad Hoc Working Group on negotiable documents of title were held on 25-26 February and 27-28 July. And the second meeting took place in the videoconferencing mode.

The abovementioned meetings considered Comprehensive information materials as to practice of use of negotiable documents of title, and a proposal on their deployment submitted by the leading duty holder from the People's Republic of China.

An analysis of international experience was conducted with regard to a consignment note provided with the function of a negotiable document of title. An analysis of SMGS provisions was also conducted to define the aspects hindering the solution of issues of a negotiable document of title.

The issue of selection of an approach was discussed to develop a negotiable document of title.

The result of work carried out became the selection of an approach specifying the development of an annex to SMGS stipulating a form of a negotiable document of title, the ground and procedure for its application.

Work is also commenced to prepare draft amendments to SMGS aimed at the solution of issues of a negotiable document of title.

In this respect, some definitions were discussed, relating to a negotiable document of title.

In 2020 the Commission's meeting on SMGS issues agreed, at the request of the Party to SMGS from the Republic of Kazakhstan, the decision on creation of the Commission's Ad Hoc Working Group on railway and waterway traffic, and the objectives and tasks of the AWG on railway and waterway traffic were identified.

The objective of the AWG on railway and waterway traffic is to develop draft amendments to SMGS and SI to SMGS



The meeting of the AWG of the OSJD Commission on Transport Law on the Rules for the Transportation of Dangerous Goods (25-28.02.2020, OSJD Committee)

aimed at the solution of issues relating to the carriage of goods under a single consignment note when the consignment is moved in several sections of the route connected with waterway sections.

The tasks of the AWG on railway and waterway traffic are as follows:

1. identification of the problems occurred when the carriage of goods is implemented by means of railway transport and waterways provided that the goods are not moved from the departure station to the destination station in a wagon or by waterways on their own axles (railway-ferry traffic);
2. conducting an analysis of international experience in organisation of carriage of goods in combined traffic;
3. conducting an analysis of SMGS provisions and identification of the provisions requiring amendments to achieve the set objective;
4. preparation of draft Comprehensive amendments to SMGS and SI SMGS.

The parties to SMGS from the following countries decided to get involved in the activities of the AWG: Republic of Azerbaijan, Georgia, Republic of Kazakhstan, People's Republic of China, Republic of Poland, Russian Federation, Ukraine and an OSJD Affiliated Enterprise PLASKE JSC.

A Party to SMGS from the Republic of Kazakhstan became the leading duty holder of the AWG.

The meeting of Plenipotentiaries (1-4 December 2020) adopted the decision to set up an AWG.

In pursuance of the aforesaid, the AWG will start its work in 2021.

In the course of 2020, two meetings of the AWG in the field of transport of dangerous goods, an expert meeting and the Commission's meeting in the field of transport of dangerous goods were held. All the above-mentioned meetings but for the meeting of the AWG (25-28 February 2020) were organised in the videoconferencing mode due to the measures taken by the Government of the Republic of Poland to prevent the spread of the coronavirus (COVID-19).

The participants in the said meetings continued their work to update the Rules for the transport of dangerous goods (Annex 2 to SMGS) in accordance with amendments made in international and national regulations for the transport of dangerous goods in view of railway operation specificity in the OSJD member countries.

Amendments were also finalised and agreed to Annex 2 to SMGS in part of:

1. General provisions.
2. Categorisation.
3. List of dangerous goods, special provisions and exemptions for limited and exempted quantities.
4. Provisions concerning packaging and tank-wagons.
5. Departure procedures.
6. Requirements for manufacture and testing of packaging, intermediate bulk containers (IBC), large-size containers and tanks.
7. Provisions concerning the conditions for carriage, loading, unloading and handling.

Amendments were also considered and agreed to the List of normative-regulatory documents, which are additionally applied in order to comply with the requirements of Annex 2 to SMGS.

The said amendments to Annex 2 to SMGS and the List underwent the established procedure and will enter into force from 1 July 2021.

Special attention was attached and much time was devoted to development of draft Chapter 6.20 relating to the requirements for the design or construction of wagons and tanks.

Chapter 6.20 as well as amendments hereof to other parts of Annex 2 to SMGS were agreed in view of the transitional measure and would enter into force from 1 July 2022.

In 2020 the experts of OSJD Members and OSJD Committee's representative took part in the joint meetings of the RID Committee of experts and the working group WP.15 as well as in the RID Committee of experts, at which the RID and SMGS harmonisation issues, relating to transport of dangerous goods, were also discussed.

The Commission's two meetings of the AWG on development of technical conditions for stowage and fastening of goods, the Commission's meeting



Meeting of the OSJD Commission on Transport Law in the field of updating the SMPS Agreement and SI to SMPS (24-26.11.2020, OSJD Committee, using videoconferencing mode)

of experts on development of TC and the Commission's meeting of experts on development of TC were scheduled for 2020. Due to the measures taken by the Government of the Republic of Poland to prevent the spread of the coronavirus (COVID-19), the AWG meeting on development of TC scheduled for 24-26 March 2020 was cancelled. The AWG meeting on development of TC (2-4 June 2020), the expert meeting on development of TC (18-21 August 2020), the Commission's meeting on development of TC (17-20 November 2020) were held in the videoconferencing mode.

The following amendments will be included in Annex 3 "Technical conditions of stowage and fastening of goods", which were discussed and agreed at the abovementioned meetings:

- Chapter 3 "Stowage and fastening of metal products and scrap metals";
- Chapter 12 "Stowage and fastening of road trains, automobiles, semi-trailers, trailers, tractors, demountable bodies".

The amendment underwent the established procedure and would enter into force from 1 July 2021.

The text of the leaflet was also discussed and finalised "Stowage and fastening of goods in large-tonnage containers". The Leaflet is of mandatory-recommendatory nature and stipulates the principles and methods for stowage and fastening of goods in large-tonnage containers 20 feet, 30 feet, 40 feet and 45 feet long meeting the ISO standard requirements.

The Leaflet text is drafted in view of comments and proposals submitted by the Parties to SMGS. The Leaflet has been put forward to the XLVIX session of OSJD Ministerial Conference for approval.

In pursuance of the decision under sub-item 7 of item 1.4 of the agenda of the XLVIII session of the OSJD Ministerial Conference, the OSJD Committee has concluded an agreement with the subject duty holder Joint Stock Company "Scientific Research and Design Institute of Information, Automation and Communication on Railway Transport" (NIIAS JSC) for development of amendments to Chapters 1 and 2 of Annex 3 to SMGS in part of stowage and fastening of goods in the zonal gauge on wagons with a base more than 9720 mm (13,900, 14,400, 14,720, 18,500 mm etc.) in order to include them in Annex to SMGS. This work is scheduled for completion in 2021.

The organisation process of special financing to complete work on subject "Development of technical conditions for stowage and fastening of goods in the wagons of 1520 mm gauge" will be going on.

Under the OSJD and CIT project "CIM/SMGS transport law harmonisation", taking into account the measures taken by the Government of the Republic of Poland and Switzerland to prevent the spread of the coronavirus (COVID-19), the CIM/SMGS expert meeting and the meeting of the CIM/SMGS Steering group were held in the videoconferencing mode in 2020.

At those meetings, work was carried out on preparation, consideration and correction of amendments to Annex 6 to SMGS, concerning information of the sample of the sixth page (6) of the CIM/SMGS Consignment Note (item 19 of Annex 6 to SMGS).

The amendments were finalised and agreed at the Commission's meeting on SMGS issues. They underwent the established procedure and would enter into force from 1 July 2021.

The meetings within the aforesaid OSJD and CIT project discussed the issues concerning the new routes in international railway traffic under CIM/SMGS Consignment Note, the issues of standardisation of statistical data on the application of the CIM/SMGS Consignment Note, implementation of pilot services under the CIM/SMGS Consignment Note, including those relating to postal consignments by the Internet.

The participants in the said meetings noted the need to develop a common set of digital data for the SMGS consignment note, CIM consignment note and CIM/SMGS Consignment Note to provide a seamless electronic exchange of data.

In 2021, work will be in progress to improve Annex 6 to SMG and promote wider application of the CIM/SMGS Consignment Note.



Meeting of the OSJD Commission on Transport Law on the subject "Technical requirements for stowing and securing of goods" (Annex 3 to SMGS) (17-20.11.2020, OSJD Committee, using the videoconferencing mode)

1.3. Freight Traffic

In 2020, the OSJD Commission on Freight Traffic carried out its activities in the following areas:

- organisation of combined, intermodal, and multimodal international transport operations;
- amending and updating the Agreement on the Organisation of Combined Transport Operations on Europe-Asia-Europe Routes;
- improvement of international agreements on transit freight tariffs, and updating terms and conditions of tariffs for transit freight transport operations;
- harmonisation of the uniform system of freight description and coding used in international railway transport operations on railways of OSJD member countries;
- organisation of international railway transport of freight in containers; planning and organisation of seamless operation of block container trains in Eurasia;
- development and organisation of international transportation of postal items by rail;
- organisation of railway freight transport operations based on the use of the CIM/SMGS Consignment Note;
- design and coordination of international freight train schedules;
- coordination of freight volumes in international traffic;
- cooperation with international organisations in the field of freight transportation with a view to improving the efficiency of railway transport, strengthening the competitive position of international railway transport, and enhancing transport and logistics services.

Within the remit of the Commission, these topics were discussed at meetings held as scheduled by the Commission's Work Plan for 2020.

Within the topical area "**Organisation of international combined transport operations**," experts worked to improve the Agreement on Organisational and Operational Aspects of Combined Transport between Europe and Asia, and to update the Annexes to the Agreement.

In its capacity of the depositary for the Agreement, the OSJD Committee made the following announcements:

- in view of no objections raised by the interested Parties to the Agreement, and in conformance with the procedure set forth in paragraph 2, Article 11 of the Agreement, an announcement on coming into effect as of 23 September 2020 of the agreed amendments to Annex I "Railway lines that have particular importance for international combined transport operations," and to Annex II "Facilities that have particular importance for international combined transport operations" to the Agreement;
- on putting into effect as of 1 October 2020, in conformance with the procedure set forth in paragraph 1, Article 20 of the Agreement, of amendments to Annex III "Technical specifications of railway lines that have particular importance for international combined transport operations," and to Annex IV "Performance characteristics of transport operations and minimal requirements to the infrastructure" to the Agreement as approved by the XLVIII session of the OSJD Ministerial Conference held as an online videoconference organised by the OSJD Committee on 28-30 September 2020.

Members of the OSJD Commission on Freight Traffic prepared and posted on the OSJD Website the updated text of the Agreement as of 1 October 2020 that incorporated the announced amendments to Annexes I, II, III, and IV to the Agreement.

The topic was also discussed at a meeting of the Commission's experts on 14-15 July 2020 that was organised as an online videoconference by the OSJD Committee. The meeting reviewed the proposals made by the Ministry of Infrastructure of Ukraine as a Party to the Agreement. The proposals were adopted and put into effect on 23 September 2020 in compliance with the procedural requirements of paragraph 1, Article 11 of the Agreement.

Discussions of the topic "Conducting a study of terminology used in combined, intermodal, and multimodal trans-



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



Final meeting of the OSJD Commission on Freight Traffic (6-9 October 2020, OSJD Committee, Warsaw, in videoconferencing mode)

port operations (TCIMT)” that took place during the online consultative meetings organised by the OSJD Committee from Warsaw involved experts from UN ESCAP, representatives of the OSJD affiliated enterprises Association of Higher Schools of Transport (RUT/MIIT) and PLASKE JSC, and the Commission’s members.

The consultative meetings reviewed materials presented by experts from UN ESCAP, the Association of Higher Schools of Transport (RUT/MIIT), PLASKE JSC, and members of the Commission. During the meetings, experts shared their views on international terminological sources such as international conventions and agreements, including terminological glossaries of international organisations, national laws and regulations, research articles, etc. that would be used for the purposes of TCIMT systematisation and classification.

A plan of work on terminology used in transport operations by more than one modes of transport (mixed transport operations) was agreed, with Stage One to span the period from March 2020 to March 2021; a concept was prepared of a research project on the unification of terminology for transport operations involving several modes of transport (combined, intermodal, multimodal, and mixed transport operations, TCIMT) . At the annual meeting of the Commission on 6-9 October 2020 organised by the OSJD Committee, Warsaw, as an online videoconference, it was agreed to adopt the TCIMT concept as the basis for further research work on TCIMT.

A review was performed of OSJD member countries’ laws and regulations governing freight carriage by various modes of transport (at least two), including requirements set forth in national and international legislative and regulatory documents. The review was based on the information provided by Azerbaijan, Belarus, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Moldavia, Russia, and Tajikistan.

To facilitate further studies of terminology used in mixed transport operations (combined, intermodal, and multimodal) based on the completed survey of OSJD member countries that looked into the application of national laws and regulations to freight carriage by various modes of transport (at least two), and also based on the information received from Azerbaijan, Belarus, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Moldavia, Russia, and Tajikistan, the working team of the OSJD Commission on Freight Traffic prepared, in the form of summary tables, a review of the TCIMT used in the national laws and regulations of the OSJD member countries, in international instruments, and other sources.

The participants in the topic agreed that further studies of the TCIMT should focus on legal, technical, technological, and commercial aspects of transport operations, with proper heed given to the practical experience and lessons learned in the organisation of transport operations involving several modes of transport (mixed transport operations) (TSMT).

Work in this topical area will continue in the next year.

With a view to improving the quality of services offered to the transport market, railway companies organise and carry out various kinds of international freight transport operations. The best prospects are offered by improved combined, intermodal, and multimodal transport operations, where transport and logistics companies have accumulated a great volume of experience.

Railway companies of OSJD member countries invested significant effort into the development and organisation of combined, intermodal, and multimodal freight transport operations.

The availability of high-quality logistics infrastructure and services was an important incentive to boost containerised freight flows in multimodal and mixed transport operations.

A wealth of positive experience in the organisation of combined, intermodal, and multimodal transport operations was accumulated by railways of Azerbaijan, Kazakhstan, Lithuania, Mongolia, Russia, Slovakia, Ukraine, and Czechia.

With a view to organising new container routes and developing the international multimodal route “Asia-Pacific countries – China – Kyrgyzstan – Uzbekistan – Turkmenistan – Azerbaijan – Georgia – Europe,” Azerbaijan Railways CJSC (ADY QSC) hosted a multilateral meeting of railway executives from five countries: Azerbaijan, Georgia, Kyrgyzstan, Turkmenistan, and Uzbekistan. Terms of Reference were approved for a Coordinating Committee that would be tasked with the development of the route crossing these countries, and with the formulation of the terms and conditions of rail carriage on the route. This year, the multimodal corridor was already used to transit the first freight train of 49 tank-wagons carrying fuel oil from Kara-Suu, Kyrgyzstan, to Batumi, Georgia, through Uzbekistan, Turkmenistan, and Azerbaijan.

As part of the overall development of container transportation and freight flows in the region, regular feeder vessel service was launched in the Caspian Sea on the route Baku (Alyat) – Turkmenbashi – Baku.

The availability of the feeder vessel service in the Caspian Sea has improved the efficiency of railway transport operations and led to a significant reduction in the running time of container trains.

On 30 June 2020, a second container block train transited the port of Baku (Alyat) on its way from Xi’an, China, to Istanbul, Turkey. The train carried 43 40-foot containers. Following the transshipment at the port of Baku, the freight was delivered to Turkey on the Baku – Tbilisi – Kars railway line.

Within a record time of just 12 days, members of the International Trans-Caspian Transport Consortium delivered a container train from Xi’an, China, to Izmit, Turkey. The train carrying assorted freight in 43 40-foot containers travelled across the territory of Kazakhstan, then was taken by a feeder vessel from the port of Aktau to the port of Baku (Alyat), and dispatched from there to Turkey’s Kosekoy (Izmit) station on the Baku – Tbilisi – Kars railway line.

In the reverse direction, the first train carrying export goods from Turkey to China on the Baku – Tbilisi – Kars railway line in 42 40-foot containers departed on 6 December 2020 to cover a distance of 8693 km in 12 days.

A second container train transporting exports from Turkey to China on the Baku – Tbilisi – Kars railway line was dispatched on 22 December 2020 and took 16 days to run the route from Istanbul, the Republic of Turkey, to Xi’an, the People’s Republic of China. The train carried 42 40-foot containers.

From January through December 2020, a total of 528 container trains travelled in the territory of the Republic of Azerbaijan, of which 359 trains came in and 169 were transferred to other railways.

Going forward, China and Turkey are planning to run regular trains on this route, which would improve the speed, convenience, and safety of transport operations and thus fully satisfy the needs of both freight consignors and consignees.

Close attention was given to the development of the Lapis – Lazuli route, to the Europe – Caucasus – Asia (TRACECA) transport corridor, and to the international transit transport corridor Caspian Sea – Black Sea. The routes plan to attract additional freight by simplifying the existing transport, customs, and border-crossing formalities.

According to Byelorussian Railway (BC), services involved in the organisation of multimodal and combined transport operations are provided by Belintertrans – Transport and Logistics Center, the official freight forwarder. An extensive network of branch offices and subsidiary companies set up outside of the country provided the forwarder the capacity to meet the transport needs of its customers and offer a comprehensive and complete set of services.

As part of the work performed in 2020 to develop and organise combined, multimodal, and intermodal transport operations, BDZ Cargo EOOD carried out import-export container transport operations from Central European countries to the intermodal land terminal Stara Zagora and in the reverse direction on the network of Bulgarian railways.

Over 2020, a total of 495 containers were transported. Efforts were made to launch regular container trains from Greek ports to the intermodal terminal in Dragoman.

During the reporting period, Georgian Railway JSC (GR) was actively working with its partners to grow international transport corridors crossing the country, with a primary focus on the East – West corridor that used Georgia’s Black Sea ports.

In addition, trial transport operations continued on the Baku – Tbilisi – Kars railway line. The line is an important link that connects southern Europe to western China as it runs across Turkey, Georgia, Azerbaijan, the Caspian Sea, and Kazakhstan.

To maintain its competitive standing, the Kazakstan Temir Zholy National Company JSC (KTZ NC JSC) was continuously improving its client orientation and quality of service as it introduced new logistics products and offered new incentives for growing international transport operations on its network.

Increasing the volumes of general freight and container transportation through Kazakhstani sea ports is one of the core strategies pursued by NC Kazakstan Temir Zholy JSC. In 2020, new records were set in running container trains from China to Turkey across the Caspian Sea, where trains took only 12 days to travel from the Altynkol border station to Izmit thanks to the concerted work of marine carriers, the Aktau and Baku sea ports, and railways in the organisation of the Aktau – Baku – Aktau feeder service.

The KTZ NC JSC was also active in carrying freight to and from Iran across the territory of Kazakhstan, where freight operations also relied on the regular feeder line between Aktau and the port of Anzali. The project was launched into operation in the second quarter of 2019.

In addition, a road vehicle ferry link between Amirabad and Quryq sea ports started operations on 23 November 2020 to support uninterrupted multimodal logistics services.

Within the upgrade and capacity building project targeting the Dostyk – Moynty railway line and the Dostyk border station, four Agreements of Cooperation were signed in 2020 to build new terminals at the Dostyk station. The terminals are needed to transship general freight and containers between railways of 1435-mm and 1520-mm gauges, and freight consolidation by modes of transport under any weather conditions. Processing and formation of full-size container trains is supported, along with associated warehouse and terminal operations.

As the freight flow grows, the capacity of the container processing terminals can be increased accordingly up to the level of one million containers a year. The first terminal is scheduled to start processing full-size container trains in 2021. The last terminal is planned to come into operation in 2023.

This large-scale effort has been made and will continue for a single purpose of making railway transport more attractive and thus improving Kazakhstan's transit capacity. New freight transit routes have been set up.

The KTZ NC JSC has been working to grow volumes on all transit routes. In addition to the traditional China – Kazakhstan – Russia – Europe route, the Trans-Caspian International Transport Route (TITR) remains a promising trans-Kazakhstani route. Last year, it carried a Xi'an – Ankara – Prague train as evidence of TITR's value on the logistics services market, and as a demonstration of the corridor's development potential to serve European destinations. Notably, the train took only 20 days to cover a distance of 8500 km and link together ten countries. The train spent 72 hours running across the territory of Kazakhstan. The train went into history as the first container train to cross the Strait of Bosphorus through the Marmaray undersea railway tunnel.

In this context, there was another factor contributing to the growth of container transport operations on the TITR route. It was the commissioning on 20 April 2019 of a regular container feeder vessel line on the Caspian Sea, where the service has been provided by the *Turkestan* vessel since April 2019, and augmented by the second vessel, *Beket-Ata*, since December 2019, bringing the wagon turnover time down from 53 days to 12 days. The volume of freight carried by the feeder line totalled 6500 TEUs in the first half of 2020.

Kazakhstan worked proactively to further develop such international transport corridors as East – West, North – South, TRASECA, and the Trans-Caspian International Transport Route (TITR), with a focus on infrastructural development. Kazakhstan's infrastructure development programs were successfully integrated with similar programs implemented by neighbouring and stakeholder countries to achieve synergies of transport and logistics systems and reshape the architecture of the transcontinental corridors. Currently, the time of freight delivery on 10 to 12 thousand km long land routes in the Eurasian markets ranges between 13 and 16 days.

These efforts attached particular importance to international cooperation between infrastructure owners, freight consignors, and logistics providers to improve and grow transport operations, which has led to new alliances forming between the key players on the Eurasian transport corridors.

The TZ NC JSC was an active contributor to the work on developing the China – Kazakhstan – Iran route. In the first six months of 2020, 14 container trains ran the China – Iran route, while in the same period of 2019 the number of container trains was 12. On the Kazakhstan – Iran route, a regular container feeder line was put into service in 2020, served by the *Nevsky Bereg* feeder vessel. The volume of transport operations totalled 2200 TEUs in the first half of 2020.

It should be noted that the shorter delivery time on this route was among the most significant factors in the rise of container transit transport operations on the Trans-Caspian International Transport Route.

The reduction in delivery time involved much priority work on harmonising the tariff policies and transport plans, as well as solving problems emerging in the process of organising transport operations, coordination and adoption of novel transport solutions that helped to optimize the costs of logistics. Thus, in mid-April 2020 a technology was introduced to organise container transport with the *Turkestan* feeder vessel on the Aktau – port of Baku route, thus optimising the turnover of wagons and containers, and shortening the delivery time.

On the back of concerns about a possible slowdown in the growth of transport volumes, the KTZ NC JSC worked to win over the freight flows transported by road vehicles from Uzbekistan to CIS countries and Turkey, from Russia to the countries of Central Asia (consumer goods, copper, alumina, vegetables, fresh and dried fruit), to attract the freight flows that had been traditionally transported to China through Russia (iron ore, coal, vegetable oil).

The tariff policy was structured to ensure maximum transparency with a view to attracting the traditional freight flows from Russia to Central Asian countries and back, as well as to directing freight through Kazakhstan's sea ports and the Bolashak border station. A large number of projects were slated for implementation, which would certainly have a positive impact on the growth of transit operations.

On 8 December 2020, a special train Ankang – Xi'an – Europe (AnXiOu) made a departure from the Ankang station to run the China – Europe route. The launch of this route marked the opening of a new international logistics channel that seamlessly connects Ankang and Xi'an with Europe and Asia through which Ankang opens up to the West. It is envisaged that Ankang will use the launch of the special train Ankang – Xi'an – Europe as an opportunity to speed up the city's integration into the "One Belt, One Road" project. The train also gave a start to combined transport operations that involve road, railway, and marine transport, summing up to a high-capacity multimodal transport and logistics

channel Ankaŋ – Xi'an – Europe. The container train was dispatched from Ankaŋ and arrived at the port of Xi'an, from where it was directed on the Chang'an route to travel to the West, to the German port Mukran, and to Central and Middle Asia, with destinations at Almaty, Kazakhstan, and Tashkent, Uzbekistan.

On 12 December 2020, a train carrying 49 containers with 676.9 tons of goods departed the port of Wujiashan of the China Railways' Wuhan line to travel to Duisburg, Germany. The train transported products manufactured by facilities located in Wuhan and Hubei, as well as goods delivered by the intermodal liner *Hania* from the port of Nagoya, Japan on a sea route to Wuhan's port Yanluo. The event marked the official opening of a new international transit channel for combined railway + sea transport operations on the Japan – Wuhan – Europe route that would shorten the freight travel time from Japan to Europe from the initial 45 days to an average of 22 days.

The new multimodal route from Europe to Japan: cheaper and faster. A large volume of freight to be carried (an existing market with a huge potential); the freight delivery time is shorter compared to maritime transport; low costs compared to air transport; a high degree of stability, access to a large number of countries – thanks to all these advantages, a growing number of partners choose express trains as a means to link China and Europe. The express trains helped the Danish international shipping giant Maersk to expand its business to reach Japan, South Korea, and regions of South-East Asia by completing the combination of cross-border road, marine, and railway modes of transport. The international logistics service provider Zhitong is a longtime client of the China-Europe express trains. By the end of the last year, the company had shipped 2400 TEUs by the China-Europe express train service. Transport by express trains had significantly reduced the costs of logistics services while making transport operations safer, more reliable, and highly efficient.

The multimodal route connecting Europe and Japan was augmented by yet another port of departure. The Chinese port Tianjin became a node on the network of Nippon Express routes. From this port, trains head westward, while sea vessels have Japan's main ports for their destinations. The delivery time from various railway terminals in Europe to the Japanese ports falls within the range of 26-28 days.

Since 2 September 2020, a new multimodal route has been connecting Xi'an, China, with the ports of Amsterdam and London. The direct railway freight line runs through Sławków, Poland. The new transport route, also known as the Amsterdam-London Express, dispatches freight from Xi'an every Tuesday. The travel time to the Sławków station is 10 days; another seven days are needed to reach the port of Amsterdam, and yet another day later the consignment reaches the port of London. The use of other U.K. sea ports is under consideration.

The route through the Sławków station is an attractive alternative to the traditional route that crosses the Byelorussian-Polish border. The new Amsterdam-London Express route transits Ukraine, with a short segment of the route crossing the territory of Belarus. This route has a great underutilised capacity that makes it very attractive to railway freight companies.

Currently, Latvian Railway (SJSC Latvijas dzelzceļš, LDz) does not have much experience in the organisation of combined (multimodal) transport operations, although it is a part of an integrated transport network and an important link in mixed transport operations involving more than one modes of transport.

Working in close cooperation with marine terminals, Latvian Railway provides all the necessary conditions for the growth of multimodal transport operations, including container transport operations, by organising regular container trains (*Riga Express* and *ZUBR*) and offering a flexible tariff approach.

In their work with consignors, Latvian Railway (SJSC Latvijas dzelzceļš, LDz) maintains a continuous emphasis on the advantages of combined, multimodal, and intermodal transport operations, reconfirming its commitment to continued efforts aimed to further improve the quality of managing transport operations involving railway transport.

Lietuvos geležinkeliai JSC (Lithuanian Railways, LTG) carried 309 TEUs on the Sestokai – Riga – Tallinn route, a 49 % increase on the 2019 number.

The year 2020 was not so successful for the *Viking* container train whose route runs across Lithuania, Belarus, and Ukraine to connect the Baltic and Black Seas, with volumes dropping by 34 % against 2019 (a total of 31,873 TEUs were carried).

In the face of such a reduction, the LTG subsidiary LTG Cargo JSC focused on the development of new services, and together with its partners executed the first-ever transport operation carrying semi-trailers by railway. Within two days, the piggyback train covered the route from Germany and arrived at the Sestokai railway station on 14 May 2020. For the first time in the history of the Baltic countries, semitrailers were carried by railway. The pilot transport operation had been initiated by LTG Cargo JSC and its partners, PKP Cargo JSC and the intermodal transport operator CargoBeamer. The semitrailers were loaded on special flatbed wagons in Germany at the Kaldenkirchen intermodal terminal on the border with the Netherlands, and carried to the Sestokai station on the Rail Baltica European gauge railway. At the terminal, the semitrailers were attached to tractor vehicles to negotiate the last mile to their final point of delivery.

Long-distance transportation of semitrailers by railway have a smaller impact on the environment, improve the safety of road traffic, and offer significant benefits to logistics and road transport companies from the perspective of fuel consumption and human resource requirements. In addition, such transport operations feature easier and faster border crossing procedure, helping to avoid protracted waiting periods and possible delays at customs facilities.

Ulan-Bator Railway (UBZD) organised an intermodal route running across the Erenhot (KZD) – Zamyn-Uud (UBZD) border crossing, where freight was transloaded from road vehicles to railway wagons. A total 4656 TEUs of imports was transloaded into 2533 railway wagons. The process design time required to process one container is 60 minutes, which includes transloading onto a wagon, completing the documentation (consignment notes), and customs clearance.

Under the programme “Development of measures for the efficient development of multimodal transport operations in the Asia-Pacific region,” UBZD had been using the software package “Freight Transport Operations Automated Processing System” since 2019. The software supports the filing of electronic requests by consignors; use of electronic consignment notes (a paperless technology); application of electronic signatures, and data exchange with customs and other authorities.

As part of the company’s cooperation with the China Railways State Corporation (KZD), a working group on electronic data exchange was set up.

Under the INTERTRAN project, UBZD JSC was working closely with RZD OJSC experts to implement digital technologies and automate document processing operations.

Compared to maritime, road, and air transport, RZD OJSC’s railway freight transport operations in both Asia and Europe were affected by the restrictive measures in response to the spread of the coronavirus infection to a lesser degree, which is evidenced by the company’s performance indicators.

In the first six months of 2020, Russian Railways were involved in the carriage of around 2.72 million TEUs, a 14.5 % increase on the same period of the last year. The increase included a 12.2 % rise in domestic volumes (totaling 1,107,000 TEUs); a 13.1 % growth of import volumes (for a total of 561,000 TEUs); and a 23.7 % jump in the volumes of transit (totaling about 332,000 TEUs net of empty container deliveries from Europe to China that use new logistics arrangements). The volume of exports transported was 15.5 % greater than the volume carried in the same period of the last year (reaching 721,000 TEUs).

In terms of freight nomenclature, most of the growth came from chemicals and sodium bicarbonate (+31 % or 80,500 TEUs), ferrous and non-ferrous metals (+36 % or 43,000 TEUs), food products (+37 % or 19,000 TEUs), machinery and motors (+22 % or 23,000 TEUs).

Container trains as a method of transportation proved to be the most efficient and most favored by the clients.

It should be mentioned that most of the increase in the volume of container carriage is generated by this particular segment.

RZD OJSC launched a regular multimodal freight service to carry containerised freight from China to Europe via Kaliningrad.

UTLC ERA and Belintertrans-Germany GmbH (BIT-Germany) established a regular multimodal service on the Altynkol (Chinese border) – Kaliningrad – Hamburg route that offers a competitive delivery time and high reliability in mixed transportation of containers involving railways and waterways.

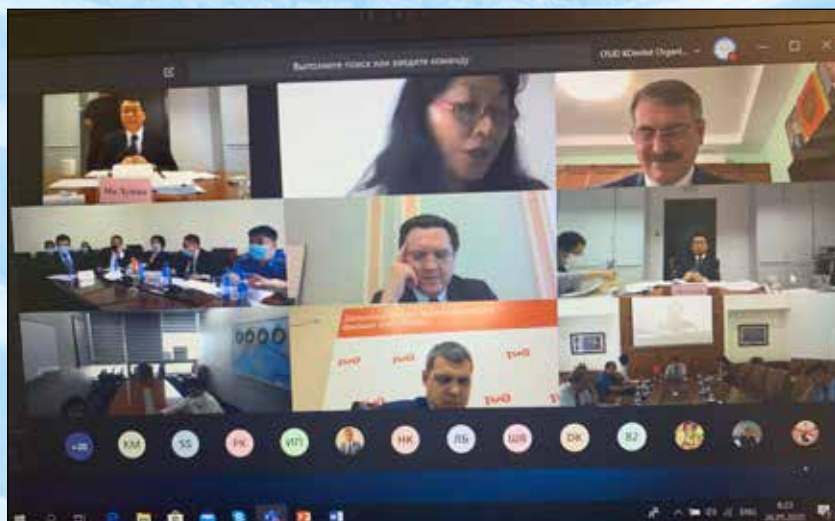
The first pilot runs to test the service were organised in August and September of 2020. The transit time from Chongqing to Hamburg was 12 and 14 days, respectively.

The service has been regular since October 2020. Clients have already declared their intention to have their goods transported on the new multimodal route, including ITLG for its freight from Xi’an, CDIRS for freight from Chengdu, and such a major player as DHL.

UTLC ERA JSC organised the transport of containers by regular container trains on the Altynkol – ports of the Kaliningrad Region (Russian Federation) route in both directions.

BIT-Germany is setting up a regular maritime transportation service to carry containers between ports of the Kaliningrad Region and the port of Hamburg. The client will be offered an integrated package of transport and accompanying documents to ensure seamless movement of containers along the entire route.

According to RZD OJSC, the end-to-end technology of container transport on the new multimodal route via the ports of Kaliningrad and Hamburg has substantially shortened the transit time and eliminate unnecessary operations. In particular, train schedules were synchronised with those of the marine



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line and the vessel that was chartered to carry a volume of a specific freight. Transshipment at the transshipment terminals takes place under a pre-agreed schedule. In the route's commissioning phase, up to two trains a day will depart for Hamburg.

Deliveries of goods from China to small and medium-sized businesses of the Kaliningrad Region became possible with the introduction of the multimodal container route Xinzhu, China – Baltiysk, Kaliningrad Region, Russian Federation – Mukran Port, Sassnitz, Germany.

In October 2020, the terminal of the Baltiysk station unloaded two 40-foot containers intended for consignees in the Russian Federation from a container train that was forwarded on along the route to Mukran Port (Sassnitz).

On 23 November 2020, a China – Europe container train left the railway dry port Khorgas and headed for Mukran, Germany. It was the 4030th container train to travel via Khorgas in 2020. The total number of container trains traveling via Khorgas increased by 34 % over the previous year.

The railway-maritime route from China to Europe via Baltiysk has been in operation since November 2019. However, until recently all freight was carried from China to Europe, with no goods unloaded at Baltiysk. Now this line is available to bring freight to the Kaliningrad Region. The travel time from the station Xinzhu in China to Baltiysk is 12 days. The new route has complemented the existing capacity to deliver freight to the Region from China.

In 2020, RZD OJSC continued its efforts to implement the INTERTRAN project.

The project aims to improve the competitive standing of railway transport by instituting the following procedures:

- electronic communication with port customs authorities to declare the freight, and the use of electronic transit declarations;
- use of electronic consignment notes (paperless technologies) for documenting railway transport operations;
- documentation of process operations at railway stations using mobile workstations;
- completion of customs transit procedures electronically at destination customs offices in the territory of the Russian Federation or other member countries of the Eurasian Economic Union (EAEU) without providing paper documents.

INTERTRAN is a comprehensive project of instituting intermodal transport operations that rely on electronic documentation. The project brings together marine links operators, RZD OJSC as the railway carrier, customs authorities, consignors, and consignees.

An entirely new information technology has been created that contains specifications for the processing of operations performed by the parties involved in their in-house IT systems, thus forming a unified information environment for each transport operation.

The information technology supports the following steps in an electronic format:

- completion of transport and freight documents at foreign ports, transmission of electronic freight data to the port's automated processing system;
- electronic customs declaration of goods that are subject to the customs transit procedure;
- completion of requests for freight carriage services and railway consignment notes, including planning, approval, and monitoring of the transport operation;
- electronic processing of wagon operation documents at the stages of planning, providing, retrieval, and dispatch of wagons at ports;
- electronic completion of customs transit procedures at the stations of destination.

The digital technologies and automation of document processing operations implemented at all stages of intermodal transport operations under the INTERTRAN project achieved a reduction of the total time needed to document a freight by four days on account of switching to electronic transport orders, introduction of mobile consignment handover workstations, electronic closure of customs transit at the station of destination, as well as by virtue of eliminating non-productive costs associated with the physical movements of employees.

The project is continuously evolving: currently, adaptation work is underway to launch a new INTERTRAN information technology on the routes from seaports of China, South Korea, and Japan to the port of Vladivostok and then, on the railway network of the Russian Federation, to their final stations of destination in EAEU member countries.

Since March 2020, all containers dispatched from the Commercial Port of Vladivostok are fully supported by the INTERTRAN information technology.

In the 2020, the scaling of the INTERTRAN information technology was competed to cover all RZD stations that receive containers.

As of 23 September 2020, the number of containers whose transportation was supported by the INTERTRAN information technology totalled 7085 units, including 529 units carried in 2019, and 6556 units carried in 2020.

As part of the effort to implement the next phase of the project, the Commercial Port of Vladivostok (CPV) dispatched pilot containers in August and September of 2020 to travel on a multimodal route from the port of Ningbo, China, via the CPV to their final destination station Kolyadichi of Byelorussian Railway. Those were the first fully paperless intermodal transit transport operations.

RZD OJSC and NC Kazakstan Temir Zholy JSC signed a Joint Action Plan to organise intermodal transport opera-

tions supported by the INTERTRAN information technology from seaports of China, South Korea, and Japan to the Commercial Port of Vladivostok (CPV), and then by railway transport across the territory of the Russian Federation to destinations in the Republic of Kazakhstan. Currently, the Joint Action Plan is in the implementation stage.

In 2020, the *Viking* combined transport train continued its operations. The train has connected the seaport infrastructure facilities on the Baltic and Black Sea coasts since 2002. The ZUBR container train has 2009 maintained its function of linking together stations on the railways of Moldova, Ukraine, Belarus, Latvia, and Estonia.

Tariff-related issues were addressed as part of discussions on two topics: ***“Improvement of the Agreement on the Unified Transit Tariff (ETT), and updating the ETT;”*** and ***“Improvement of the Agreement on the International Railway Transit Tariff” (MTT), and updating the MTT.”***

At a meeting of Parties to the ETT Agreement held on 19-20 May 2020 as an online videoconference organised by the OSJD Committee, Warsaw, the following proposals made by the Parties to the ETT Agreement were reviewed and agreed:

- improvements to the Agreement proposed by the Azerbaijan Railways CJSC (AZ), China Railways State Corporation (KZD), Ministry of Infrastructure of Ukraine, Estonian Railway JSC (EVR), and the OSJD Committee as the depositary of the Agreement;
- updates to the ETT received from Azerbaijan Railways CJSC (AZ), Byelorussian Railway (BC), Georgian Railway JSC (GR), Kazakstan Temir Zholy National Company JSC (KZH), China Railways State Corporation (KZD), Ulan-Bator Railway JSC (UBZD JSC), the Ministry of Infrastructure of Ukraine, Estonian Railway JSC (EVR), and the OSJD Committee as the depositary of the Agreement.

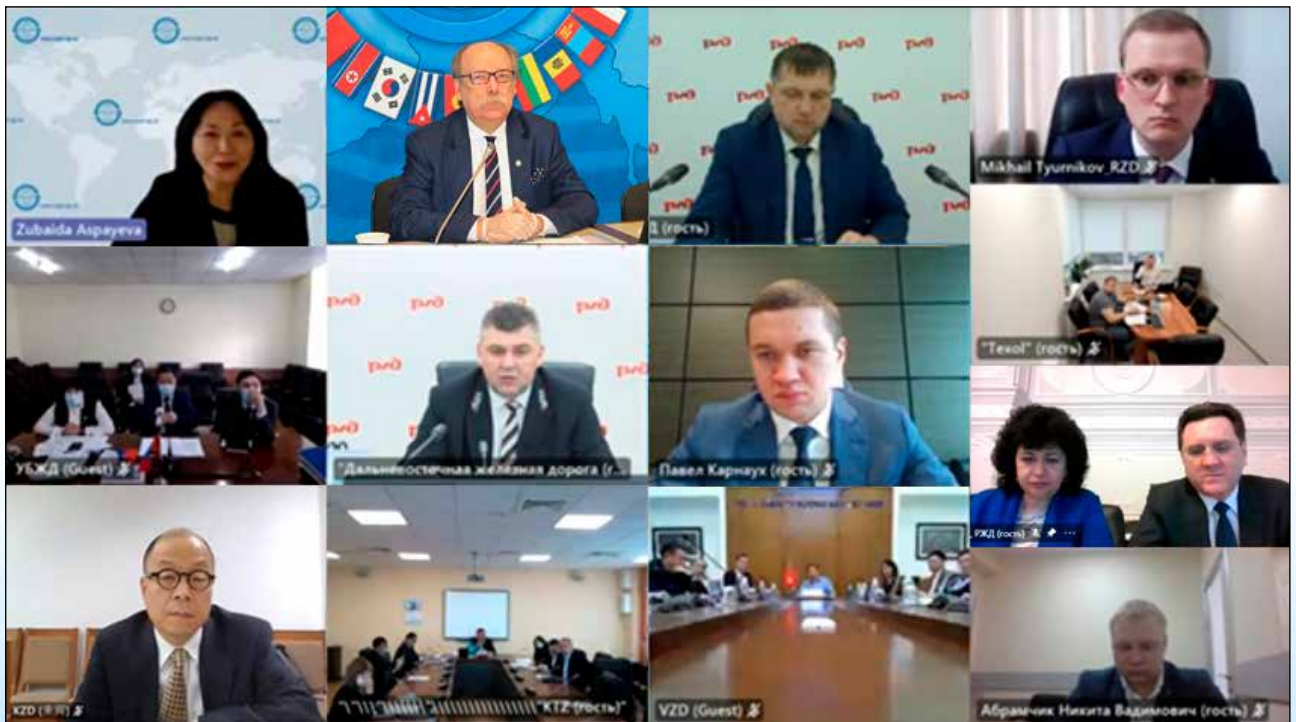
Two sets of amendments were agreed by the Parties to the ETT agreement and announced by the OSJD Committee, as the depositary of the ETT Agreement, to become effective as of 10 June and 7 September 2020, respectively.

In its capacity of the depositary of the ETT Agreement, the OSJD Committee also announced that the modifications and additions to the ETT that had been agreed by the Parties to the Agreement go into effect as of 10 June and 7 September 2020, and 1 January 2021. These modifications and additions affected the following sections of the Agreement:

- 1) The sections “General Provisions” and “Tables of Transit Distances,” where the names were updated or modified of such Parties to the Agreement as AZ, KZD, UZ, and EVR;
- 2) The section “Procedure for the Publication of the Uniform Transit Tariff and Modifications or Additions Thereto,” where the Parties’ official publications were changed;
- 3) The Section “Calculation and Collection of Carriage Charges,” related to:
 - updating some individual requirements of the procedure for the calculation of carriage charges contained in the “General Tariff Rules,” including the updates aligning the ETT provisions with those of paragraph 4, Article 30 of the SMGS;
 - updating the rules for rounding the mass of a consignment for the purposes of carriage charge collection;
 - clarification of some individual circumstances involved in the calculation of charges for the transportation of a loaded or empty container;
 - clarification of the procedure for the calculation of charges for the carriage of attendants traveling with a consignment, drivers of road trains, road vehicle drivers. The clarifications were needed to align the Section with the requirements of item 12.1.2, Section IV of Annex 1 “Rules of Freight Transportation” to the SMGS;
 - adding a new provision associated with the calculation of charges for the carriage of postal items;
- 4) The Section “Tables of Transit Distances,” related to the update of the name of a railway station at a seaport in the Table of Transit Distances of Georgian Railway (GR);
- 5) The Section “Additional Charges and Other Payments,” related to:
 - aligning the name of an additional charge for transloading with the titles of the paragraphs “Charges for the carriage of loaded or empty containers” and “Charges for the carriage of a loaded or empty ITUs (other than containers) and road vehicles” of Section III “Calculation and Collection of Carriage Charges;”
 - updating the description of an additional charge for delaying a wagon or container on a transit railway;
 - setting a new additional charge for delaying “freight-on-own-wheels” to compensate the carrier for any costs associated with the delay of such freight on a transit railway when the cause of the delay is beyond the carrier’s control;
 - making changes to the notes to the table of charges for delaying wagons or containers on a transit railway;
- 6) editorial improvements of the text of the ETT.

The OSJD Committee as the depositary of the ETT Agreement followed the requirements of the Agreement and declared effective, based on official notifications of the Parties to the Agreement received in the course of 2020, the following modifications of and additions to the tables of transit distances of:

- China Railways (KZD) as of 22 April 2020;
- Kyrgyz Railway (KRG) as of 1 January 2020;
- Latvian Railway (LDz) as of 8 September 2020;



Meeting of the representatives of railways and foreign trade organisations of the Socialist Republic of Vietnam, Republic of Kazakhstan, People's Republic of China, Mongolia, Russian Federation and the Republic of Uzbekistan for coordinating the volumes of goods carried in export, import and transit traffic by rail for 2021 and measures to ensure them (15-19.03.2021, OSJD Committee, in videoconferencing mode)

- Railways of Ukraine (UZ) as of 5 August 2020.

It was agreed that the carriage charges on freights that have new GNG codes be calculated at the tariff rate of the ETT 1st tariff class that went into effect as of 1 June 2020.

Experts of the OSJD Commission on Freight Traffic prepared the updated texts of the ETT Agreement and the ETT that were current as of 10 June and 8 September 2020 and incorporated the updates that had been declared and posted on the OSJD Website www.osjd.org.

In pursuance of the Agreement, the OSJD Committee as the depositary of the ETT Agreement published and sent to the Parties to the Agreement and to interested OSJD observers and affiliated enterprises the updated texts of the ETT Agreement and the ETT that were current as of 1 January 2021.

At the 23-24 June 2020 meeting of representatives of the Parties to the MTT Agreement organised as an online videoconference by the OSJD Committee, Warsaw, the participants reviewed and accepted a number of proposals, comments, and positions of the Parties to the MTT Agreement as follows:

- proposals for improving the Agreement received from the Azerbaijan Railways CJSC (AZ), the Ministry of Infrastructure of Ukraine, Estonian Railway JSC (EVR), and the OSJD Committee as the depositary of the Agreement;
- proposals for updating the MTT submitted by the Azerbaijan Railways CJSC (AZ), Byelorussian Railway (BC), Lietuvos geležinkeliai JSC (LG), the Ministry of Transport of the Russian Federation, O'zbekiston Temir Yo'llari JSC (UTI), the Ministry of Infrastructure of Ukraine, Estonian Railway JSC (EVR), and the OSJD Committee as the depositary of the Agreement.

As a result of the discussions, amendments to the Agreement were agreed and adopted by the Parties to the Agreement, with effect as of 15 July and 15 August 2020.

The modifications and additions to the MTT, as agreed by the Parties to the Agreement, were announced by the OSJD Committee to go into effect as of 15 July and 15 August 2020. The modifications and additions affected the following parts of the MTT:

- 1) The Preamble of the Part "General Tariff Rules" where the names of the Parties to the Agreement were updated: AZ, Ministry of Infrastructure of Ukraine, and EVR;
- 2) The Section "Applicability of the tariff, its publication, language, and currency" where the titles of the official publications of such Parties to the Agreement as BC, the Ministry of Transport of Russia, and EVR were updated;
- 3) The Section "Principles of calculation and collection of carriage charges" where the amendments were related to:
 - the procedure for the calculation of carriage charges;
 - the mass of the consignment;
- 4) The Section "Special tariff rules," where the amendments were related to:
 - updating the description of a good in the table of the paragraph "Charges for the transportation of danger-

ous goods” in order to align the description with SMGS Annex 2 “Rules for the transport of dangerous goods;”

- updating a number of individual cases of calculating charges for the carriage of loaded and empty containers;
 - adding a new annex dealing with the calculation of charges for the carriage of postal items;
- 5) The Section “Tables of transit distances” where the amendments were related to a change in the name of a border station in the table of Lithuanian Railway’s transit distances;

6) The Section “Tables of carriage tariff rates” where changes were made to the headings of columns in Tables 1-7;

7) The Section “Additional charges and other payments” related to:

- aligning the name of an additional transloading charge with the title of the paragraph “Charge for the carriage of a loaded or empty container” of the Section “Special tariff rules;”
- changing the wording of the phrases that describe the charge for the fastening of cargo, with the size of the charges unchanged;
- making an addition to a note to the table of additional charges and other payments that pertain to the cargo fastening charge;

8) editorial corrections throughout the MTT text.

The OSJD Committee, acting in its capacity of the depositary of the MTT Agreement, in conformance with the requirements of the Agreement, and based on the official notifications received from the Parties of the Agreement during 2020, declared the modifications of and additions to the tables of transit distances effective:

- for Kyrgyz Railway (KRG), as of 1 January 2020;
- for Latvian Railway (LDz), as of 8 September 2020;
- for Ukrainian Railways (UZ), as of 7 August 2020.

The Commission’s experts prepared and posted on the OSJD Website (www.osjd.org) the updated texts of the MTT Agreement and MTT current as of 15 July, 15 August, and 15 September 2020. The updated texts incorporate the declared modifications and additions.

The texts of the MTT Agreement and the MTT updated as of 1 January 2020 were prepared and disseminated by the OSJD Committee as the depositary of the MTT Agreement to the Parties to the Agreement, interested observers, and OSJD affiliated enterprises.

As part of the effort **to improve the Agreement on the Rules for the Use of Freight Wagons in International Traffic (the PGW Agreement)**, the tasks described below were completed to update the Rules.

Based on the data provided by the Parties to the PGW Agreement, the OSJD Committee as the depositary of the PGW agreement performed the calculation of the shares of the total number of votes available to each of the Parties to the PGW Agreement. The table of vote shares as of the 1 September 2020 was sent to all Parties of the PGW Agreement.

The issue of updating the rates of charges for the use of freight wagons and bogies in international traffic was discussed at the 12-13 May 2020 meeting of the Working Group of the Parties to the PGW Agreement for the Calculation of Rates. The meeting was held as an online videoconference organised by the OSJD Committee, Warsaw.

A preliminary review was performed of the 2019 data provided by the Parties to the Agreement for the purpose of calculating draft rates of charges for the use of freight wagons, bogies, and bogieless wagons in international traffic. A need was noted for updating Annex 17 to the PGW “Methodology for calculating the rates of charges for the use of wagons, bogies, and bogieless wagons”, as well as the need to make corresponding amendments to the Agreement.

As required by subsection 19.4 of the PGW, a final draft of the calculation of the rates of charges for the use of wagons, bogies, and bogieless wagons in international traffic that had been reviewed by the meeting of representatives of the Parties to the PGW Agreement was sent to the Parties.



Expert meeting of the OSJD Commission on Freight Traffic for the development of a draft document on the rules for organising the carriage of containers as part of container trains in international traffic (18-19.02.2020, OSJD Committee)

On 1-3 June 2020, the OSJD Committee, Warsaw, organised and conducted as an online videoconference an expert meeting of the Parties to the PGW Agreement.

At the meeting, the experts discussed the drafting of a proposed document that would regulate the procedure for identifying the status of jointly used freight wagons for the purposes of their accounting. Proposals of the Parties to the Agreement were reviewed, as well as the need for updating Annex 9 to the PGW "Cost per one kg of wagon tare," and the Methodology.

It was suggested that the possibility be reviewed of introducing standard service lives of freight wagons of various types, as well as an "average" depreciation standard, into the Methodology.

Modifications and additions to the PGW were agreed in relation to the terms and conditions of wagon handovers (subsection 4.6 of the PGW), and unjustified delays of wagons (subsection 17.8.3 of the PGW).

To review the topic "Improvement of the PGW Agreement and Introduction of Modifications and Additions to the PGW," the OSJD Committee, Warsaw, conducted an online videoconference meeting of representatives of the Parties to the PGW on 21-23 September 2020.

The meeting discussed a number of proposals, comments, and position statements submitted by the Parties to the Agreement regarding conceivable modifications and additions to the Agreement that had been received from railway companies and enterprises from Belarus (BC), Kazakhstan (KZH), Latvia (LDz Cargo), Lithuania (LTG), Poland (PKP Cargo JSC), Russia (RZD OJSC), Uzbekistan (UTI), Ukraine (UZ), and Estonia (EVR).

The proposed changes to the rates of charges set forth in Article 7 of the Agreement for the use of freight wagons, bogies, and bogieless wagons in international traffic were rejected on the grounds that the 2019 inflation rate (consumer price index) had amounted to 0.75 %, which permits no indexation under subsection 1.3.6 of the Methodology for the calculation of rates of charges for the use of wagons.

The meeting noted that the application of "averaged" standards of depreciation rates would reduce the amount of initial data sent to railway companies for the purpose of calculating the rates of charges for the use of freight wagons. To permit the application of "averaged" standards, modifications to the Methodology need to be prepared.

The Parties to the Agreement discussed the need to have an ability to identify the statuses of jointly used wagons, and to create a database with identified statuses of jointly used wagons, which database would support the calculation of rates. As a result of these discussions, the Parties to the Agreement that participated in the meeting recognised the existence of the problem of identifying the statuses of wagons in joint use, as well as the problem of settlements for their use. The participants agreed to continue in 2021 the discussion of a draft document regulating the procedure for identifying the statuses of jointly used freight wagons for the purposes of accounting and payments.

The Parties to the Agreement coordinated and endorsed a number of modifications and additions to Annex B "Rules for the Use of Freight Wagons in International Traffic (PGW)" (subsections 3.7, 4.6, 5.1, 6.3.2, 6.7 and 17.8.3), to PGW Annex 12 "List of Rates of Charges," to PGW Annex 17 "Methodology for the calculation of rates of charges for the use of wagons, bogies, and bogieless wagons," and to PGW Annex C "Rules of Procedure for Meetings."

Under paragraph 3, Article 6 and paragraph 4, Article 7 of the Agreement, the adopted modifications of and additions to the Agreement were declared by the OSJD Committee as the depositary of the PGW Agreement to be effective as of 1 January 2021.

Based on the official notifications by the Parties to the Agreement, experts of the Commission sent to the Parties to the Agreement, during 2020, all the modifications to the information annexes to the PGW and Annex A to the PGW.

Experts of the OSJD Commission on Freight Traffic have maintained the currency of the text of the PGW Agreement and its annexes posted at the OSJD Website (www.osjd.org) as new modifications or additions became effective.

As the depositary of the PGW Agreement, the OSJD Committee published an updated text of the PGW Agreement and annexes thereto that incorporated the modifications and additions adopted to go into effect as of 1 January 2021. The updated version of the Agreement was sent to the Parties to the Agreement.

In the reporting period, railways of OSJD member countries updated the **Harmonised Nomenclature of Goods (GNG)**.

Russian Railways OJSC, the OSJD's leading duty holder for the GNG, prepared draft modifications and additions to the GNG that incorporated proposals and comments received from railways of OSJD member countries that were GNG users.

To address the subject "Improvement and updating the Harmonised Nomenclature of Goods (GNG)," the OSJD Commission on Freight Traffic held an online videoconference meeting organised by the OSJD Committee, Warsaw, on 22-23 April 2020.

The meeting discussed the proposals and comments made by the OSJD members that use the GNG. The proposals were aimed to improve and update the GNG, and to further harmonise the GNG and the UIC Harmonised Commodity Code (NHM 2020).

The coordinated draft modifications and additions to the GNG were approved by the members of the Conference

of General Directors of OSJD Railways (the CGD) in conformance with the procedure required by paragraph 2, Article IV of the OSJD Committee's Rules of Procedure.

In its capacity of the depositary of the GNG, the OSJD Committee announced that the approved modifications and additions to the GNG would go into effect as of 1 June 2020.

Experts of the OSJD Commission on Freight Traffic published the text of the GNG updated as of the 1 June 2020. The layout of the publication had been prepared by the leading duty holder.

The updated version of the GNG was sent electronically to all OSJD railways, interested observers, and OSJD affiliated enterprises.

The 1 June 2020 version of the GNG is available at the OSJD Website (www.osjd.org).

In the framework of cooperation between the OSJD and UIC, representatives of a number of railways from OSJD member countries participated in the annual meeting of the UIC's NHM/DIUM Management Committee that was held in Paris, France, on 26-27 February 2020. The OSJD member countries and organisations included Lithuania (LG Cargo), Russia (RZD OJSC), Czechia (CD Cargo JSC, CD Informatika JSC), Ukraine (UZ), CTM LLC (an OSJD affiliated enterprise), and the OSJD Committee.

The meeting was presented with proposals from RZD OJSC as the leading GNG duty holder on aligning the EU Combined Nomenclature (CN) and the EAEU Commodity Nomenclature of Foreign Economic Activity (CN FEA). The leading duty holder noted a number of differences between the NHM codes and the GNG codes. It was proposed that the issue be addressed by the UIC Support Group NHM.

During the meeting, the president of the UIC NHM/DIUM Management Committee pointed out that the cooperation between the two Organisations was highly successful in helping to harmonise the OSJD and UIC documents.

The subject "**Updating the Directory of Freight Stations on OSJD Railways**" was discussed at the 22-23 April 2020 meeting of the OSJD Commission on Freight Traffic organised by the OSJD Committee, Warsaw, as an online videoconference. The meeting was also attended by experts from the OSJD Permanent Working Group on Coding and Information Technologies (PWG CI), representatives of the OSJD affiliated enterprises CTM LLC and Unicom Transit JSC, the OSJD Committee, and president of the UIC NHM/DIUM Management Committee.

Experts from OSJD railways completed an effort to update OSJD Leaflet O 405 "Procedure for the compilation and maintenance of a Directory of Freight Stations on OSJD Railways," 3rd edition. The work involved coordination and reaching agreement on modifications and additions.

The modifications and additions to OSJD Leaflet O 405 were approved by the members of the Conference of General Directors of OSJD Railways (the CGD) in conformance with the procedure set forth in paragraph 2, Article IV of the Rules of Procedure of the OSJD Committee, and declared by the OSJD Committee to come into effect as of 1 August 2020.

Experts of the Commission prepared the updated as of 1 August 2020 version of Leaflet O 405, 3rd edition, and posted it on the OSJD Website (www.osjd.org).

In the course of 2020, railway companies of OSJD member countries updated the data related to their railway lines in the Directory of Freight Stations on OSJD Railways in compliance with the requirements of Leaflet O 405. Information on the Directory of Freight Stations on OSJD Railways was posted on the OSJD Website (www.osjd.org) as a PDF document.

Within the subject "**Organisation of high-capacity container transport between Europe and Asia**" the works were performed under the approved Work Plan of the OSJD Commission on Freight Traffic for 2020. The work was discussed at a meeting of the Commission's experts on 8-11 September 2020 organised as an online videoconference by the OSJD Committee, Warsaw.

As the duty holder, Kazakstan Temir Zholy National Company JSC updated the database of container trains and contrailer transport operations in international traffic with the data submitted by railway companies of OSJD member countries.

It is worth noting that by now over 10,000 container trains have travelled on 199 routes. Trains run both on permanent schedules and on an as-ready basis as accommodated by the timetables.

The OSJD Bulletin issue No. 6/2020 and the OSJD Website published information as of 9 October 2020 on the active container block trains and combined transport operations on OSJD railways. The information had been jointly prepared by the duty holder and experts of the OSJD Commission on Freight Traffic.

Ukrainian Railway JSC (UZ), as the duty holder on the subtopic "Compilation of a database of container transport volume indicators," completed the population of a database containing volumes of high-capacity container transportation on OSJD railways in 2018-2019.

The data shows that in 2019, railways of OSJD member countries accepted 4428.96 thousand TEUs, and handed

over 4696.7 thousand TEUs, exceeding the 2018 numbers by 19.2 % and 14 %, respectively.

As the duty holder, KZH worked on the subtopic “Updating and follow-up of the electronic version of the Directory “Transport of high-capacity containers and con-trailer transport operations between Europe and Asia.”

The proposal made by the Commission’s experts to change the name of the Directory from “Transport of high-capacity containers and con-trailer transport operations between Europe and Asia” to “Transport of high-capacity containers and con-trailer transport operations in international traffic” was accepted and approved.

The current version of the Directory is available at the OSJD Website (www.osjd.org).

In 2020, experts of the OSJD Commission on Freight Traffic held four meetings to discuss the issue of drafting a document on the **rules for the organisation of international container transport as part of container trains**. The meetings were organised by the OSJD Committee, Warsaw, and conducted as online videoconferences on 18-19 February, 16-17 June, 8-11 September, and 12-13 November 2020. The discussions are continued in 2021.

There was a steady growth in the number of container trains running between China and European countries in both directions, including international block container trains.

During 2020, the railway freight transport business proved to be quite competitive even in the face of restrictions in response to the coronavirus infection pandemic. Thanks to concerted efforts of railway companies of OSJD member countries, OSJD observers and affiliated companies, good results were achieved in terms of increasing the volumes of international container transport and infrastructure development. Changes to the better were brought about in the technologies used to organise the process of freight transportation.

Speed, and therefore quick delivery of freight, is the key competitive advantage of railway transit. Today, container trains travel more than 1000 km a day on various routes, which drives the development of land transport services.

According to the Azerbaijani Railways CJSC (AZD CJSC), the company’s volume of international container transport totalled 71,182 TEUs. In the period from January to December 2020, the territory of the Republic of Azerbaijan was crossed by 528 container trains, of which 359 came in and 169 were handed over to other railways.

The Azerbaijani Railways CJSC was an active participant in the implementation of international and regional transport-related projects. Proper functioning of the Baku – Tbilisi – Kars railway, and the transport corridors East – West (the Trans-Caspian International Transport Route, TITR), North – South, North – West, and South – West plays an important role in the development of not only the countries participating in these projects, but also other countries in the region.

In 2020, a train was formed to carry 82 containers with goods from Turkey to Azerbaijan and countries of Central Asia (Kazakhstan, Turkmenistan, and Uzbekistan). That train was the longest to have ever travelled the Baku – Tbilisi – Kars railway line.

To enable passenger trains to run in Turkey, a gauge change facility was built at the border crossing between Georgia and Turkey to automatically change the gauge of rolling stock from 1520 mm to 1435 mm and back.

The Azerbaijani Railways CJSC paid much attention to the process of upgrading the in-country railway network operated by the company. Large-scale projects were undertaken to rebuild railway tracks.

In the face of the complicated epidemiological conditions and restrictions enacted to prevent the spread of the COVID-19 pandemic, Azerbaijan’s railway transport maintained its freight operations uninterrupted while meeting all the sanitation and epidemiological requirements.

In the six months of 2020, a total of 40,159 TEUs crossed the territory of Georgia, including 6208 TEUs carried by the Baku – Tbilisi – Kars (BTK) route in a test mode, a 170 % increase over 2019. After the BTK railway line is commissioned, its initial throughput capacity will reach 5,000,000 tons.

According to the Kazakhstan Temir Zholy National Company JSC (KTZ NC JSC, KZH), the volume of container transit amounted to 876.0 thousand TEUs in 2020, rising by 32 % over the previous year.



Meeting of the representatives of the Parties to the Agreement on the ETT Tariff (19-20.05.2020, in videoconferencing mode)

The growth in container transport in 2020 was driven by a surge in transport operations in practically all directions, including PRC – EU – PRC, PRC – Russian Federation – PRC, PRC – Central Asia – PRC, and TITR thanks to the development of the China – Afghanistan transit route.

In 2020, Kazakhstan's share in the total amount of transit between China and Europe in both directions reached 91 %, against 87 % in 2019. The increase was driven, among other factors, by the unprecedentedly favorable rates of transit charges for the carriage of containers across the territory of Kazakhstan.

Rates of transit tariffs for container trains headed to Europe, including the rates charged by Kazakhstan, have been stable since 2014. KTZ NC JSC have maintained a flexible tariff policy to attract freight traffic to the railway of Kazakhstan. In the course of 2020, 136 one-time tariff decisions were custom-made to accommodate the needs of clients in line with the current state of the market.

In 2020, the China-Europe-China routes across the territory of Kazakhstan transited 4759 container trains (+55 % over 2019), including 2921 trains from China and 1838 trains to China. The trains carried a total of 507,000 TEUs (+79 % over 201), the sum of 348,000 TEUs from China, and 159,000 TEUs to China.

Freight delivery time is the topmost criterion in the client's decision-making process. KTZ NC JSC has substantially improved its transport services and the mean speed on the route. In 2020, the mean speed of container trains on transit routes from China to Europe rose to 1152 km/day.

Work was stepped up to attract additional transit freight flows to run through Kazakhstan. The efforts involved negotiating with railway organisations, consignors, and consignees, as well as pursuing flexible tariff policies with regard to transit of goods across the territory of Kazakhstan.

During the period of the coronavirus pandemic, Kazakhstan never closed its borders nor did it impose any restrictions on the transport of transit freight. KTZ NC JSC accepted and transported the full volume of requested freight transit.

Work is underway to integrate the information processing systems of Kazakhstan's customs authorities and the KTZ NC JSC.

In response to the COVID-19 pandemic, and to facilitate freight traffic across the border while reducing the risk of spreading the coronavirus infection, Decree No. 307 dated 20 May 2020 of the Government of the Republic of Kazakhstan abrogated customs inspections of container trains transiting the territory of Kazakhstan, as well as inspections of imports at the station of destination in the Republic of Kazakhstan. These measures helped to make the freight train processing time still shorter.

In addition, the customs authority of the Republic of Kazakhstan simplified, effective as of 15 June 2020, the procedure for the admission into the territory of the country of containers coming from other countries. Since that day, containers enter the country on the terms and conditions of Annex B.3 of the Convention on Temporary Admission (Istanbul, 1990), without completing a vehicle declaration.

To stay competitive, the KTZ NC JSC never ceased its efforts to be more client-oriented and provide higher-quality services. The company introduced new logistics services and took new steps to build up freight traffic on its network.

Thus, customs inspections at the border stations of Dostyk and Altyntkol of transit container trains arriving from China were discontinued completely, and work is underway to integrate the information processing systems of the Kazakhstani Ministry of Finance and KTZ NC JSC.

Another material factor at play was the upgraded infrastructure. Infrastructure upgrades continued, with Dostyk station providing a good example – a new container terminal was built, increasing the station's container processing capacity by at least 80,000 containers a year.

Diversification of routes across the territory of Kazakhstan also was on the list of tasks: additional routes were designed, as well as solutions customised to meet the client's specific needs. In 2020, there were no cases of theft from container trains on the China – Europe – China routes, which brought the freight security score to 100 %.

Initiated in 2019, gradual transition to paperless technologies of freight documentation has been underway. The work is organised so as to launch electronic data exchange systems in concert with China Railways.

As part of cooperation with the China Railways State Corporation, regular meetings were held at the level of heads of railway administrations. The executives discussed strategies aimed at growing international transit freight flows in general and on the transport corridors running across Kazakhstan in particular.

KTZ NC JSC's subsidiaries Kaztemirtrans JSC and KTZ Express set a new standard of client service by setting up contact centers offering 24/7 services, flexible pricing, and online interaction with clients through their personal accounts.

On 13 August 2020, a container train started off from the port of Lianyungang, China, to Tashkent, Uzbekistan. The train travelled through the border crossing of Khorgas/Altyntkol, and the city of Almaty, running a distance of 5500 km in 10 days.

Over 4000 China-Europe container trains crossed the border at the Khorgas/Altyntkol border crossing in 2020, an 18.3 % increase on the previous year's number. To support the growing freight train traffic between China and Europe, the Khorgas customs office changed its technologies by replacing manual inspection techniques with equipment-based systems, improving its performance by more than 60 %. The average time needed to prepare a

train for departure was reduced from 3.5 hours to 1 hour.

In the first seven months of 2020, the number of container train departures on the Lianyungang – Europe route reached 370, a 43.97 % growth year-on-year.

To grow freight traffic on the China – Europe railway routes, the customs office of Port Lianyungang took a number of measures to streamline the process of freight distribution inside the port, and to simplify the customs clearance procedure. The measures came in very timely, since the port added new sources of imports to be brought to China on the return runs of freight trains.

The volume of container freight in the China – Europe – China traffic across the territory of Kazakhstan had grown to 181.9 thousand containers, rising by 50.1 % over the number achieved in the first five months of 2019.

The mean route speed of transit container trains was 1167 km/day on the territory of Kazakhstan.

In 11 months of 2020, over 930 China – Europe container trains travelled in the area of the Urumchi dry port. Merchandise sent from western regions of China to Central Asian and European countries by the China-Europe Express train that transits Kazakhstan consists primarily of agricultural produce, such as tomato paste and walnuts; chemicals such as PVC, and other positions on the more than 200-item long list of product types marketed by companies of western China.

A new route connecting Hefei, China, and Tilburg, the Netherlands, was set up with a potential to become “the Lenovo line.”

The first container train carried home appliances, mostly refrigerators and freezers, made by the facilities located in the Hefei industrial area. That transport operation was specially optimised to the needs of one of the companies in the region.

The significance of that first train comes not only from its being the first, but also from the fact that Tilburg is a city whose geographic situation makes it a convenient transport hub for freight trains from China. In addition, the first run provided valuable experience in using a new way of exporting Lenovo computer products made in Hefei.

Lenovo computers are already shipped to the Netherlands from Chengdu. However, the consignments consolidated in Chengdu are made up of products manufactured in Hefei and Shenzhen. In view of this, the speed and delivery time become especially important.

The Chengdu – Tilburg route was used in the main to transport such goods as electronic equipment and airplane parts; traveling in the other direction were auto parts, cars, dry milk, and red wine.

In 2020, China Railways (KZD) carried a total of 1727 thousand TEUs in international traffic, adding 37 % to the previous year’s number. The total number of China – Europe – China container trains reached 12,400 in 2020, up 50 % over the previous year. More specifically, 4112 container trains (+40.5 %) passed through the Alashankou/Dostyk border crossing. The Khorgas/Altynkol border crossing served 2041 container trains almost doubling the previous year’s throughput with a 99.5 % increase. The Manchuria/Zabaikalsk border crossing passed 3599 container trains, adding 34.9 % to the previous year’s number. Erenhot/Naushki added 63.9 % on the previous year’s results to process 2436 container trains, while the Suifenhe/Grodekovo border crossing saw an 78.7 % increase on the previous year for a total of 218 container trains. In the late 2020, regular container trains run to 98 cities in 21 European countries.

During the COVID-19 pandemic, China – Europe freight trains carried a great amount of counter-epidemic medical supplies and equipment, as well as parcels sent in the cross-border electronic commerce. Railways also transported goods that had been previously carried by sea or air.

The launching of container train operations between China and Europe was an important contribution to international cooperative efforts to contain the spread of the epidemic. The trains helped to stabilize international supply chains linking the countries along the path of the “One Belt, One Road” project.

The first container train from Chengdu, China, arrived in Liege, Belgium, on the 7 June 2020, thus completing its test transport operation. The train had been dispatched from its station of departure on 24 May 2020 to arrive at its destination 14 days later. The train carried a freight of medical face masks and protective goggles.

Over three million units of protective gear were delivered to the transport hub in Liege, Belgium. Most of the supplies would be used in the United Kingdom which the transport operation’s final destination.



Meeting of the OSJD Commission on Freight Traffic on the subject “Coordination of timetables for the movement of freight trains in international traffic” (4-5.06.2020, OSJD Committee, in videoconferencing mode)

In the context of restrictions imposed in response to the coronavirus infection, railways proved to be a reliable mode of transport to deliver medical supplies needed to deal with the COVID-19 pandemic.

On 14 June 2020, a block container train from Xi'an, China, arrived at the station of Pardubice, Czech Republic, having taken 15 days to transit the railways of Kazakhstan, Russia, Ukraine, and Poland.

The train brought 46 containers (TEUs) with disposable protective clothing, masks, gloves, and other medical supplies. The freight was intended primarily for hospitals in Prague and Pardubice.

The transport operation was jointly organised by CD Cargo JSC, Kedentransservice JSC, TransContainer PJSC, and PKP Cargo JSC.

A container train carrying LG Electronics products, left Xi'an, the capital city of the Shaanxi Province in the north-west of China, on 4 September 2020. It was a landmark event, since it was the first transport operation of this kind that had started in Shaanxi. The freight train carried a full load of 42 containers with various products, including LED screens, electrodes, and aluminum foil items, arrived at Sławków, Poland. The travel time was 10 days. Goods from Japan and South Korea can be stockpiled in Xi'an, China, and then taken to Europe by container trains, thus laying a strong foundation for commerce involving China, Japan, and South Korea.

A container train dispatched from Vienna, Austria, arrived in Xi'an on 11 September 2020. The Austrian consignors had successfully completed the delivery of their merchandise that had travelled to China on a container train for the first time ever.

The train took 16 days to cover the distance of 10,460 km, carrying 41 containers with products of Lenzing Group, an Austrian fiber manufacturer (fiber and cellulose used in the production of textiles). It was the first time that Lenzing Group had transported its products by a Europe – China container train. Compared to shipment by sea, railway transport took only half the time, which allowed the company to reduce its stocks of raw materials, cut down logistics costs, and improve the competitive positions of its products.

Due to the ongoing restoration of business and production operations in many countries, the demand for freight transport by the China – Europe trains on their way back is growing.

In 2020, the China – Europe Changan container train had made 3167 runs by the late October, 1.8 times the number of the same period in the previous year. Since the launch of the Changan container train in November 2013, a total of 15 freight routes have been established to connect Xi'an with destinations in 45 countries in Asia and Europe.

During 2020, container trains from China were delivering medical supplies to several European countries, including Germany and France.

As of 30 November 2020, the aggregate number of container trains stood above the mark of 10,000 units, reaching the high of 16,094 trains, with their capacity utilisation factor on the way back at 95.8 %.

In 2020, the share of container trains in the total volume of container carriage between China and Europe in both directions was driven by the pandemic to rise to 6-8 % to offset the global misbalance of supply and demand. In the short term, the share of trains in container transportation may surge further to around 10 % on the back of the growth in some segments (pharmaceuticals, dangerous goods, etc.), and due to the volatility of maritime freight rates.

A new freight train route was organised to connect Hamburg, Germany, and Xuzhou, a major industrial and transport center in the Jiangsu province, China, as part of the growing trend toward more active railway connections on the China – Europe axis. The trend was set in motion by disruptions in maritime and air transport operations caused by the COVID-19 pandemic.

The container train with an assorted freight of auto parts, mechanical units, and medical supplies started off in October 2020 to become the first train to have been dispatched from the city of Xuzhou, China, to Germany, and blend into the China – Europe traffic. The train ran a distance of more than 10,000 km, transiting Kazakhstan, Russia, Belarus, and Poland, to arrive in Hamburg 15 days after the departure.

In 2020, Xuzhou sent to Europe roughly the same number of container trains as in the five preceding years combined, in evidence of the growing logistics potential of the city.

As part of the regular freight railway traffic between China and Europe (Chongqing – Urumchi – Europe), a container train carrying 41 containers left the Tuanjiecun train station in Chongqing and headed to Budapest, Hungary. With that train, regular traffic to Europe on the Chongqing – Budapest route had returned to normal.

Chongqing is a transport and logistics hub where block container trains are formed to run between China and Europe in both directions. As of 6 December 2020, the aggregate number of container trains from China to Europe departing from Chongqing was in excess of 7000 trains. To raise the volume of freight, the Chongqing customs office adopted a B2B cross-border electronic trade model in September 2020.

On 26 November 2020, yet another new China – Europe route was launched to connect the city of Jianhua in eastern China with Dourges, France. It was the first container train from Jianhua to France, adding one more route from China to Europe to the existing 13. Most of the freight was machines and lathes, as well as medical supplies to fight the epidemic. The train travelled around 11,000 km across Kazakhstan, Russia, Belarus, Germany, and other countries, arriving at Dourges 18 days after the departure. From a logistics center at Dourges, the goods were distributed to France, Spain, Italy, and other countries.

Since the beginning of 2020, 368 China – Europe container trains were sent off from Jianhua for a total freight volume of 30,378 TEUs.

On 20 November 2020, the first Zhengzhou, China – Helsinki, Finland, container train left its station of departure. The train's load of 43 containers consisted mostly of disposable face masks and other medical supplies relevant to the epidemic such as insulation outfits, germicide lamps, etc.

While the COVID-19 pandemic affected the global transport sector almost in its entirety, railway routes between China and Europe came up as the bulwarks of stability, reliability and reasonable costs in the eyes of consignors, consignees, and freight forwarders. This perception boosted the demand to record highs in 2020.

The China – Europe railways freight carriage services won their popularity thanks to their competitive prices, high capacity, and superb stability. In the conditions of a pandemic, railway transport services helped to stabilize the operation of the international production chain, and shift the balance toward a better containment of the pandemic and resumption of manufacturing in Europe and Asia.

As of the late December, the number of container trains that had made actual runs between China and Europe in 2020 reached a record level of 10,180 container trains. The China – Europe container traffic had exceeded 52 thousand TEUs per month.

The 2020 grand total stood at 927,000 containers, a 54 % increase over the previous year. The overall container capacity utilisation factor in both directions was 98.3 %. Against a background of the global pandemic undermining logistics across the world and a significant slowdown in global trade, the number, quality, and punctuality of China – Europe trains showed growth and effectively assisting various countries to respond to the epidemic and restore production volumes. Trains also made possible a stable and uninterrupted operation of production and supply chains, thus giving impetus to the restoration and growth of the global economy.

According to Latvijas dzelzceļš GOJSC (Latvian Railway, LDz), the amount of container traffic has been high and steady over the recent years. Most containers have countries of Central Asia, e.g. Kazakhstan and Uzbekistan, as their destinations.

In 2020, no new container routes were created; instead, Latvian Railway was focusing its efforts on retaining its freight base for the existing container routes. To that end, in its communications with its customers the Railway kept the advantages of containerised freight transport in the limelight.

Latvijas dzelzceļš GOJSC is prepared to carry on its efforts to improve the quality of service on the routes, including the use of the CIM/SMGS Consignment Note.

In spite of the negative impact of the COVID-19 pandemic on the economic processes on the global markets, Latvijas dzelzceļš GOJSC (Latvian Railway, LDz) continued to provide regular freight carriage services, including carriage by extra-long freight trains from Asia to Europe. The operation of such extra-long trains in the territory of Latvia became possible thanks to a cooperative project with the Russian Railways OJSC that had been formed in the preceding months to support such operations. The operations were also made possible by the high quality of Latvian Railway's infrastructure.

On 9 April 2020, a super-long freight train with a total length of one kilometer crossed the territory of Latvia on the route China – Russia – Latvia – Lithuania – Kaliningrad, Russia. The train carried 100 TEUs of containers.

Having left China, the train crossed the Latvian-Russian border and, thanks to the services of the "one-stop agency" LDz Loģistika LLC that took care of the border and customs formalities in an electronic environment, was able to continue on its way without delay. LDz Loģistika supported the travel of the freight train to the Latvian-Lithuanian border.

All container trains operated so far on the China – Russia – Latvia – Lithuania – Kaliningrad, Russia route were organised as a result of cooperation between LDz and TransContainer PJSC, an OSJD affiliated enterprise.

The operation – especially of long freight trains – was supported based on the continued cooperation of many decades of LDz and RZD OJSC. It also relied on an Agreement on Carriage by Long Trains to the Kaliningrad Region that was concluded between Latvijas dzelzceļš GOJSC and Russian Railways OJSC in February 2020.

According to the Lietuvos geležinkeliai JSC (Lithuanian Railways, LTG), 2020 was a complicated year for LTG Cargo JSC, an LTG subsidiary and international freight carrier, due to the pandemic that affected freight transport at large.

On the whole, the volume of freight carried slipped by 3 % in 2020 over 2019 to a total of 53.4 million tons. It should be however noted that in the midst of a global pandemic when many companies had to deal with disruptions in their logistics systems, railway transport had come to become a primary tool of transportation. The flow of Chinese freight to Lithuania rose in 2020, causing a respective rise in container carriage, where the volume totalled 51,509 TEUs, a four-fold increase on 2019. Container trains from China reach Lithuania in 10-12 days to bring medical supplies, postal items, and a variety of other goods not only for Lithuania but also for other European countries.

In 2020, the Railway of Moldova SE (CFM) carried containers on the previously organised routes by the Viking train and ZUBR container train.

According to the Ulan-Bator Railway JSC (UBZD JSC), in 2020 the number of transit container trains using the UBZD network grew bigger to reach 2312 trains (241,307 TEUs), posting a 159 % rise over 2019, with a 175.5 % increase in

the number of containers in TEUs. Of those numbers, 1229 trains (136,375 TEUs) were headed in the even direction Russian Federation – People’s Republic of China, and 1083 trains (+378 over 2019) with 42,761 TEUs in the odd directions, People’s Republic of China – Russian Federation. In the Europe – China traffic, UBZD transited 350 container trains, adding 140 units to the 2019 number.

The UBZD JSC increased its throughput capacity by implementing the following measures.

After the commissioning of the Logistics Center at the Zamyn-Uud border station, the capacity grew from 570 to 5200 TEUs. Thanks to that, the daily container transloading capacity rose by 110 % on the previous year, from 808 containers (TEUs)/8 container trains to 260 containers (TEUs).

New 1520 mm and 1435 mm tracks were built at the Logistics Center to allow container transloading with KALMAR reach stackers.

Agreement was reached with the China Railways State Corporation (KZD) on the construction of a new 1435 mm track between Zamyn-Uud (UBZD) and Erenhot (KZD) border stations.

Since May 2020, 4 to 5 pairs of container trains a day had been exchanged at Erenhot (KZD) border station. Going forward, it is planned to increase the train exchange volume to 8 pairs of container trains a day at the Zamyn-Uud (UBZD)/Erenhot (KZD) border crossing.

The throughput capacities of border crossing stations have grown. Thus, the number of container trains from China that are processed daily at Zamyn-Uud (UBZD) border station has risen to 8 pairs.

Starting from August 2020, the UBZD JSC has been using Zamyn-Uud station to combine transit container trains coming from China. As a result, the delivery periods have shrunk, while the rolling stock operation efficiency, margins earned, and logistics costs of container transportation have improved. In addition, the operation of combined transit trains coming from the RZD OJSC to the Chinese border. The trains have the capacity of 120 wagon equivalents carrying 248 containers (TEUs).

The UBZD network operated container trains of 115 wagon equivalents with 248 containers (TEUs).

Focus was maintained on the quality of transit container train service rather than on their numbers.

As far as refrigerated trains go, UBZD JSC paid special attention to their schedule, allocating a special path for such trains. UBZD JSC is prepared to organise carriage of refrigerated containers by container trains.

In 2020, PKP LHS LLC made active efforts to maintain its current intermodal transport services, and launch new ones. The company negotiated with major logistics platforms such as Chengdu International Railway Service Co., Ltd, Xi’an Free Trade Port Construction and Operation Co., Ltd., Xi’an International Inland Port Multimodal Transportation Co., Ltd., YUXINO (Chongqing) Logistics Co., Ltd., Hefei International Land Port Development Co., Ltd., Wuhan Asia Europe Logistics Co., Ltd. (WAE). As a result of these activities, the first container train was launched in cooperation with Platform Xi’an Free Trade Port Construction and Operation Co., Ltd. The train with 45 containers loaded with various goods set off from Xi’an, China, on 24 December 2019 and headed to its destination station of Sławków LHS, successfully making it on 6 January 2020. After a short break caused by the coronavirus infection, the PKP LHS LLC successfully operated regular container train services from Xi’an to Sławków LHS. In October 2020, operations were launched that started from Chongqing, China, and ran across Kazakhstan, Russia, Belarus, and Ukraine.

Before the end of 2020, a total of 40 container trains were dispatched from Xi’an and Chongqing to Europe. PKP LHS LLC also worked to expand its logistics offer by carrying containers further on to their target recipients in Poland and other EU countries.

In December 2019, the PKP LHS LLC (PKP LHS) made an agreement with China Railway International Multimodal Transport Co., Ltd. (CRIMT), based on which comprehensive container rail services from the Chinese-Kazakhstani border to EU countries. Currently, the company is in discussion with Xi’an Free Trade Port Construction and Operation Co., Ltd. about the technical possibility of organising such transport operations from Xi’an to European countries, and the commercial terms and conditions of providing such services. The parties are contemplating a contract that would enable PKP LHS to book spots on Xi’an – Sławków LHS container trains from its Chinese partner.

Currently, regular container transport services are operated on the following routes: Xi’an – Sławków LHS transiting Kazakhstan, Russia, and Ukraine; Chongqing – Sławków LHS transiting Kazakhstan, Russia, and Ukraine; and the Kazakhstan – Russia – Belarus – Ukraine route.

According to Russian Railways OJSC (RZD OJSC), 2020 saw a significant growth in the volume of container traffic.

In 2020, the volume of container transport by RZD OJSC totalled 5,799,435 TEUs, an increase by 797,491 TEUs or 15.9 % on the previous year. Notably, the share of container block trains reached 64.2 %, a 4 % rise on the previous year.

The volume of international container carriage by RZD OJSC in 2020 totalled 3,479,026 TEUs, soaring by 19 % (+556,374 TEUs) over the level of the previous year. Of this number, exports amounted to 1,452,960 TEUs (+13.5 %); imports 1,225,503 TEUs (+15.6 %); with transit operations reaching 800,563 TEUs (+37.6 %). In the traffic of exports, imports, and transits, the shares of block trains were 72 % (+6.4 %), 69.4 % (+3.3 %), and 91.6 % (+3.2 %), respectively.

International container trains carried 2,630,264 TEUs, 28 % more than in 2019 (+574,310 TEUs), including 1,339,015 TEUs across border crossings (+46 %), and 1,291,249 TEUs through seaport stations (+14 %). The highlights in terms of increased volumes of carriage by container trains include sugar (+16,130 %), hard coal (+2526 %), perish-

able goods (+399 %), assorted ore (+236 %), vegetable oil (+165 %), grain (+98 %), chemicals and soda ash (+60 %), machinery and industrial equipment (+41 %), chemical and mineral fertilizers (+60 %), food (+55 %), fabrics (+34 %), and forestry products (+23 %).

In 2020, significant growth was posted by the volumes of containerised postal and load luggage carriage that totalled 1516 TEUs (a 28-fold increase).

In 2020, containerised transport operations involving the use of TransContainer PJSC's wagon and container fleets grew by 16.2 % relative to 2019 to reach 2270.7 thousand TEUs.

Containerised transport operations involving the use of TransContainer PJSC assets amounted to 2270.7 thousand TEUs in 2020 (loaded and empty), posting a 16.2 % increase on 2019, including 616.9 thousand TEUs of exports (+24.2 %), 506.12 thousand TEUs of imports (+23.5 %), 174.7 thousand TEUs of transits (+6.6 %). International containerised operations also trended positively in 2020 relative to 2019, rising by 21.2 % for a total amount of 1297.7 thousand TEUs.

Carriage by container trains proved to be the most efficient and attractive to the customers method of transport. Therefore, this segment accounted for most of the growth in containerised transport operations.

The volume of loaded container carriage by container trains formed by TransContainer PJSC totalled 1430.5 thousand TEUs (both loaded and empty), including 478.8 thousand TEUs of exports, 358.9 thousand TEUs of imports, and 158.9 thousand TEUs of transit cargoes.

TransContainer PJSC implemented a number of successful new projects in 2020.

In February 2020, the first public container train was dispatched on the station Batareynaya – station Nakhodka-Vostochnaya route. During the year, the route carried a total of 1656 TEUs. A regular monthly container service not only has a better price offering, but also lets consignors make precision plans for booking vessels as they organise their export consignments.

For the first time, a project to deliver raw rubber by container trains from the station Biklyan to China via the border station Zabaikalsk.

In November 2020, the first container train of 90 TEUs loaded with grain (chickpea) left the station Togliatti to export the freight to India via the port of Novorossiysk.

In addition, transport of bulk grains in containers using insert linings was organised on the Blagoveshensk – Nakhodka route on the way to China.

In December 2020, the RZD Logistics JSC and Globus-Trans jointly sent the first full-length container train with rapeseed oil in flexitanks from the station Kleshikha to Chongqing, China, via the Zabaikalsk/Manchuria border crossing.

Also in the late 2020, transport of ore concentrate in big bags to China was organised; previously, loads of this kind were carried in other types of rolling stock.

Since March 2019, the railway carrier CFR Marfa JSC has been providing container services in both directions on the route Ciumești, Romania, - Togliatti, Russian Federation, at a frequency of one container train a week on the railway network of Romania. The train carries the goods to/from the Constanța Ferryboat station, where they are transferred to sea transport.

Železničná spoločnosť Cargo Slovakia, a.s. (ZSSK Cargo), as the carrier in the Slovak Republic was involved in a number of projects to set up container train services from China to Europe:

- Changsha – Budapest (the BILK terminal) and back, trains normally run once a week, with an expected increase to two times a week. The train is routed through Mongolia, Russia, Ukraine, and Slovakia;
- Chongqing – Duisburg and back at a normal rate of once a week with a prospect of two or even three times a week. The route crosses Mongolia, Russia, Ukraine, Slovakia, and Czechia;
- Xi'an – Budapest (the Mahart terminal) through Kazakhstan, Russia, Ukraine, and Slovakia;
- Chengdu – Vienna once a week.

January 2020 saw the continuation of a project initiated in 2019 to carry freight from China' Xi'an to Dunajská Streda, Slovakia, via Kazakhstan, Russia, and Ukraine. The transshipment of containers into European-gauge wagons took place at TKD Dobrá. The travel from China to Dunajská Streda took 12 days. Later on, the service was interrupted due to the coronavirus infection pandemic, to be renewed



Expert meeting on the subject
"Organisation of high-capacity container traffic between Europe and Asia"
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in September 2020 at a frequency of one train a week. All in all, a total of 15 container trains from China and 4 container train to China were transshipped at TKD Dobrá. The route relies primarily on wagons owned by ZSSK Cargo. It is expected that in the future the service may run one or two trains a week.

A surge in container carriage was observed on Railways of Uzbekistan. Thus, in 2020 a total of 189,299 TEUs (+1.1 %) was carried, including 119,243 TEUs of imports, 60,139 TEUs of exports, and 9917 TEUs of transit goods.

In 2020, 1981 container trains (407 trains more than in 2019) ran in the territory of Uzbekistan. The trains carried 118,446 TEUs (+11 % on 2019), including 1325 trains (+229) of imports, and 656 trains (+178) of exports.

Rail transport carried more than 425 thousand TEUs in the territory of Ukraine, 11 % more than the total volume of container carriage in 2019. Containers accounted for 2.1 % of the total volume of freight carried by rail transport in the country.

To increase the volumes of freight, speed up delivery, and improve the security of goods, the Ukrainian Railway JSC (Ukrzaliznytsia" JSC, UZ) has organised and operated on a permanent basis 50 container trains, including 11 international trains, that in 2020 carried approximately 231 thousand TEUs in the territory of Ukraine, adding 41 % to the 2019 volumes. Container trains account for 54.3 % of the total number of containers transported in Ukraine.

The capacity of Ukrainian Railway allowed the greater volumes of freight and setting up container train services on new routes.

Out of the number of container trains mentioned above, 19 new container trains were set up in 2020, of which 3 run internationally. Together with partner carriers, three international container trains were organised to serve the following routes: China – Kazakhstan – Russian Federation – Ukraine – Poland; China – Mongolia – Russian Federation – Ukraine; and China – Kazakhstan – Russian Federation – Belarus – Ukraine – Poland.

The country also supported the continued successful operation of container trains on the following routes:

- China – Kazakhstan – Russian Federation – Ukraine – Slovakia – Hungary;
- China – Mongolia – Russian Federation – Ukraine – Hungary.

A total of 83 container trains crossed the territory of Ukraine on their way to EU countries, of which 37 were headed to Poland, 33 to Hungary, and 13 to Slovakia, with 3 trains traveling from Slovakia to China. The trains carried 40-foot containers with mixed cargo (primarily consumer goods).

"Ukrzaliznytsia" JSC also worked to improve the transport potential of Ukraine, attract more freight traffic from China, and develop the logistics to deliver consignments to their destinations.

In June 2020, the first pilot container train from China arrived in Ukraine. By the end of 2020, 22 trains had brought 1928 TEUs to the country.

In the segment of container transport, railways of OSJD member countries gave a particular focus on organising and developing international carriage of postal items in containers. Such transport operations are in demand and have good prospects.

In the last three years, many pilot mail-by-rail projects were undertaken but their scope was rather insignificant. That situation changed with the spread of the coronavirus infection when huge amounts of postal parcels had accumulated in China, giving volume to the railway freight transport.

In the context of restrictions imposed on air freight operations in response to the COVID-19 pandemic, the railway channel assumed a strategic role as a reliable link between China and Europe that ensured uninterrupted delivery of postal items.

According to Byelorussian Railway (BC), containerised mail operations have become a new growth segment of transits from China into Europe via Belarus in the wake of the air transport restrictions during the pandemic. The first full-length regular container trains started running between China and Europe in April 2020. A total of 2.7 thousand TEUs of mail-by-rail containers were carried on the main routes of the UTLC ERA JSC in 2020.

According to the Kazakstan Temir Zholy National Company JSC (KZH), the total volume of postal items carried in newly organised container trains from China to Europe was 287 containers in 2020. The company stated that postal items and express consignments had established a permanent presence on the China – Europe – China route.

According to the State Corporation China Railways (KZD), the KZD network carried over 2800 TEUs of postal items by China – Europe container trains in 2020, or 54 times the quantity carried in the previous year.

The first China Post China Railway Express train carrying postal items and two containers with medical supplies left China to arrive at Vilnius, Lithuania, 14 days after the departure.

Each container train transported around 300 tons of mail and involved cooperative efforts of both postal service providers such as China Post, Post of Lithuania JSC, Post of Poland JSC, and railway carriers and infrastructure managers. In the course of two to three months, railways brought around 2000 tons of postal items from China to Europe, with the delivery period ranging between 12 and 14 days.

Many mail-by-rail transport routes had their destinations in Lithuania, while other container trains headed to Poland. From the railway destination stations, postal items were taken to over 30 European countries by road.

In March and April 2020, 2,700,000 units of postal items were brought from China to Poland (to the station Małaszewicze) and Lithuania (to the station Vaidotai) in 440 40-foot containers carried by container trains, to be

forwarded to 36 countries of Europe. The total travel time from China to Lithuania was 14 days. The postal items came primarily from three cities in China: Yiwu, Chongqing, and Chengdu.

Postal items were carried under the SMGS consignment notes although in some cases the CIM/SMGS Consignment Note was used. Used as transit customs declarations were consignment notes CN 37 and CN 33 set forth in the documents of the Universal Postal Union.

According to LTG Cargo JSC, the import of containers with postal items amounted to 1056 40-foot containers (2112 TEUs), of which 1003 containers arrived in container trains. The total number of container trains was 21. Leaving the station of departure Tuanjiecun (KZD), the freight passed the border crossing Khorgas (KZD)/Altynkol (KZH) to travel to its destination station Vaidotai (LTG). In the territory of Lithuania, carriage of postal containers was the responsibility of LTG Cargo JSC, an international carrier and a subsidiary of Lietuvos geležinkeliai.

After a series of successful trials in 2019, mail-by-rail container transport operations took off in 2020, with 1149 40-foot containers (2,298 TEUs) brought from the People's Republic of China to the station Vaidotai of the Lithuanian Railways. In those transport operations, the China Post JSC was the consignor and the Post of Lithuania was the consignee.

The Ulan-Bator Railway JSC (UBZD JSC) did much work to switch postal items from road to rail. Consignments of postal items originating from PRC and dispatched by road were transloaded at the Ulan-Bator railway station. The volume stood at 8 wagons in November 2020, rising to 15 wagons in December, with destinations in the Russian Federation.

Containerised transit of postal items and load-luggage on the network of the Russian Railways soared to 1515 TEUs, a 28-fold increase.

In 2020, the Russian Post JSC launched a railway container transport route to carry international postal items from Urumqi, China, to Moscow. Transit items would then be forwarded to the EU countries. In the period from April to September 2020, 37 containers loaded with over 350 tons of postal items were delivered. The time of delivery to Moscow varies between 12 and 38 days.

Since 3 December 2020, the Russian Post JSC and the RZD OJSC have jointly operated the Digital Commerce postal train to deliver international postal items on the China – Russia – Europe line. Due to the suspension since March 2020 of international passenger traffic between Russia, Mongolia, and China because of the spread of the coronavirus infection, the Digital Commerce train was initially launched on the Moscow – Irkutsk route, with stops at Novosibirsk, Yekaterinburg, and Kazan. The train's travel time in either direction was four days. After the quarantine restrictions are lifted and the terms and conditions of the Train's operation are agreed with the administrations of railways in Mongolia and China, the route will be extended to the station Erenhot (KZD), increasing the travel time to six days. No other solutions available today can offer comparable travel periods.

In 2020, the Russian Post also set up regular mail-by-rail container services from China to Russia and the EU countries. With the services launched in April 2020, over 403 tons of postal items were delivered in 44 containers. The travel time for the containers ranged between 12 to 56 days.

Russian Post's plans for 2021 include further upgrades and improvements on the international routes of delivering postal items by rail using both passenger and freight trains, which would ensure uninterrupted and on-time service, streamline transportation costs, and get rid of some inessential loading/unloading and handling operations.

Due to the outbreak of the COVID-19 epidemic, a huge number of international flights to and from China were cancelled or made less frequent, which had a serious impact on the delivery of international postal items and led to a pileup of unprocessed mail backlogs.

To address the problem and help the delivery of postal items, a postal train was set up and launched on the China – Europe route.

A railway freight route between China and Europe offers obvious logistics advantages from the perspective of relatively stable logistics costs and travel time even under the conditions of a pandemic.

As evidenced by statistical data, by the late April 2020 a total of 129 freight trains travelled from the city of Yiwu, China, to European countries. In the aggregate, they carried 10,842 twenty-foot containers, or 44.1 % more than in the previous year.

On 1 September 2020, Chongqing dispatched the first specialised train carrying B2B cross-border e-commerce export goods. The train of 43 containers was loaded with goods traded in cross-border internet commerce, primarily clothes, footwear and headgear, home appliances, everyday consumer goods, etc. The goods had their destinations in Germany, Poland, and other European countries.

A train loaded with 100 TEUs of everyday consumer goods, Christmas goods, industrial and home equipment, auto parts, etc. left the station of Yiwu and headed for Madrid, Spain, on 1 October 2020. A total of 6 container trains were dispatched from Yiwu to EU countries. From the beginning of 2020 to 1 October, a total of 634 container trains set out on that route, a 146.2 % increase on 2019.

On 18 November 2020, dispatched from the station of Yiwu was a specialised train that served the needs of cross-border internet commerce with Europe. The train carried 100 twenty-foot containers, arranged on 11 flatbed wagons

to travel to Europe. It was the first China – Europe train to have been launched under a programme of interregional cooperation between several provinces of China.

In addition to everyday consumer goods, small home appliances, auto parts, and textiles, the container train carried postal items and parcels that were part of cross-border internet commerce. Their total worth was about \$ 1.44 million. Having left Yiwu, the train passed the Alashankou/Dostyk border crossing and arrived at the Intermodal Logistics hub in Liege, Belgium, 16 days later. After the customs clearance procedures were completed, the goods and parcels were distributed to their corresponding European countries.

That case of joint delivery of e-commerce goods by a container train was a milestone of a new stage in the progress of railway transport operations between China and Europe, signifying the transition to higher quality and more integrated development.

In terms of freight flows, postal items sent from the PRC to Europe became a new growth area for UTLC ERA JSC, an OSJD affiliated enterprise. The first full-length mail-only container trains started regular operations between China and Europe in April 2020.

Since the successful completion of that project, the UTLC ERA JSC has provided services with 23 full-length mail-only trains that carried 2600 TEUs of mail. Trains carry postal items from China to 36 European countries, including Denmark, Spain, Lithuania, Switzerland, and France.

The main cities in China where mail-only container trains are formed are Chongqing, Yiwu, Zhengzhou, and Dongguan. On the way from China, trains transit Kazakhstan, Russia, and Belarus. The average travel time on the 1520 mm infrastructure from the Chinese border to the EU border is 4.9 days.

Growing amounts of postal items are delivered to Europe by rail. In the context of restrictions on freight transport by air, the railway supply channel offered by the UTLC ERA JSC has taken on a strategic role as a reliable link between China and Europe that ensures uninterrupted delivery of postal items.

Cooperation on various organisational and administrative aspects of international transport of postal items by rail was framed by the Memorandum of Understanding and Cooperation between the OSJD and UPU signed in October 2019.

To enhance the cooperation, the OSJD Committee initiated a Consultative Meeting held on 6 May 2020 as an online videoconference. The meeting was attended by representatives of the Universal Postal Union (UPU) and the World Customs Organisation (WCO). The purpose of the meeting was to share views on the current situation of postal items transport, and identifying an affordable joint solution that would enable transport of postal items on certain railway routes. During the Consultative Meeting, a representative of the UPU noted that although transportation of postal items from China to European countries was ongoing, there were a number of problems associated with the customs clearance procedures in the EU.

An agreement was reached that the OSJD Committee would request the Eurasian Economic Commission (EAEC) to provide information on the particulars of the customs transit procedure applicable to international mail carried by rail transport.

As a result of cooperative efforts between the OSJD and Eurasian Economic Commission (EAEC) initiated by the request from the OSJD Committee, information was obtained on the specifics of customs clearance procedures applied to postal items transited by railway transport through the countries of the Eurasian Economic Union (EAEU). That information was shared with the UPU International Bureau.

The representative of the UPU International Bureau noted that at the peak of the pandemic, multiple requests were addressed to China and the UPU in relation to railway transport operations. For that reason, the UPU intended to continue its work in that area. The UPU requested recommendations and support from the OSJD. Previously, the UPU had maintained a strong focus on air transport, but the new situation required that the existing UPU documents be modified in line with an analysis to incorporate rail transport.

The UPU suggested that more active efforts be made to promote the use of electronic documentation and enhance electronic data exchange as an element of information security.

It was stated that the implementation of an electronic data exchange system in the EU would be completed in 2024, making it a priority issue to be discussed at the meetings of the UPU Contact Committee attended by the OSJD.

The UPU intends to promote the idea of multimodal transport operations and setting up hubs to support the transportation of postal items. Rail transport is not a backup option but a realistic choice due to its low cost that could make it a viable replacement of the other modes of transport.

Thanks to the lower transportation costs relative to the air transport widely used today, railway transport services open new opportunities for attracting completely new types of freight to rail transport. As transport-based commerce matures, setting up regular mail-only container trains becomes a promising branch of containerised transport.

Work was continued on the practical application of the CIM/SMGS Consignment Note on the entire route of freight travel on railways using different legal prescriptions. Such work would make transport operations free of the need to reissue transport documents, shorten the time of delivery, improve the administration of freight transport operations, and thus create strong incentives that would attract additional freight to railways.

The OSJD railways were engaged in the activities towards the **organisation of the carriage of goods by rail in wagons and containers under the CIM/SMGS Consignment Note on the routes between Asia and Europe in both directions.**

Currently, the Azerbaijani Railways CJSC is not using the CIM/SMGS Consignment Note, but the company has reported its readiness to start using it.

The Byelorussian Railway (BC) is open to freight transport operations under the CIM/SMGS Consignment Note in all directions.

The West-East containerised freight transport operations originated in the Czech Republic, France, Germany, Hungary, and Slovakia and had as their destinations such countries as Russia, Kazakhstan, and China.

Stations of the Byelorussian Railway used the CIM/SMGS Consignment Notes to dispatch containers to Slovenia, Czechia, and Romania. Romania was also the destination country for non-containerised freight carried in wagons.

In 2020, the Byelorussian Railway performed 32,636 transport operations under the CIM/SMGS Consignment Note, or 129 % of the 2019 number (25,315 transport operations).

In 2020, transit traffic used the CIM/SMGS Consignment Note for a total of 26,121 dispatches (both in wagons and containerised), of which 26,510 were in wagons and 43,794 in high-capacity containers; imports accounted for 171 dispatches (both in wagons and containerised), including 1679 in wagons and 1485 in high-capacity containers; exports amounted to 6344 dispatches (wagon and containerised combined), with 8081 in wagons and 1870 in high-capacity containers.

According to the Kazakstan Temir Zholy National Company JSC (KZH), in January-November 2020 transit transport operations under the CIM/SMGS Consignment Note in Kazakhstan totalled 4084 (in high-capacity containers).

China Railways State Corporation (KZD) used the CIM/SMGS Consignment Note for both import and export containerised transport operations.

In 2020, the China Railways network carried a total of 11,228 TEUs of the exported containerised goods under the CIM/SMGS Consignment Note.

In 2020, the LTG Cargo JSC, a subsidiary of Lietuvos geležinkeliai JSC (Lithuanian Railways, LTG), organised transit operations across the territory of the Republic of Lithuania that involved a total of 134 container trains running under the CIM/SMGS Consignment Note from the People's Republic of China to Europe on the route Chongqing, China, – Duisburg, Germany. Their freight consisted primarily of computer equipment and auto parts and accessories.

Across the territory of the Republic of Moldova, a total of 8950 wagons were transported under the CIM/SMGS Consignment Note in 2020, of which transit accounted for 5142 wagons; 2411 wagons carried imports; and 1397 wagons were loaded with export goods.

The primary types of goods transported under the CIM/SMGS Consignment Note included, for goods coming into the Republic of Moldova, diesel fuel and cast iron; for outgoing goods, rolled steel, sugar, and gypsum; while transits included iron ore and concentrates, rolled steel, crude oil and petroleum products, wood, ash, sugar, fertilisers, common salt, and machinery.

The Ulan-Bator Railway JSC (UBZD JSC) has developed software programs to generate travel documents under the CIM/SMGS Consignment Note and issue damage reports.

According to the UBZD JSC, the company plans to use the CIM/SMGS Consignment Note to dispatch goods from Mongolia to European countries.

The Russian Railways OJSC used the CIM/SMGS Consignment Note to transport a total of 27,142 consignments (both containerised and in wagons), including 73,391 containers. The numbers were smaller relative to 2019 by 7.3 % and 7 %, respectively, and included:

- in export: 16,897 consignments (a 14.2 % reduction), including 31,805 containers (20.1 % fewer);
- in import: 2620 consignments (minus 62.8 %), including 32,856 containers (down 6.9 %);
- in transit: 7625 consignments (soaring by 197.7 %), including 8730 containers (an increase by 126.2 %).

Export and import transport operations under the CIM/SMGS Consignment Note in 2020 mostly involved such countries as Germany, Romania, Slovakia, and Czechia;

- Romania: 1411 consignments of imported goods (both in wagons and containerised), including 15 containers; 346 consignment of exported goods (in wagons);
- Slovakia: 462 consignments of imported goods (containerised and in wagons), including 10,040 containers; 545 consignments of exported goods (containerised and in wagons), including 9916 containers;
- Germany: 143 consignments of imported goods (in wagons and containerised), including 4104 containers; 3994 consignment of exported goods (containerised), equivalent to the same number of containers;
- Czech Republic: 549 consignments of imported goods (in wagons and containerised), including 17,726 containers; 11,948 consignments of exported goods (in wagons and containerised), including 17,893 containers.

Standing out among transit freight operations under the CIM/SMGS Consignment Notes are the ones between China and Germany (5919 containerised consignments, with 3490 from China to Germany and 2429 from Germany

to China, the numbers of containers being equal to the number of consignments); between Czechia and Kazakhstan (573 containerised consignments with 1595 containers); between Slovakia and Kazakhstan (340 containerised consignments, the same number of containers); and between France and China (109 containerised consignment in the same number of containers).

Since March 2019, the railway carrier CFR Marfa JSC has been operating one train a week in freight service on the route between Ciumești, Romania, and Tolyatti, Russian Federation, in both directions on the railway network of Romania to the Constanta Ferryboat station, where the freight is taken over by maritime transport.

In 2020, the national carrier CFR Marfa JSC transported 5130 wagons on Romania's railway network under the CIM/SMGS Consignment Note for a total freight volume of 224,821 tons, including:

- 1) consignments originating from Romania with destinations in countries that use SMGS (exports): 3160 wagons carrying a total of 122,367 tons of goods, of which:
 - 2776 wagons / 120,805 tons to the Republic of Moldova;
 - 384 wagons / 1562 tons to Ukraine.
- 2) consignments dispatched from countries that use SMGS with destinations in Romania (imports): 1970 wagons carrying a total of 102,454 tons of goods, of which:
 - 1057 wagons / 50,348 tons from Ukraine;
 - 678 wagons / 39,294 tons from the Republic of Moldova;
 - 111 wagons / 5639 tons from the Russian Federation;
 - 124 wagons / 7173 tons from the Republic of Belarus.

In 2020, ZSSK Cargo used the network of the Slovakian Railways to run the first three container trains carrying car kits from the KIA plant in Žilina, Slovakia, to the station Oskemen in Kazakhstan via Poland, Belarus, and Russia. The trains travelled under the CIM/SMGS Consignment Note.

In the same year, ZSSK Cargo used the CIM/SMGS Consignment Notes to transport 502 consignments, 570 wagons, and 202 containers, including exports of 177 consignments, 111 wagons, and 176 containers (intermodal consignments with destinations in China); imports of 146 consignments and 168 wagons (chemicals, construction materials, petroleum products from Ukraine); transits of 179 consignments, 291 wagons, and 26 containers (all transits were from Ukraine to Czechia, Germany, and Austria).

In 2020, the Ukrainian Railway JSC (UZ) carried 43,548 consignments under the CIM/SMGS Consignment Notes, 9 % fewer than in 2019 (47,667 consignments).

Export consignments totalled 19,489 (in wagons and containerised) in 2020, including 19,424 wagons and 65 containers; imports amounted to 12,474 (in wagons and containerised), including 12,443 wagons and 31 containers; transit goods summed up to 11,585 consignments (in wagons and containerised), including 8464 wagons and 3121 containers.

Primary goods transported under the CIM/SMGS Consignment Note:

- export to Romania: fuel wood, barley, sunflower seed oil, pine tree wood, chipped wood, ceramic tiles, kaolin, mixed ammonium nitrates, Portland cement, urea, hard coal tar, rolled steel, table salt; to Hungary: raw beet molasses; to Slovakia: empty wagons, hard coal tar, forged steel rolls;
- import from Romania: empty wagons;
- transit: arsenic sulfides, paper and cardboard, wood pulp from the Russian Federation to Romania; empty wagons from Romania to the Russian Federation, Hungary, the Republic of Belarus, Republic of Poland; cement items, ceramic articles, flax seeds, pine tree wood, wood fiber board, potassium chloride, wood chips, and pine tree logs from the Republic of Belarus to Romania; natural soapstone, and empty wagons from Hungary to the Russian Federation.

According to the Czech Railways Cargo JSC (CD Cargo), in 2020 the company transported 25,424 wagons under the CIM/SMGS Consignment Note (12,860 wagons in export and 12,564 wagons in import traffic), or 5.2 % fewer relative to the previous year.

The main routes of freight transportation under the CIM/SMGS Consignment Note on Czech railways include Mlada Boleslav – Perspektivnaya and Mlada Boleslav – Nizhny Novgorod, as well as the routes connecting the country with the Republic of Belarus, Ukraine, and Kazakhstan. In the traffic between the Czech Republic and the Russian Federation, the usage of the CIM/SMGS Consignment Note reaches 99 % of all exports; and 42.6 % of imports; in the traffic to and from Belarus, 100 % of exports and 67 % of imports; in the traffic to and from Ukraine, 1 % of imports; and in the traffic with Kazakhstan, 79.6 % of exports rely on the CIM/SMGS Consignment Note.

An analysis was completed of data on the growth of the share of freight operations under the CIM/SMGS Consignment Note on the network of RZD OJSC, with a breakdown into exports, imports, and transit operations for 2013-2019 and 2019-2020. An executive summary was prepared showing the dynamics of freight carriage under the CIM/SMGS Consignment Note.

The Commission's working staff summarised available data on the volume of international transport operations under the CIM/SMGS Consignment Note in 2018-2019. The data had been provided by railway companies from the OSJD

member countries Belarus (BC), Kazakhstan (KTZ NC JSC), Moldova (CFM), Poland (PKP JSC), Russia (RZD OJSC), Slovakia (ZSSK Cargo), Ukraine (UZ), and Czechia (CD Cargo). Based on the data, a summary analytical report was produced.

Coordination of the **volumes of the goods carried in international traffic by rail** was discussed at a meeting of the OSJD Commission on Freight Traffic held as an online conference on 26-27 May 2020, which was organised by the OSJD Commission, Warsaw.

The meeting was attended by representatives of the Vietnamese Railway State Company (VZD), Kazakstan Temir Zholy National Company JSC (KZH), China Railways State Corporation, the Ministry of Railways of the People's Democratic Republic of Korea (ZC), Ulan-Bator Railway JSC (UBZD), Russian Railways OJSC, and O'zbekiston Temir Yo'llari (UTI). Also in attendance were representatives of foreign trade organisations from the Socialist Republic of Vietnam, Republic of Kazakhstan, People's Republic of China, People's Democratic Republic of Korea, Mongolia, and the Russian Federation. Present as invited guests were representatives of the National Railroad Corporation of the Republic of Korea (KORAIL), the OSJD affiliated enterprise UTLC ERA JSC, International Coordinating Council on Trans-Eurasian Transportation (CCTT), and the OSJD Committee.

The meeting tallied the performance of the planned volumes of international freight carriage for 2019, and agreed the volumes of transportation of exports, imports, and transits for 2020 with a breakdown by quarters and types of freight for each border crossing.

Technical and administrative measures were developed to support the implementation of the agreed plans regarding the volumes of freight transportation in 2020.

In interests of using the same names of goods during the process of coordinating monthly transportation plans, a nomenclature of export, import, and transit goods.

On 4-5 June 2020, a meeting of the Commission was held as an online videoconference to **coordinate the freight trains timetables in international traffic**.

The meeting was attended by representatives of railway companies, carriers, and infrastructure operators from the following countries: the Republic of Belarus (Byelorussian Railway, BC); Hungary (Hungarian State Railways Co., MAV Co., Rail Cargo Hungaria, RCH Co., Railway Capacity Distribution Office LLC, VPE); the Republic of Lithuania (Lietuvos geležinkeliai JSC, LG); Republic of Moldova (Railway of Moldova SE, CFM); Republic of Poland (PKP Cargo JSC, PKP PLK JSC, DB Cargo Polska JSC); Russian Federation (Russian Railways OJSC, RZD OJSC); Romania (National Railway Company of Romania (CFR JSC), National Railway Society of Freight Transport by Rail CFR Marfa JSC (CFR Marfa); Slovak Republic (Railways of the Slovak Republic, ZSR; Railway Society Cargo Slovakia, ZSSK Cargo); Republic of Slovenia (Railway of Slovenia, SZ); Ukraine (Ukrzaliznytsia" JSC, UZ); Czech Republic (Czech Railways Cargo JSC, CD Cargo; Railway Administration of Czechia, SZDC); as well as representatives of the Kazakstan Temir Zholy National Company (KZH) as an observer, and OSJD Committee members and personnel.

Subgroups comprising representatives of railway companies, carriers, and railway infrastructure managers reviewed proposals made by railways. As a result of discussions, the amounts of international freight train traffic through border crossings by railways of OSJD member countries and European railways were drafted and approved for 2020-2021.

In the reporting period, the railway companies of the OSJD member countries participated in the events organised by the UN ESCAP as part of cooperation between the OSJD and UN ESCAP.

Under the UN ESCAP project Commercialisation of the Regional Railway Corridor between Kazakhstan, Turkmenistan, and Iran pursued in cooperation with the Organisation for Economic Cooperation and Development (OECD) and under the sponsorship of the Islamic Development Bank (IDB), working meetings were held with the project's participants and stakeholders, such as Railways of the Islamic of Iran (RAI), Kazakstan Temir Zholy National Company (KZH), Agency Turkmenemiryollary, and the OSJD Committee, to review a research project on the subject of commercialising the railway corridor Kazakhstan – Turkmenistan – Iran (KTI). The study looked for measures to be taken to increase the freight flows on the corridor, and to widen the physical and non-physical bottlenecks along the KTI route.

During the meetings and working sessions, a number of recommendations were suggested for the boosting of commercial operations along the KTI corridor. Opinions were shared on the role of the OSJD in the facilitation of the KTI project's commercial success.

It was also noted that railways of OSJD member countries with support from transport and logistics companies (operators) were engaged in systematic efforts to schedule and set up new block trains running between China, Central and Southeastern Asia, and Europe in both directions.

In view of the surging interest in mutually beneficial trade between countries of Southeast Asia, Southwest Asia, Central Asia, the Caucasus, Persian Gulf, and Europe, the OSJD Commission on Freight Traffic is making active efforts to improve the efficiency of rail transport in freight carriage and boost its competitive advantages in order to attract freight to rail transport and ensure seamless freight flows.

During 2020, the Commission cooperated and interacted closely with the World Customs Organisation (WCO), Eurasian Economic Commission (EAEC), International Coordinating Council for Trans-Eurasian Transportation (CCTT), International Association Trans-Caspian International Transport Route (TITR), and the International Union of Railways (UIC).

During 2020, OSJD partner organisations participated in the meetings, sessions, workshops, and conferences conducted as online virtual events by the OSJD Commission on Freight Traffic in collaboration with international organisations and associations in the area of freight transport by rail. The events pursued the goal of further improving the performance of the international railway freight sector; harmonising freight carriage data between countries in order to support and facilitate world trade; work out proposals and recommendations for the efficient use of rail transport in conjunction with other modes of transport to improve its competitive standing; the use of state-of-the-art technologies in the organisation and administration of the transport process, etc.

Posted at the OSJD Website and OSJD Freight Portal are texts of the agreements, rules, tariffs and other OSJD documents falling within the purview of the OSJD Commission on Freight Traffic, which are updated on a regular basis.



1.4. Passenger Traffic

Activities of the OSJD Commission on passenger traffic were carried out in 2020 in accordance with the Work Programme and Work Plan adopted by the joint meeting of the Plenipotentiaries of the Members of the OSJD Ministerial Conference and Conference of General Directors (Authorised Representatives) of OSJD Railways, in order to organise the traffic of passenger trains, develop and agree the timetables and formation schemes of train sets, create the required conditions and services for passengers, provide the development of passenger traffic and fulfillment of traffic schedule of international passenger trains via the border stations.

In the reporting year the OSJD Commission on passenger traffic **finalised and coordinated the train timetables, formation schemes of passenger train sets and allocation of coaches therein in the international passenger traffic for 2020-2021** for Group I of railways: BC, BDZ, MAV CJSC, KZH, LG, CFM, PKP, RZD OJSC, CFR, ZSSK, UZ JSC, CD, ZS, as well as for 2020-2021 for Group II of railways: VZD, KZD, KZH, ZC, UBZD, RZD OJSC.

An additional pair of trains was agreed for daily services No. 126/125 Warsaw – Brest – Warsaw (PKP Intercity JSC) and No. 725/726 Minsk – Brest – Minsk (BC) with the Brest Central station as interchange station.

The daily services of the following trains have been preserved: No. 128/127 Warsaw – Brest – Warsaw (PKP Intercity JSC) and No. 727/728 Minsk – Brest – Minsk (BC) with the Brest Central station as interchange station as well as trains No. 303/304 Krakow – Grodno – Krakow (PKP Intercity JSC) that are also daily-service and year-round trains.

The daily services of direct coaches of the FPK JSC were agreed for Moscow – Prague traffic through Warsaw. Train No. 130/131 Budapest – Brest “Báthory” with the inclusion of three direct coaches Moscow – Prague and three coaches Budapest – Terespol (MAV).

The services of direct coaches Moscow – Prague are envisaged in the section Moscow – Minsk in train set No. 27 Moscow – Brest, in the section Minsk – Brest in train set No. 655 Minsk – Brest, in the section Brest – Bohumin – Brest in train set No. 131/130 Brest – Budapest “Báthory”, in the section Bohumin – Prague – Bohumin in train set No. 114/115 Prague – Krakow “Krakowia”, in the section Brest – Moscow in train set No. 96 Brest – Moscow.

PKP in conjunction with the neighbouring railways agreed the services of two pairs of new international trains in the timetable for 2020.

According to the results of 2020, 942.1 thousand people were carried in international traffic between Ukraine and the European Union Member States, which was by 122.0 thousand people (or by 14.9 %) more than that in 2018 (820.1 thousand people).

On the basis of passenger flow available, the railway administrations (ÖBB, MAV START CJSC and Ukrainian Railway JSC) agreed the circulation of third direct coach No. 23/433 (to be formed by the Ukrainian Railway JSC) in the 2020/2021 train timetable in Kiev – Vienna traffic in train sets No. 749/145/32519/140-149/32510/146/750, with taking into account the weekends and holidays (Ukraine – Hungary – Austria).

The PKP PLK and PKP Intercity JSC in conjunction with Ukrainian Railway JSC finalised the timetable of services of train No. 67/68 Kiev – Warsaw in the traffic schedule of trains for 2020/2021 with its speeding up: the train speeds up when en route to Warsaw by 1 hour 31 minutes, on its way back the train speeds up by 11 minutes, which positively affects an increase in passenger flow on the given route.

Other railways of Group I of railways agreed straight their routes.

The timetable of international passenger trains of Group II of railways (VZD, KZH, KZD, ZC, UBZD and RZD OJSC) was agreed in the former volumes i.e. 16 timetables and schemes of trains and direct coaches in international traffic.

Two meetings were held on the issues of **interaction of the national electronic reservation and ticketing systems, reference-information servicing of passengers and rendering services to passengers.**

On **Byelorussian Railway**, the electronic ticketing is implemented by means of new ticket sales channels which include the mobile application “BC. My train” and a common section “Services for passengers” of the official website of the Belarus railway.

Over one million and a half electronic travel documents (tickets) with reserved seats for trains were purchased through the Internet and mobile application in 2020.



Chairman of OSJD Commission on Passenger Traffic
Viktor Kashanau



Specialists of OSJD Commission on Passenger Traffic: Nguyen Duc Minh (left) and Kang Hyeonsoo

A possibility is provided to purchase electronic tickets with reserved seats for trains in regional services of economy class and urban services. In 2020, over 300 thousand electronic tickets with reserved seats for trains were purchased through the common section "Services for passengers" of the official website of the Belarus railway pass.rw.by and the mobile application "BC. My Train".

Permanent work is carried out on the development of electronic services. In May 2020, a possibility was provided on the site pass.rw.by and mobile application to purchase electronic travel documents (tickets) for children "with a seat" for train with reserved seats as one order with tickets paid at full rate as well as for an adult passenger without associating with a ticket for travelling.

And a possibility is also introduced on the site pass.rw.by and mobile application to make payment for use of bedclothes at the customers' request during the electronic ticketing operation in compartment coaches, open-plan coaches and suite coaches of inter-regional line trains (domestic train services).

Work is implemented on the development of an automated passenger boarding control system). All inter-regional line trains and regional line business-class trains are equipped with mobile terminals to check documents, interacting with the APBCS. Restrictions for electronic registration are removed and the electronic ticket purchase is provided "when the train is en route" in regional line business-class trains and trains of inter-regional lines. From 6 May 2020, it is feasible to purchase an electronic ticket with electronic reservation for all regional line business-class trains and trains of inter-regional lines not later than 20 minutes prior to departure from the passengers' boarding station (on the entire route of the train).

The network of self-service terminal equipment is developing. 70 terminals of a new type have been deployed for ticket sales for the trains with reserved seats, and with different ways of payment either in cash or by means of payment cards of the banks which are residents and non-residents of the Republic of Belarus, including those which are contactless, as well as ticketing in three languages: Belarus, Russian and English. Over two million and a half tickets were purchased through the self service terminals in 2020.

The **Railway of Kazakhstan** continues improving the task "Waiting List", introduced in 2019, in order to increase the quality of servicing and diversify the services rendered to passengers. Due to high demand of passengers for this service, new sources are added to fill the seat pool for the queue of the "Waiting List". Nowadays the returned tickets, non-used reservation seats and seats of optional coaches find their way to the "Waiting List". A mechanism is under development for a priority access of the clients of the "Waiting List" to the seats in the coaches included in a train set additionally. One can get in the queue of the "Waiting List" and purchase tickets obtained through this service both in the ticket offices or through the Internet.

Work is in progress to integrate the electronic ticket sale systems with the systems of the State agencies to make it possible for the privileged categories of passengers to purchase tickets online with use of discounts.

The automated research of routes with change is about to get completed. This task will be required in the event of the lack of a direct service or the lack of vacant seats between the given stations. In this case passengers will be offered seats either in different trains or in different classes of coaches in the same train.

The **Russian Railways** apply the tariff dynamic control system (TDCS) on train No. 13/14 Moscow-Berlin "Strizh" upon its departure on 16 February 2020. The TDCS system provides the tariff change depending on the train occupancy (percentage of its loading) and sale date (number of days prior to train departure). The analysis of the train set loading percentage is conducted on train in a differentiated way according to every type (servicing class) of coaches in the on-line mode at each change of the seat occupancy in the train as a result of either seat reservation or seat vacancy.

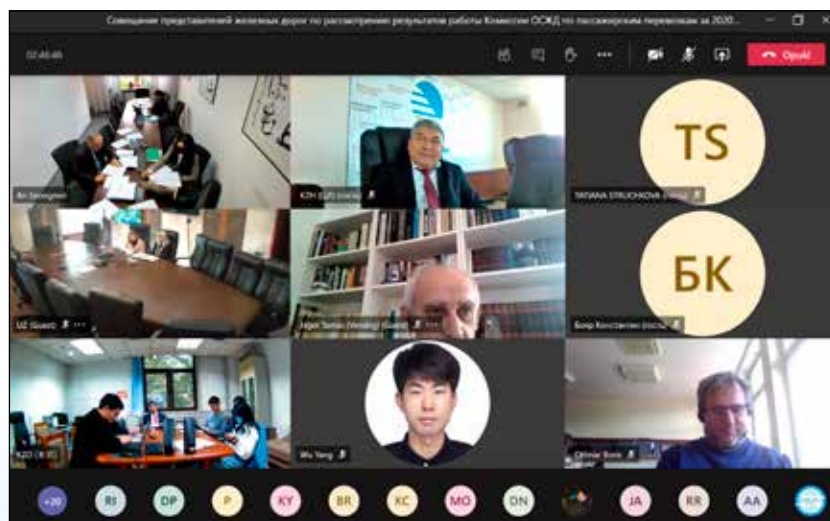
Technologies were deployed to account and control the travelling of the passengers having gone beyond the law on the trains of the FPC JSC. The Express-3 system comprises a classifier of breaches of law and a database on the passengers having gone beyond the law on the long-distance trains according to the breaches of law broken down by each type of breaches and their quantity. Information on the pas-



Meeting for the development and final coordination of the passenger train timetables in international traffic of the 1st group of railways was held in a mixed intramural and extramural format (10-14.08.2020, Olomouc, Czech Republic)

sengers having gone beyond the law on the trains of the FPC JSC is displayed in the train boarding notes transmitted to the mobile devices of conductors of passenger coaches.

To render emergency medical assistance to passengers travelling on a train, the RZD OJSC created a system of advance warning that informs the train crew members on a passenger which is aboard the train and skilled in rendering first medical aid. At ticketing, a passenger with medical education can provide information in a ticket office or on the RZD OJSC website about his medical education and his preparedness to render the first medical aid aboard the train en route. The information provided will be recorded in the Express-3 system, included in the train boarding notes and displayed in the mobile devices of conductors of passenger coaches.



Discussion of the agenda items of the final meeting of the OSJD Commission on Passenger Traffic (20-22 October 2020, OSJD Committee, using videoconferencing mode)

Computer software is developed for the Express-3 system, which informs passengers on the planned changes in the timetable of passenger train traffic and in the event of emergency situations. The automated working station of a responsible specialist functions in different modes in the event of declaration of emergency situation as follows:

- the mode of receiving information on passengers of trains having happened to be in the zone of emergency situation,
- the mode of information support in favor of an organisation informing the passengers on the emergency situation by means of sending SMS-messages,
- the mode of browsing the message log and receiving the personal contact data of the passengers which are affected by the changes in the timetable of train traffic.

In accordance with the provisions of SMPS, in 2020 the Express-3 system incorporated a function to issue the duplicate copies of travel documents issued heretofore on the blanks of RCT-2 tickets at the ticket sales in Russia, because of their being spoiled or lost, on the trains running to Mongolia, China and North Korea.

The RZD OJSC and CD, RZD OJSC and UBZD agreed the proposals on seat quotas of return trip by trains engaged in traffic with Mongolia, and by direct Moscow-Prague-Moscow coaches.

On 15 December 2019 the services of direct Moscow-Prague-Moscow coaches of the FPC JSC were commenced under the Special Conditions of International Carriage for journeys using East-West Traffic Tickets (SCIC-EWT). The travel conditions of passengers, ticketing rules, conditions of carriage of hand luggage and animals are defined by Special Conditions within Section II of the Special Conditions of International Carriage for journeys using East-West Traffic Tickets (II SCIC-EWT).

In the course of 2020 computer software was finalised by the RZD OJSC and CD, its testing was successful on the requests made to reserve or cancel seats for the Prague – Moscow coaches from the CD reservation system into compartment coach with the “combined” attribute.

In 2020, it was planned to gradually harmonise the Express-3 system for coordination with the reservation systems of the countries from the Western Europe in the XML-message format.

The implementation of solutions in the XML structures is more flexible. The realisation of the coordination will enable the exchange of personal data of passengers and graphic reservation of seats.

The possibility of exchange of the extended reference request for the seats available with indication of the numbers of coaches and seats between the reservation systems will be handled within the requests made in the XML-message format.

The RZD OJSC has been implementing measures to prevent and restrain the spread of the coronavirus infection, including those stipulating the remote return of unused travel documents following the developed procedure according to the requests received on the phone hot line of the Single Information Service Center of the RZD OJSC with the subsequent request made by a passenger to receive the refund in a ticket office within 180 days, and also the special mode of sales of travel documents and electronic documents in the ticket offices and on the website for the long-distance trains in certain periods of the peak spread of the infection. The special mode of ticket sales stipulates the distribution of not more than two seats in a compartment of compartment coaches in the long-distance trains, not more than three seats in one section in an open-plan coach. A seat next the window in a two-seat row can be

distributed in a coach with seating spaces, and seats next the window and the aisle can be sold in a three-seat row.

The **Ukrainian Railway** distributed the travel documents through the Internet over 66% of the total sales in 2020.

The distribution of electronic travel documents is implemented for 42 passenger trains for domestic services along the entire route of the train until the train arrives at the terminal station of the route.

In accordance with the international agreement on electronic ticket sales with payment through the Internet between the UZ and PKP Intercity, the UZ website makes it possible to issue electronic travel documents for all Ukrainian Railway's trains in the UZ – PKP – UZ traffic. In 2020 over 60.8 thousand electronic travel documents were issued for the UZ – PKP – UZ transport services, which amounted to over 50 % of the total sales of travel documents.

In the context of renewal of passenger train services from 1 June 2020, it was made possible to issue travel documents for the limited number of seats in the coaches of passenger trains in the amount of 50 % of the seats in a staggered arrangement (except for the suite coaches).

From the date of sale, 1 June 2020, and for a better quality of passenger servicing, the period of ticket sales was established for 90 days prior to departure of the Ukrainian Railway's trains of all categories for domestic services.

To invoke passengers to travel by railway transport, the Ukrainian Railway JSC and the Czech Railways JSC signed the "Agreement on cooperation in establishing special conditions for ticketing to travel by railway transport". The Agreement establishes reduced prices and stipulates the special conditions for ticketing to travel in international rail traffic by the Kiev – Prague – Kiev transport services under the "UZ – CD/First Minute Europe" Discount Programme.

The **railroads of the Republic of Korea** have taken measures to prevent the spread of the coronavirus pandemic at the stations and aboard the trains. The company is taking actions to restore demand for railway passenger traffic after the COVID-19 pandemic. The KORAIL Company offered its assistance to overcome hardship caused by the COVID-19 pandemic by means of innovative ideas and measures to restore demand for passenger traffic by rail.

On the subject "Improvement of the Agreement on international railway passenger tariff (MPT)", the meeting of representatives from the Parties to the MPT Agreement was not held in 2020 due to the coronavirus pandemic and because of the lack of amendment proposals from the Parties to the Agreement.

The official updated edition of the "Agreement on international railway passenger tariff (MPT)" and the MPT Tariff as of 1 January 2020 has been sent to the Parties to the MPT Agreement.

On the subject "Improvement of the Agreement on the Rules of use of passenger coaches in international traffic (PPW) and the PPW Rules" was not organised in 2020 due to the coronavirus pandemic. The proposal of the RZD OJSC to update § 7 of the PPW was again sent to the KZD and UBZD railways involved (letter No. IV-42451ND and No. IV-42452ND dated 26 June 2020), to which answers in the negative were received. The issue was discussed at the Commission's annual meeting.

The official updated edition of the Agreement on PPW and the PPW Rules as of 1 January 2020 has been sent to the Parties to the Agreement on PPW.



The PIONEER track maintenance train of the "Firma TVEMA" JSC (OSJD affiliated enterprise) with a full set of modern equipment for AZD CJSC

1.5. Infrastructure and Rolling Stock

The OSJD Commission on infrastructure and rolling stock continued its work in 2020 to tackle the issues of technical and technological aspects defined by the decision of the Conference of General Directors (Authorised Representatives) of OSJD Railways and in accordance with the Work Plan of V Commission for 2020. 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.
- Energy supply facilities and electric traction systems.
- Rolling stock for railways Technical requirements for its elements.
- Conversion of joint OSJD/UIC leaflets into International Technical Solutions (IRS) in the field of railway transport.

Due to the global pandemic caused by the coronavirus infection COVID-19, the expert meetings scheduled in the Work Plan of the OSJD V Commission for 2020 (beginning from March 2020) were held in the videoconferencing mode by consent of the participants in the subjects.

On the subject **“Rolling stock gauges in international traffic in the context of interoperability requirements”**, the leading duty holder ZSR presented the updated Methodology of Album 1 on the gauge negotiability of the main lines of railways, which is an integral part of the Leaflet “Methodology for compilation and management of data on the negotiability of the main lines of railways in terms of gauge characteristics and permissible loads from axle and onto a running meter of track”.

The experts discussed a draft Annex with the tentative title “Gauge of the interchanged wagons running on 1435 mm railways” to the current Leaflet “General rules for gauges of rolling stock in interoperable (without transshipment-direct services) international traffic”, which was presented by the leading duty holder MAV CJSC, in which focus was made on the need to develop a new gauge for rolling stock, since it was not feasible to implement freight transport operations by means of rolling stock manufactured in 1-BM gauge due to the passenger platforms which had been re-located on the renovated railway lines of the MAV CJSC network in accordance with the European standards.

Work on the subject **“Railway track and engineering structures”** is divided into four sub-subjects. At the meeting on the sub-topic “Development of a set of issues on rails, rail fastenings, jointless rail tracks, mechanisation of track-side work”, the leading duty holder RZD OJSC submitted its information material on the subject “Applicable types and structures of block joints”, which comprised the issues of application scopes of the different types of block joints, their service life, requirements for such products and the way to lay them on the track.

The leading duty holder Ukrainian Railway JSC developed a draft new Leaflet “Resilient fastenings of rails with resilient claps” in the context of provisions of the OSJD current leaflets. The leaflet comprised the main technical requirements for different types of resilient fastenings used on the railways of OSJD member countries, describes their kind and type, main components and their mission.

The V Commission’s meeting approved the first edition of the Leaflet “Resilient fastenings of rails with resilient claps” as of “Recommendatory” nature.

The leading duty holder MAV JSC delivered its presentation on the subject “Technical maintenance of rails: rail milling and grinding when en route”, which described the planning method on the basis of diagnostic measurements/control and, the maintenance of rails with use of different ways to handle them in the network of the Hungarian railways.

The duty holder RZD OJSC submitted its information material on the repairs of rails when en route, which comprised information on the schemes of technical maintenance of rails for different conditions of operation, an analysis of different conditions of operations, an analysis of the system to account rails throughout their service life and requirements for the recycling process of rails.

The leading duty holder NC ZI submitted the updated version of the Leaflet “Recommendations for the structure, laying and maintenance of a jointless track” in the context of information for the 1435-mm railway system and requirements for a jointless track on the bridges to be added with information on the temporary connection of the jointless section with the neighbouring section of the jointed track and an effort accounting variant to overcome the resistance of rail length movement during its removal as well estimate the tension lengths.

The leading duty holder LTG Infra Company delivered its information material on the subject “Forecasting the development of sizes of rail surface defects”, which comprised an analysis of the growth of rail defects, research of surface fatigue defects and methods for controlling the rails used in the network of LTG Infra Company (part of the group of companies of the Lithuanian Railways) in order to detect the surface defects of rails.



Chairman of OSJD Commission on Infrastructure and Rolling Stock
Radovan Vopalecky



Specialist of OSJD Commission on Infrastructure and Rolling Stock
Angelina Shurganova

At the meeting on the sub-topic “Consideration of a set of issues on the roadbed and engineering structures”, the leading duty holder the Ukrainian Railway JSC submitted draft leaflets “Recommendations on the constructions of a ballastless bridge deck used on the railway bridges” and “Recommendations on re-enforcing the lining of railway tunnels with anchoring systems and composite materials applied”. The draft Leaflet included technical solutions with anchoring systems and composite materials applied, basic principles for estimation of anchor line, lining reinforcement schemes, installation technology of anchoring beams, recommended technological equipment and materials. The V Commission’s meeting finalised the Leaflet and the Conference of General Directors approved it as of “obligatory-recommendatory” nature.

The representative of the Railway Infrastructure Manager of the Czech Republic (ŠZ) presented a draft Leaflet “Roadbed parameters to provide the movement speed up to 200 km/h with the ballast construction of the permanent way”, which contained technical requirements for the construction of the roadbed for speeds of up to 200 km/h.

The leading duty holder PKP submitted its information material on the subject “General requirements for development of the tunnel emergency plan, which contained the main liabilities and procedures for fighting safety risks in railway tunnels in order to maintain the safety of passengers and railway staff members and provide rescue operations in a danger area.

The leading duty holder RZD OJSC submitted a document on the subject “Recommendations on use of geo-synthetic materials in construction of roadbed”, which described the application scope of geo-synthetic materials for reinforcing the roadbeds, application of repairs technologies on the roadbed with use of geo-synthetic materials, examples of the sections of variable rigidity equipped with use of a geo-grid.

The leading duty holder BC delivered its information material on the subject “Methods of reinforcement of bridge constructions by means of surface armoring” which contained information on the experience in applying the surface armoring of ferro-concrete beams of the superstructures of railway bridges and, the technologies of work completion.

The leading duty holder Ukrainian Railway JSC submitted its information material on the subject “Running conditions for rolling stock on railway bridges and determination of the traffic speed regardless of technical condition”.

The information material contained the general provisions for categorisation of superstructures of bridges by their capacity and categorisation of rolling stock and, the procedure for defining the conditions under which the train loads are allowed on the bridges.

The leading duty holder NC ZI delivered its information material on the subject “Conditions for the runs of rolling stock on the railway bridges and determination of the traffic speed depending on the technical condition”. The information material comprised the Comprehensive assessment of the condition of railway bridges; standard loads and the method of determination of the bearing capacity of construction in operation; method for assessment of bridges on the basis of examination of their physical condition, which can facilitate identification of priorities in remedy of defects; solutions for further operation according to the results of diagnostics.

At the meeting on the subject “Comprehensive diagnostics of railway track”, the leading duty holder RZD OJSC submitted its draft Leaflet “Development concept of the Comprehensive system for diagnostics of the technical condition of railway infrastructure elements” in conjunction with a document duty holder OSJD affiliated enterprise, Firma TVEMA JSC.

The leading duty holder MAV CJSC acquainted the meeting participants with a presentation on the subject “Study of the aspects in which modernisation of diagnostics of switches is feasible”:

- Permanent measurement of geometry of switches by means of mobile measurement facilities;
- Measurement of end elevation, abrading action, ultrasonic and eddy current control of switch elements by means of mobile facilities;
- Detection of Head Checking defects;
- Comprehensive assessment of the technical condition of switches.

The document drafters LTG Infra Company and MAV CJSC presented their information materials on the subject “Development trends of inner and surface defects of rails depending on the conditions of operation”. The experts from

the PKP, MAV CJSC, LTG Infra Company, SZ (Railway Infrastructure Manager of the Czech Republic) and OSJD affiliated enterprise, JSC Firma Tvema, acquainted the meeting participants with their presentations on the subject “Determination of the periodicity of control of the permanent way by means of different facilities of the Comprehensive diagnostic system”, which describes the periodicity, specificity and diversity of control of the condition of the permanent way.

The leading duty holder on the subject, OSJD affiliated enterprise



Meeting of the OSJD/UIC JWG on the subject “Reviewing and converting the OSJD/UIC joint leaflets into draft international technical solutions (IRS) in the field of railway transport” (25-27.05.2021, OSJD Committee, in videoconferencing mode)

Betamont LLC, submitted its draft Leaflet on the subject “System construction concept of automated diagnostics of rolling stock in motion in order to minimise any would-be damage to railway infrastructure”.

At the meeting on the subject “Ferro-concrete sleepers, beams, switches and their diagnostics”, the Ukrainian Railway JSC being the duty holder presented the Leaflet “Pad welding of elements of switches”, which comprises information on the technology of pad welding of elements of switches by various methods.

The leading duty holder Ukrainian Railway JSC prepared the updated version of the Leaflet “Recommendations on minimisation of abrading of switches” in the context of the information material on the subject “Methods for protection of the elements of switches against abrading to prolong their service life”, which comprised recommendations on reduction of the abrading intensity of switches in the context of proposals and recommendations of the LTG-Infra Company and MAV CJSC. The V Commission’s meeting finalised and agreed the Leaflet. The V Commission’s meeting finalised the Leaflet and the Conference of General directors approved it as of “obligatory-recommendatory” nature.

The leading duty holder MAV CJSC delivered a presentation and elaborated information material on the subject “Technical maintenance of rail elements of switches”, which included determination of permissible parameters for execution of work, technologies and facilities of technical maintenance.

The information material comprises the defects which are typical of rail elements of switches, including as follows: malfunctions of the switch, defects of the connecting tracks, breakdown of the frog, and the applicable methods of diagnostic measurements and control of rail elements, permissible limit values for rail diagnostics of rails and, the measure taken for trouble shooting.

At the meeting on the subject “**Signalling, interlocking and communications networks**”, the leading duty holder RZD OJSC submitted a Leaflet “Recommendations on mechanisation and automation of hump yard operations”, which contained requirements for technical facilities of mechanisation and automation at hump yards, dedicated to carry out technological operations for train breaking-up and forming, including also the requirements of traffic safety during execution of train and shunting operations, requirements for the pre-set (design) technical characteristics of the mechanisation and automation facilities, organisation of automated monitoring of the functioning, localisation and prevention of the worst-case situations.

The leading duty holder Ukrainian Railway JSC presented a Leaflet “Rules for the current maintenance of telegraph channels and, exchange of international service telegrams through the railway telegraph communications network of OSJD member countries”, which stipulated the rules regulating the organisation of and procedure for technical operation of the international railway telegraph network in order to provide its uninterrupted operation of best quality between the central bodies of the OSJD members.

The duty holder NC KTZ JSC presented a Leaflet “Recommendations on operational and technical requirements for the axle counting devices”. The leading duty holder BC submitted a Leaflet “Prescriptions on measurements in the data transmission channels”, which covers the data transmission channels of international connections between the railways of OSJD member countries.

The representative of the Ukrainian Railway JSC updated the meeting participants with a presentation on the subject “Automatics and telecommunications of the Ukrainian Railway JSC. State of affairs and development perspectives.”

At the meeting on the subject “**Power supply facilities and power traction systems**”, the duty holder RZD OJSC delivered a presentation “Recommendations on optimal parameters of the converter-transformers and static con-

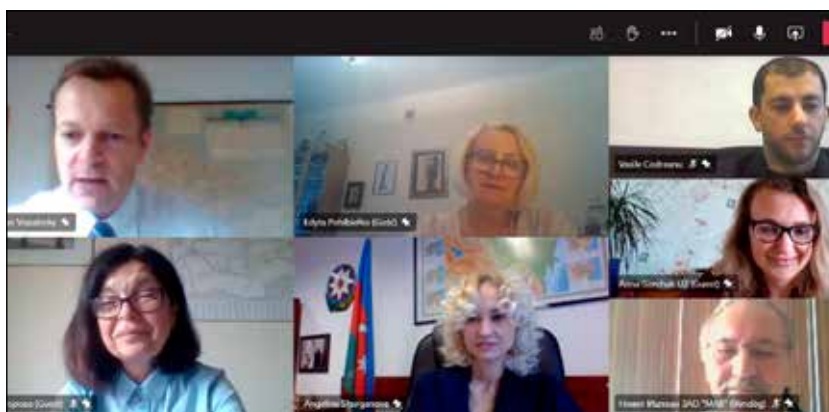


Meeting of the Joint OSJD/UIC Group in reviewing and converting the OSJD/UIC joint leaflets into draft international technical solutions (IRS) in the field of railway transport (14-16.01.2020, OSJD Committee)

verters of railway traction substations of direct current". The Leaflet covers the converter-transformers with the high voltage of 6 kV up to 110 kV along with static converters designed for operation at railway traction substations and, it also contains recommendations on the structure, compatibility and interoperability, sturdiness of transformers and converters to the environmental factor.

The duty holder RZD OJSC presented a Leaflet "Recommendations on increasing the sturdiness of the overhead system and overhead wiring of power transmission to the wind forcing", which involves the railway overhead

system and overhead wiring of power transmission designed to supply energy to the non-tractional railway consumers. The duty holder Ukrainian Railway JSC presented a Leaflet "Recommendations on the improvement of catenary systems and current collectors in the electrified railway sections at speeds of up to 200 km/h".



Discussion of the agenda items of the annual meeting of the OSJD Commission on Infrastructure and Rolling Stock (9-10 November 2020, OSJD Committee, in videoconferencing mode)

The subject "**Rolling stock for railways. Technical requirements as to its elements**" is divided into two sub-subjects. As to subtopic "Locomotives", due to the lack of any proposals to develop new leaflets and update the existing ones as well as update the Leaflet "Crash-systems. Technical requirements and testing of crash-elements of railway rolling stock of 1435 mm and 1520 mm gauge", the expert meeting did not take place in 2020.

The leading duty holder Ukrainian Railway JSC in conjunction with LTG Cargo continued their work on subtopic 5.2 "Wagons" to update the Leaflet "Recommendations on the thermotechnically expedient structure of wheels and brakeblocks of railway rolling stock". The duty holder Ukrainian Railway JSC continued its work to update the leaflets "Railway rolling stock. Technical requirements for rolling stock designed for international traffic between the railways of 1435 mm and 1520 mm of gauge of the OSJD member countries. Freight wagons" and "Railway rolling stock. Technical requirements for rolling stock designed for international traffic between the railways of 1435 mm and 1520 mm of gauge of the OSJD member countries. Passenger coaches".

The experts of the Belarus railway submitted the updated version of the Leaflet "Maximal gross weight of the containers admitted for carriage on the flat wagons of existing" with the status of "obligatory" assigned. The V Commission's meeting finalised the draft document for its subsequent approval by the Conference of General Directors.

On the subject "**Conversion of joint OSJD/UIC leaflets into International Technical Solutions (IRS) in the field of railway transport**", the experts of the OSJD/UIC Joint working group held three meetings at which they presented draft IRS 1501 on the basis of the joint OSJD/UIC Leaflet "Rolling stock gauges". The JWG Terms of Reference were updated due to the fact that the UIC organisational structure had been changed and, the UIC Standardisation Platform had been set up and, the name of documents to be converted had also been changed substituting "Solutions" for "Standards" and, the general concept of standardisation had been modified.

The JWG meetings finalised and agreed the draft IRS "Rolling stock gauges" in part of railways of 1520 mm gauge and in general part.

The V Commission's meeting agreed the draft IRS "Rolling stock gauges" for its subsequent approval at the OSJD Conference of General Directors.

The MAV CJSC representative delivered to the JWG meeting a presentation on the need to develop a new gauge for rolling stock, since it was not feasible to implement freight transport operations by means of rolling stock manufactured in 1-BM gauge due to the fact that the passenger platforms had been arranged on the renovated lines of the MAV CJSC network according to the European standards stipulated in the document 1300/2014/EC with the distance of 1650 mm from the track centerline and with the height of over 300 mm in tangents.

Within the UIC, work was completed on IRS 50502-1 "Special consignments – mandatory procedures". The text of the IRS 50502-1 will be taken into account in the further work on the draft IRS "Carriage of exceptional goods in international railway traffic".

The leading duty holder RZD OJSC presented the first version of draft IRS "Carriage of exceptional goods in international railway traffic".

Work on the draft document will go on at future meeting of the JWG in 2021.

1.6. Coding and Information Technology

Work of the OSJD Permanent working group on coding and information technology (PWG C&IT) was carried out in 2020 in accordance with Work Plan and decisions taken by the Conference of General Directors (Authorised Representatives) of OSJD Railways.

For the implementation of its main objective, the PWG C&IT cooperated with the UIC, ERA, UNECE and OSJD Affiliated Enterprises for the purpose of further development of information support of freight traffic by rail in the Eurasian area.

Subject “Coding and Information Technology”

Update of joint OSJD/UIC leaflets

At the meeting that took place in October 2020, the UIC representative Mrs. Celia Levy delivered a presentation on the subject “Migration of UIC Leaflets into international railway solutions”. Mrs. Celia Levy noted that the methodical efforts were made with regard to migration of all UIC International Railway Solutions (IRS).

The meeting participants came to a conclusion that there was a need to convert the OSJD/UIC joint leaflets into IRS in order to preserve the compatibility of the OSJD/UIC documents currently applied and, therefore the participants deemed it expedient and necessary to conduct an analysis of the joint OSJD/UIC leaflets.

At the PWG C&IT annual meeting, the UIC representatives put the meeting participants in the picture that the OSJD/UIC joint leaflets O 920, O 920-1, O 920-2 to be updated were envisaged by the UIC for conversion into IRS, the migration of which was scheduled in 2022 in accordance with the UIC Plan of IRS Migration. According to information from the UIC representatives, in the event the said leaflets have been updated in 2021, the UIC would consider the possibility of their migration in 2022.

Taking into account the relevance of further joint work with the UIC in the field of coding and information technology, the annual meeting participants deemed it expedient to continue work in part of IRS creation on the basis of joint leaflets and had decided to include some additional work in the draft PWG C&IT Work Plan for 2021 with the regard to an analysis of OSJD/UIC joint leaflets to be conducted for their possible conversion into IRS and, draft a plan of joint work with the UIC.

Leaflet O 920 “General principles governing the preparation and administration of coding”

At the October 2020 meeting, the leading duty holder RZD OJSC informed the meeting participants on draft amendments to the OSJD/UIC joint leaflet O920 “General principles governing the preparation and administration of coding”. The meeting participants deemed it expedient to keep effective the OSJD/UIC joint leaflet O920 with its status “obligatory” before its possible conversion into IRS.

The PWG C&IT annual meeting finalised the draft joint OSJD/UIC leaflet O 920 General principles governing the preparation and administration of coding” and requested the PWG C&IT specialist to submit it to the XXXVI Conference of General Directors for approval as the VIII edition.

Leaflet O 920-1 “Standard Numerical Coding for Railway Undertakings, Infrastructure Managers and other companies involved in rail-transport chains”

At the October 2020 meeting, the leading duty holder RZD OJSC presented a draft updated version of the OSJD/UIC joint leaflet O 920-1 “Standard Numerical Coding for Railway Undertakings, Infrastructure Managers and other companies involved in rail-transport chains”.

The PWG C&IT annual meeting finalised the draft OSJD/UIC joint leaflet O 920-1 “Standard Numerical Coding for Railway Undertakings, Infrastructure Managers and other companies involved in rail-transport chains” and requested the PWG C&IT specialist to submit it to the XXXVI Conference of General Directors for approval as the VIII edition.

Leaflet O 920-2 “Standard numerical coding of locations”

At the October 2020 meeting, the leading duty holder NC KTZ JSC presented to the expert meeting the draft updated version of the OSJD/UIC joint Leaflet O 920-2 “Standard numerical coding of locations” in the context of amendments made by the RZD OJSC to the draft OSJD/UIC joint Leaflet O 920-1.

The PWG C&IT annual meeting participants suggested that the updating work on Leaflet O 920-2 should be deferred before the legal issues between the OSJD and UIC were tackled in part of administration of the database of railway locations and requested the UIC to provide clarifications prior to the PWG C&IT meeting (March 2021) with regard to the whole system of the databases (including the issue of termination of the ENEE database operations) designed to support the coding of railway locations for both freight and passenger traffic in future.

Leaflet O 920-13 “Standard coding and data structures of general information required for international freight traffic”



Specialist of OSJD PWG
on Coding and IT
Mario Matta

At the October 2020 meeting, the leading duty holder ZSSK Cargo presented the draft updated Russian version of the OSJD/UIC joint Leaflet O 920-13 "Standard coding and data structures of general information required for international freight traffic", taking into account most of amendments submitted by the Ukrainian Railway JSC.

At the annual meeting, the leading duty holder on the said Leaflet informed the participants that the Ukraine Railway JSC had additionally transmitted the amendment proposals in part III of Annex 3: "Coding of the consignor's statements", which were included in the document.

The PWG C&IT annual meeting finalised the joint OSJD/UIC draft Leaflet O 920-13 "Standard coding and data structures of general information required for international freight traffic" and requested the PWG C&IT specialist to submit it, as VI Edition, to the XXXVI Conference of General Directors for approval.

Updating of the OSJD/UIC Regulation for administering the company codes

At the October 2020 meeting, the ERA representative informed the state of play in administering the codes of UIC railway companies and submitted information on the "Procedures for allocating and administering the company codes". The UIC and ERA updated the meeting participants that the Commission Implementing Decision (EU) 2018/1614 (EVR Decision) makes the ERA the only body responsible for allocating codes to railway undertakings and, beginning from 16 June 2021, to all organisations registered in one of the EU or EEC countries and those from the third countries doing their business in the common European Union railway transport market. The meeting participants deemed it necessary to preserve the function of company code allocation and administration of the database of the company codes for the OSJD stakeholders with the UIC in accordance with current documents. The PWG C&IT annual meeting took note of the information and decided to include those activities in the draft Work Plan of the PWG C&IT for 2021.

Updating of Terms of Reference of the OSJD/UIC working group "Coding and IT"

During the expert meeting that took place in October 2020, the PWG C&IT specialist informed the meeting participants that the Russia version of the Terms of Reference of the OSJD/UIC JWG was approved by meeting XXXIV of the Conference of General Directors provided that it would enter into force under the agreement with the UIC (tentatively on 1 January 2020).

The UIC representative informed the meeting participants that the English version of the updated Terms of Reference the OSJD/UIC Joint Working Group on coding IT was under consideration by the Quality Management Unit of the UIC and its entry into force was expected in the course of 2021 when it had been approved by the governing bodies of the two organisations. The annual meeting participants took note of the information and decided to include those activities in the draft Work Plan of the PWG C&IT for 2021.

Cooperation with the UIC

Due to the quarantine and sanitary restrictions imposed in certain countries because of the coronavirus infection, organisation of the 74th meeting of the OSJD/UIC Joint Working Group on Coding and IT in 2020 was cancelled.

Cooperation with the UIC in the field of coding and IT in 2020 is specified by the restoration of a dialogue between the representatives of the two organisations and their interest in achieving the objectives of their joint work. The joint events were conducted in accordance with the Work Plan of the PWG C&IT for 2020. The UIC representatives took part in one expert meeting of the PWG C&IT as well as in the Annual meeting.

Under the joint OSJD/UIC project RICS (Railway Interchange Coding System), work was implemented on assigning the 4-character codes at the requests of railway undertakings. As of 31 December 2020, 29 were modified and 106 new codes were assigned.

Subject "Paperless technology of the carriage of goods in international traffic"

The information support of the carriage of freight in international railway traffic (IED) and carriage under electronic transport documents (E-CONSIGNMENT NOTE)

The PWG C&IT annual meeting recognised that IED information had been submitted by 11 railways and agreed the publication of information in the draft "Report on work results of the PWG C&IT for 2020".

Updating of OSJD leaflets:

- O+R 943 "Library of standard electronic messages for international freight traffic on the terms of the SMGS Agreement in the UN/EDIFACT standard",
- O+R 944 "List of classifiers and codes of data elements. Library of codes lists for freight traffic under the terms of the SMGS Agreement",
- R 942 "Technology of information support for freight traffic under SMGS conditions in case of electronic data exchange in the UN/EDIFACT standard".

The leading duty holder RZD OJSC informed the participants in the expert meetings of the PWG C&IT in September 2020 on the amendments made to draft leaflets O+R 943, O+R 944 and R 942.

The PWG C&IT annual meeting participants finalised the draft leaflets of the OSJD and requested the PWG C&IT

specialist to submit to the Conference of General Directors for approval the following leaflets: Leaflet O+R 943 as the XIV edition and Leaflet O+R 944 as the XII edition.

The PWG C&IT annual meeting participants finalised and approved the OSJD Leaflet R 942 as the V edition.

Technical specifications of the IFTMIN message

In the October 2020 meeting, the RZD OJSC voiced its amendment proposal as to the document “Technical specifications of the IFTMIN electronic message” for the SMGS and CIM/SMGS Consignment Notes with the EQA segment (segment group 41 – attached equipment) in order to transmit information on the loading tackle stowed on the ITU/ATM.

According to the results of discussion, the PWG C&IT annual meeting participants finalised the amendment proposal, its inclusion in the combined draft document “Technical specifications of the IFTMIN electronic message”.

Drafting a concept of application of the XML or JSON formats with use of the web-services to describe the structure of electronic documents and electronic messages

At the October 2020 meeting, the JSC Lithuanian Railways, the leading duty holder on the subject, delivered to the PWG C&IT experts a presentation “API Application concept for the exchange of electronic documents and electronic messages”.

Mr. Mario Apostolov, Regional Adviser at the UN Economic Commission for Europe, Head of UN/CEFACT Support Unit at UNECE, invited to the Annual meeting made a presentation on the subject “Digitalisation of SMGS by applying the UN standards”.

The PWG C&IT Annual meeting approved the expert work results and agreed the inclusion of the subject in the draft Work Plan of the PWG C&IT for 2021.

On the subject “Implementation of international financial payments with the use of paperless technology”

Submission of proposals on organisation of financial payments on the basis of the electronic documents, COACSU electronic message and, other aspects of the subject by the railways interested in participation in the subject

At the October 2020 meeting, the PWG C&IT specialist briefed the meeting participants that in the course of 2020, the interested railways participating in the activities of the PWG on Finance and Accounting issues on the subject did not submit any proposals on organisation of finance payments on the basis of the electronic documents and COACSU electronic message.

The PWG C&IT meeting participants requested the Parties to the Agreement on the “Rules for the financial payments in international passenger and freight railway traffic”, interested in the subject, to submit to the meeting of the PWG FA and PWG C&IT in March 2021 their proposals on organisation of financial payments on the basis of the electronic documents and COACSU electronic message and, other aspects of the subject.

Development of technical specifications of the COACSU D.16B electronic message for the accounting statement, balance statement, balance payment statement

At the Annual meeting, the RZD OJSC, the leading duty holder, presented the consolidated draft Technical specifications of the COACSU electronic message of D.16B version with the accounting statement, balance statement, balance payment statement in view of the lack of additional comments and proposals from the interested railways. The Annual meeting participants suggested that work on the subject should be continued and included in the draft Work Plan of the PWG C&IT for 2021.

On the subject “Security of Information Resources and Information and Telecommunications Infrastructure”

Development and consolidation of experience in providing, on the basis of TTP technology, the relevance in law of the paperless flow of documents for the implementation of bilateral and multilateral trans-border traffic

At the September meeting of experts, the meeting participants listened to information delivered by a representative of the BC, the leading duty holder, on the outcome of the transfer process of freight traffic in bilateral agreement to apply electronic transport documents as well as organisation of execution of the multilateral schemes of interaction as working material.

The RZD OJSC representatives updated the meeting participants on the events conducted in 2019-2020 that provide organisation and support of new aspects of the trans-border electronic interaction on the basis of the electronic transport documents of relevance in law.

In view of the aforesaid, the PWG C&IT Annual meeting participants suggested that they should continue deliberating the subject in the draft Work Plan of the PWG C&IT for 2021 on the subject Information Resources and Information and Telecommunications Infrastructure Security IRITIS/БИРИТИ.

The PWG C&IT Annual meeting approved the work results of experts and agreed to include the subject in the draft Work Plan of the PWG C&IT for 2021.

Analysis and development of projects to use the TTP technology for the implementation of the application task of the accompanying documents, Customs papers and other technological documents in international traffic in order to provide trans-border interaction of the State organisations and undertakings dealing with the implementation of international railway transportation

The Annual meeting participants approved the major results of work on application of the accompanying documents, Customs papers and other technological documents in international traffic and expressed confidence that development of the trans-border interaction of the State organisations and undertakings as well as extension of the list of electronic accompanying documents for international railway traffic would make the rate of acceleration possible and increase the focus on customers. The meeting participants requested the BC and RZD OJSC to continue work on the analysis and development of application of the TTP technology for the implementation of the application task of the accompanying documents, Customs papers and other technological documents in international traffic in order to provide trans-border interaction of the State organisations and undertakings dealing with the implementation of international railway transportation. The PWG C&IT Annual meeting approved the results of expert work and agreed to include the subject in the draft Work Plan of the PWG C&IT for 2021.

Updating of the OSJD Leaflet R 941-4 "Description of typical technical specifications of trans-border interaction of "Infrastructures of public keys" of railways of the OSJD member countries in terms of monitoring the new schemes and itemising or improving the practically implemented schemes of the trans-border bilateral and multilateral information interaction

The September meeting of experts took note of information delivered by the RZD OJSC on the results of monitoring of changes in the practically implemented schemes of the trans-border bilateral and multilateral information interaction.

Within the reporting period, it is determined that the changes do not go beyond the framework of technologies presented in the OSJD Leaflet R 941-4 "Description of typical technical specifications of trans-border interaction of "Infrastructures of public keys" of railways of the OSJD member countries", in view of the fact that its updating has not been conducted.

It is deemed expedient to continue work on the further monitoring of new schemes emerging and, itemising or improving the practically implemented schemes of the trans-border information interaction in order to update OSJD Leaflet R 941-4 in terms of inclusion of new schemes of information interaction in it, if they are approved by the railway administrations of OSJD member countries.

The PWG C&IT Annual meeting agreed to include work on updating the Leaflet in the Work Plan of the PWG C&IT for 2021.

Operation and support of the Portal of the repository of specifications on the schemes of trans-border interaction as well as support of its version in English. Updating the technological and software solutions contained on the Portal in the event new schemes of trans-border interaction are put in permanent service and, the regulatory and order documents are made available on the Portal

The RZD OJSC representative informed the PWG C&IT expert meeting participants on the activities carried out in 2020 on the support of the Portal of the repository of specifications on the schemes of trans-border interaction.

The PWG C&IT Annual meeting approved the work results of experts and agreed to include the subject in the Work Plan of the PWG C&IT for 2021.

Monitoring and analysing the projects in the field of trans-border electronic interaction being underway in the European Union and countries of the Asia-Pacific region. Drafting the recommendations on taking into account new regulatory and technical documents for the implementation of trans-border transportation on the basis of the technology of the electronic signature and TTP, including making them available on the Portal of the repository of specifications on the schemes of trans-border interaction

RZD OJSC, the leading duty holder, presented to the experts of PWG C&IT the report on monitoring and analysing the projects in the field of trans-border interaction being underway in the in the European Union and countries of the Asia-Pacific region.

The meeting participants highlighted the activities of the railway sector in terms of organisation of international "transport corridors", including container traffic on the route China-Russia-Europe. The effective operation of such corridors is based on the digital services rendered to those participating in the projects of railway administra-



Expert meeting of the PWG CI on the subjects "Coding and Information Technology" and "OSJD Website" (23-24.03.2021, OSJD Committee, in videoconferencing mode)

tions. One of the main objectives comprises the inter-state integration of digital services in order to reduce the delivery time on the “transport corridors”.

The meeting participants took also note of information on the latest outcomes of the introduction of “blockchain” technology in the digital business activities, which showed certain problems and complexity on the way of expansion of the technology.

The PWG C&IT Annual meeting approved the work results of experts and agreed to include the subject in the Work Plan of the PWG C&IT for 2021.

Updating the OSJD Leaflets O+R 941 “Security of common information resources and information-telecommunications infrastructure” and R 941-2 “Organisational and legal measures to provide information security on railway transport” in view of practice and accumulated experience in applying the TTP technology in international railway trans-border traffic

The BC, the leading duty holder, delivered at the expert meeting in September the draft updated OSJD Leaflets O+R 941 “Security of common information resources and information-telecommunications infrastructure” and R 941-2 “Organisational and legal measures to provide information security on railway transport” in view of practice and accumulated experience in applying the TTP technology in international railway trans-border traffic.

The PWG C&IT Annual meeting finalised the draft OSJD Leaflet O+R 941 and requested the Specialist of the PWG C&IT to submit it to the XXXVI Conference of General Directors for adoption as Edition III.

The PWG C&IT Annual meeting agreed and approved the draft OSJD Leaflet R 941-2 as Edition IV.

Review of new information technologies of the trans-border validation, including the “blockchain” technology in terms of railway transport competence

At the September meeting of experts, the RZD OJSC representatives informed the meeting participants that the Russian Federation adopted on 27 December 2019 Federal Law No. 476-Φ3 “Amendments to the Federal Law “Electronic signature”. The amendments concerning the Trusted Third Parties entered into force 1 January 2021. Bearing in mind that it was needed to bring to conformity the functioning processes of the TTP and technical equipment applied to it with the requirements of the legislation, the RZD OJSC believed that the deliberation of the issue of new information technologies of the trans-border validation, including the “blockchain” technology, applied by the RZD OJSC, was premature.

At the September meeting of experts, the JSC NC KTZ representatives delivered their presentation “Intermediate results of work on the digitalisation of the pilot route Karaganda-Poti. The creation of a digital corridor on the International Trans-Caspian Transport Route”. The presentation did not include the validation issues of trans-border flow of documents.

The PWG C&IT Annual meeting approved the work results of experts and agreed to include the subject in the Work Plan of the PWG C&IT for 2021.

Subject “Information support of freight and passenger traffic. Technical specifications for interoperability (TAF TSI and TAP TSI)”

Due to the fact that some countries established the sanitary and quarantine mode connected with coronavirus, the Seminar on the implementation of the technical specifications of interoperability for freight and passenger transportation in international railway traffic (TAF TSI and TAP TSI) in 2020 was revoked.

At the Annual meeting, the UIC representative briefed the meeting participants that the UIC was prepared to organise the Seminar on 27 May 2021 in Paris.

Subject “OSJD Website”

Further improvement of the OSJD Website

At the October 2020 meeting, the expert meeting participants listened to information delivered by the Specialist of the PWG C&IT on the progress of modernisation work on the OSJD Website and submission of the material by the management company LLC “In-Eks” on the work carried out on the development and deployment of a new design of the website in three versions (desktop, pad and, mobile phone version). The OSJD Website was launched on 14 April 2020. The Specialist of the PWG C&IT also presented the updated structure of the page names of the new website of the OSJD to the meeting participants.

1.7. Financial and Accounting Issues

In 2020, the activities of the OSJD Permanent Working Group on Financial and Accounting issues was focused on the implementation of decisions of the Conference of General Directors and PRGF Work Plan for 2020.

One of the main aspects of the PWGF activities comprised work in the field of debt reduction and settlement between the railways.

Based on the data submitted as of 31.01.2021, the total debt of the railways of the OSJD member countries amounted to 195,776.25 thousand Swiss francs. It was reduced by 1326.72 thousand Swiss francs or by 0.67 % as compared with the data as of 31.01.2020.

On the basis of the data submitted as of 31.01.2021, the total debt of 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) amounted to 186,563.93 thousand Swiss francs. It was reduced by 5528.48 thousand Swiss francs or by 2.88 % as compared with the data as of 31.01.2020.

The COVID-19 pandemic affected not only the Organisation's activities but also the railway operation of the OSJD member countries. The work organisation had to be modified, changing over from face-to-face meetings to virtual conference in online mode. In 2020 one meeting of the Parties to the Agreement on the Rules for Accounting and one expert meeting of the PRGF were held.

On 2 March 2020, the Agreement was joined by the JSC Unicom Tranzit (Romania). It's a private company, a carrier that operates on the market of freight transport services.

In 2020, the PRGF continued its work on the improvement of technologies and reduction of timing of payments to be made for carriage in international railway traffic.

In the course of the year the expert meetings and meetings of the Parties to the Agreement on the Rules for Accounting agreed and carried into effect in due time a number of amendments to the Rules for accounts aimed to reduce time for drawing and submitting the payment documents as well as those designed to harmonise the Rules for accounts, bringing them to conformity with the provisions of the SMGS, SMPS, PGW, PPW and international tariffs.

In view of changes and supplements made in 2020, the OSJD Website hosted the OSJD Information Reference Book on mutual accounts in international passenger and freight railway traffic, which comprised the updated data of bank account details and legal addresses of the settlement organisations, submitted by the railways that are Parties to the Rules for accounts as well as other relevant information and also the Agreement and the Rules for Accounting.

Due to the unfavourable epidemiologic situation in 2020, the joint OSJD/UIC seminar on financial and accounting issues was not held. The representatives of the Parties to the Agreement on the Rules for Accounting always emphasised the usefulness of such seminars that discussed the concrete issues and problems emerging in practice. Such seminars had always the positive results of interaction of experts of the PWGF and UIC Finance Committee, therefore the two organisations agreed to continue their cooperation.

In the reporting period, the PWGF discussed the issues of mutual accounts and state of play of debts between the Parties to the Agreement on the Rules for accounts and formed the resulting summary information as of 31.01.2020 and 31.07.2020.

No meeting of the Commission for settlement of mutual accounts between the Parties to the Agreement on the Rules for accounts was held in the reporting period, since no applications were submitted by the Parties to the Agreement.



Specialist of OSJD PWG
on Finance and Accounting
Kunka Kirkova



Modern electric locomotive of Siemens production on the Bulgarian Railways

1.8. Issues of Vocational Training/Education in the Field of Railway Transport

The Ad Hoc Working Group on the issues of vocational education/training in the field of railway traffic was set up in pursuance of the decision adopted by the XLIII session of the OSJD Ministerial Conference (2-5 June 2015, Ulan Bator, Mongolia).

The AWG was composed of representatives from the following railways and ministries: CJSC Hungarian State-owned Railways, JSC Georgian Railway, Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan, JSC National Company "Railways of Kazakhstan", Korean National Railway Corporation (KORAIL), State-owned company "Railway of Moldova", Ministry of Transport of the Russian Federation, OJSC Russian Railways, JSC Railways of Uzbekistan, JSC Ukrainian Railway, Association of Transport High Schools, Beijing Jiaotong University, JSC PLASKE, CTM LLC, Southwest Jiaotong University (Chengdu), PJSC TransContainer, in the capacity of observers of the interested Parties CJSC Azerbaijani Railways (CJSC AZD), State Unitary Enterprise "Railways of Tajikistan" (TDZ) and PJSC Center for the carriage of goods in containers "TransContainer".

At the joint meeting of Authorised Representatives of members of the OSJD Ministerial Conference and Conference of General Directors (Authorised Representatives) of OSJD railways (1-4 December 2020, OSJD Committee, Warsaw, videoconferencing mode), the representatives of the CJSC Hungarian State-owned Railways (CJSC MAV) expressed their wish to become an interested Party (observer).

The Chair of the AWG on the issues of vocational education/training in the field of railway transport is a representative of the Ukrainian Party; the vice-chair is a representative of Association of Transport High Schools, an OSJD affiliated enterprise.

In the reporting period three meetings of the AWG were held in the videoconferencing mode: the XVI meeting of the AWG (4-6 August 2020, OSJD Committee, Warsaw) was chaired by a representative of the JSC PLASKE company, an OSJD Affiliated Enterprise, XVII meeting of the AWG (23-25 November 2020, OSJD Committee, Warsaw) and XVIII meeting of the AWG (2-5 March 2021, OSJD Committee, Warsaw) were chaired by the Ukrainian Railway representative. The confirmation of the AWG chairmanship and candidate for the AWG chairman was submitted by the Ministry of Infrastructure of Ukraine in accordance with paragraph 1 of Article IV of the "Rules of Procedure of the AWG on vocational education/training in the field of railway traffic".

According to the results of AWG work carried out, in the reporting period the XLVIII session of the OSJD Ministerial Conference (28-30 September 2020, OSJD Committee, Warsaw) adopted a decision on the Statute of the OSJD Academy and the Rules of Procedure for the management of document registers of the Organisation for Co-Operation between Railways (OSJD) in the field of vocational education and training, with entry into force on 1 November 2020.

The AWG completed work on drafting the documents relating to the functioning and activities of the OSJD Academy and aimed at organisation and methodological provision of common approaches to the vocational education and training on the issues of application of the OSJD normative-regulatory documents regulating the implementation of international railway traffic.

The AWG finished work on the draft documents "OSJD Academy Procedure for accreditation of educational organisations and organisations implementing education" (the leading duty holder: JSC PLASKE) and "Procedure for development and implementation of the OSJD typical educational programs" (the leading duty holder: RZD OJSC). The said documents were submitted to the OSJD governing bodies for finalisation and approval.

Such documents were also drafted as the "Approval procedure for educational programs submitted by the OSJD accredited educational organisations and organisations implementing education" (the leading duty holder: Association of Transport High Schools) and "Control procedure of the implementation quality of the OSJD typical educational programs and those programs which are approved by the OSJD for the organisations implementing education" (the leading duty holder: JSC "Ukrainian Railway").

According to the deliberation results of the draft document "Procedure for development and implementation of the OSJD typical educational programs", the AWG drafted amendments to the OSJD Glossary on the issues of vocational education/training in the field of railway traffic, which was submitted to the OSJD governing bodies for adoption.

In execution of decisions taken by the XLVIII session of the OSJD Ministerial Conference, on 14 December 2020, the OSJD Committee issued OSJD certificates of the established form according to the results of pilot projects training how to apply the OSJD documents, the implementation of which was approved by the OSJD governing bodies, organised by the JSC National Company "Railways of Kazakhstan", OJSC "Russian Railways", JSC "Ukrainian Railway", Association of Transport High Schools (OSJD Affiliated Enterprises) and JSC PLASKE, in total 100 certificates, including as follows:

- JSC National Company Railways of Kazakhstan for the pilot project of training "Organisation of the carriage of goods in transshipment traffic at the border stations", in total 12 certificates;
- OJSC Russian Railways and Association of Transport High Schools for the pilot projects of training "Organisation for Co-Operation between Railways" (OSJD): normative-regulatory basis (Introductory course)", in total 29 certificates and "Normative regulations of international freight traffic on the basis of the OSJD documents and their digitalisation", in total 38 certificates;

- JSC Ukrainian Railway and JSC PLASKE for the pilot projects of training “First stage. Applying the SMGS consignment note in organisation of the carriage goods in direct and railway-ferry traffic (multimodal transport)”, in total 48 certificates and “Second stage. The procedure for and specificity of use of the Information System of Port Community (ISPC), theory and practice” and application of the SMGS consignment note for organisation of the carriage of goods in direct and railway-ferry traffic (multimodal transport)”, in total 13 certificates (altogether 61 certificates).



Meeting XV of the AWG on vocational education/training in the field of railway transport (03-05.03.2020, OSJD Committee)

On 24 September 2020, within the framework of the Forum “Transport education and science – 2020”, the Ministry of Transport of the Russian Federation and Russian University of Transport (MIIT) jointly organised a Forum of transport education at which a variety of issues was discussed with regard to training and advanced training of specialists, with participation of RZD OJSC representatives, other companies as well as Association of Transport High Schools.

The JSC PLASKE, a member of the AWG organised events in the field of training and education as follows:

- From 15 April 2020 and from 15 October 2020 the ten-week 43rd and 44th training streams of the online course on the subject “Transport logistics and international forwarding of goods (Diploma of FIATA)” with use of the modules of organisation of railway transportation;
- On 7-30 April 2020 an International Logistics Marathon was conducted, under which various subjects were highlighted in the field of international trade and transport. The logistics marathon was finished with the 10th International seminar of the UNECE organised in cooperation with the Ukrainian Government Odessa (Ukraine) on 27-28 April 2020 and dedicated to the issues of simplification of procedures for trade and digital transformation of documents;
- In June 2020 an online event was organised on the subject “Modern IT solutions for railway logistics”.

The Southwest Jiaotong Transport University (Chengdu), a member of the AWG, conducted an online course in a “cloud” format on 17 May 2020, named as “Special training course for the management of projects on construction and operation of the urban rail transport”, which started education by means of the “cloud” terminal in the challenging time of the coronavirus infection pandemic (COVID-19). Training was organised by the LLC Engineering Company “Chinese Harbor” and Southwest Jiaotong Transport University (Chengdu).

The participants in the online course “Chinese Harbor” comprised representatives from over 20 countries or projects, including Malaysia, East Timor, Papua New Guinea and Columbia, located in 15 time zones.

The training was conducted within four weeks. The Southwest Jiaotong Transport University (Chengdu) selected a group of professors and rail sector experts having deep knowledge of theory and wide experience in practice as lecturers. The team of teachers comprised respective technical experts from China Railway Eryuan Engineering Group Co. Ltd. and “Chengdu metro” corporation, endeavoring to provide a Comprehensive study of respective subjects of construction, operation and management of the urban rail transport.

Twelve online events were organised, whereby the training programme was focused on the investments, construction, operation and advanced technologies of the urban rail transport. Over 180 staff members from more than 20 countries or projects pro-actively participated in the training process in the off-work hours, obtaining Comprehensive knowledge of the lifecycle of construction, operation and management of the urban rail transport and, achieved good results of their study.

The objective of the training comprised the implementation of the remote study of theory in favor of managers, technical specialists and market developers connected with the Chinese projects of the urban rail transport in order to understand the development trends of the rail transport and advanced theories as well as obtain information on the management of rail transport operations and other aspects. In addition to it, the training can help trainees in creation of a knowledge system of the lifecycle for the rail transport projects, laying a firm basis for the further deep training and practice.

During each online training process, in addition to teachers the University organised the participation of at least two officers from the training management, which controlled the tutorial process on a real-time basis. On the internal platform of the training management, the training management officers implemented the attendance recording of trainers, recording of the online interaction in the lecture halls, recording of the trainees asking questions and recording of the teachers answering them, they also could control and monitor the training process on a real-time

basis and timely render modern services of technical support for the trainers. After completion of the training process, the training management officers submitted an online set of question and answers for the training course in the “Chinese Harbor”.

The AWG supported an initiative of the AWG members on the issue of exchange of best practices in the field of vocational education and training which the most important aspect of the functioning of the working group, by virtue of which the ongoing exchange of knowledge, skills and experience was provided, which made possible to maintain a high level of intercommunication and apply advanced technologies for bettering the work quality of staff members of railways of the OSJD member countries.

The AWG members supported the initiative of the JSC PLASKE and the Southwest Jiaotong Transport University (Chengdu) to continue the exchange of best practices in the field of vocational education and training of staff, in particular more intensively when life gets back to normal after the global pandemic of the coronavirus infection (COVID-19).

The JSC PLASKE, a member of the AWG and the leading duty holder of a document on development and support of the OSJD information resource in the field of vocational training and education. In view of the proposals made by the AWG members, a huge amount of work was carried out on the support and update of the OSJD internet resource for the popularisation of the issues of vocational education and training in railway transport, including the participation of other modes of transport.

The OSJD Website contains a link to join the web portal of the OSJD information internet resource in the field of vocational education and training: “OSJD Academy”.

Following the address: <http://osjd.plaske.com> one can join the web portal of the OSJD information internet resource in the field of vocational training and education. Today the portal is structured by sections containing the OSJD information materials as follows:

- Statute of the Organisation for Co-Operation between Railways in view of the amendments adopted as of 01.11.2020;
- Regulation of the OSJD Committee in view of the amendments adopted, as of 01.11.2020;
- Terms of reference of the OSJD Ad Hoc Working Group on vocational education/training in railway transport (Edition III) in view of the amendments adopted, as of 01.11.2020;
- Statute of the Academy of the Organisation for Co-Operation between Railways (OSJD);
- Rules of procedure for the management of document registers of the Organisation for Co-Operation between Railways (OSJD) in the field of vocational education and training.

The Section “Best practices, exchange of experience” was supplemented with information from the Southwest Jiaotong Transport University (Chengdu) on organisation, on 17 May 2020, in the “cloud” format, of the online course “Special training course for the management of projects on construction and operation of the urban rail transport”, which started unconventional education by means of the “cloud” terminal in the time of the global pandemic of the coronavirus infection (COVID-19).

The OSJD Glossary was prepared and made available on the issues of vocational education/training in the field of railway transport in view of the amendments as of 01.11.2020, adopted by the XLVIII session of the OSJD Ministerial Conference (28-30 September 2020, OSJD Committee, Warsaw, videoconferencing mode).



Discussion of the agenda items of meeting XVIII of the OSJD Ad Hoc Working Group on vocational education/training in the field of railway transport (02-05.03.2021, OSJD Committee, in videoconferencing mode)

2.

Activities of OSJD Governing Bodies



2.1. OSJD Ministerial Conference

The XLVIII session of the OSJD Ministerial Conference was held in the OSJD Committee in the videoconferencing mode on 28-30 September 2020 with participation of ministers, Authorised Representatives and agencies managing the railway transport, 25 OSJD member countries. The session was also attended by the members and staff members of the OSJD Committee, invited representatives from the German Railway (DB AG), OSJD Observer, such international organisations as UNESCAP, OTIF, DG MOVE, CIT, CCTT, UIC, CRT of the CIS countries and, JSC PLASKE, OSJD Affiliated Enterprise.

The OSJD Ministerial Conference distinguished the execution of the Work Programme and Work Plan of the OSJD for 2019 and approved the Report on the OSJD activities for 2019, Report of the Revision Commission for 2019, OSJD Committee's Budget (final one for 2020 and provisional one for 2021) and Work Programme of the OSJD for 2021 and years to come.

The Ministerial Conference approved the work results of the OSJD Commission on transport policy and development strategy for 2019 and adopted a number of decisions with indication of work aspects in 2021, including the Round Table to be held in 2021 on the results and plans of reforming the railway transport in the OSJD member countries.

The OSJD Ministerial Conference approved the work results of the OSJD Commission on transport law in 2019. In this field of work, a number of decisions were adopted, including the decision to carry out in 2021 work on the improvement of Annex 3 "Technical conditions for stowage and fastening of goods" to SMGS, providing its development on the basis of the "Method for preparation and development of subjects with special financing" (A-12). The Conference also took note of information on the entry into force of the amendments to the SMPS and SI to SMPS on 1 May 2020 and amendments to the SMGS and SI to SMGS on 1 July 2020.

In accordance with its competencies, the OSJD Ministerial Conference approved and brought into force from 20 October 2020 the amendments to the Agreement on the Organisational and Operational Aspects of Combined Transport in the Communication between Europe and Asia.

The Conference also approved the work results of the AWG on the issues of vocational education/training in the field of railway transport for the period of March 2019 - March 2020. Whereby, the Ministerial Conference approved the Statute of the OSJD Academy and Rules of Procedure for the management of document registers of the OSJD in the field of vocational education and training as well as amendments to the Statute of the OSJD, Rules of Procedure of the OSJD Committee and Rules of Procedure of the AWG.

In the course of discussions of the issue of candidate submission to substitute the Chairman of OSJD Committee, the Ministerial Conference accorded the proposal of the Ministry of Infrastructure of the Republic of Poland on the substitution of its representative in the OSJD Committee and appointment of Mr. Miroslaw Antonowicz to the post of the Chairman of OSJD Committee from 1 November 2020 till 30 June 2022.

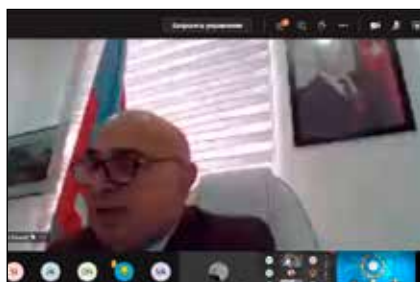
The Ministerial Conference expressed heartfelt thanks to Mr. Tadeusz Szozda for his substantial contribution to the development of international cooperation in the field of railway transport and, an increase in the role and significance of the OSJD in his tenure in office of the Chairman of OSJD Committee.

The date of the XLIX session of the Ministerial Conference was established for 15-18 June 2021.



Opening of session XLVIII of the OSJD Ministerial Conference
(28 September 2020, OSJD Committee, using videoconferencing mode)

Photo coverage from session XLVIII of the OSJD Ministerial Conference
(28-30 September 2020, OSJD Committee, Warsaw, using videoconferencing mode)



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

Due to the pandemic of the coronavirus infection, it was not possible in 2020 to hold the meetings of the OSJD governing bodies in a face-to-face format, therefore, the XXXV Conference of General Directors (Authorised Representatives) of OSJD Railways was held on 14-16 September 2020 in the videoconferencing mode. The Conference was attended by 23 delegations of the Railways being members of the Conference, representatives of two OSJD Observers and 14 OSJD Affiliated Enterprises as well as invited representatives of the CCTT and UIC.

The Conference discussed and deliberated four items of the adopted agenda, including the issues considered at the meeting of the members of OSJD Committee that took place on 17 August 2020.

The Conference approved the work results of the OSJD working bodies coming within the terms of reference of the Conference. The following decisions were also approved:

- the Conference took note of the amendments to the Harmonised nomenclature of goods (GNG), entered into on 1 June 2020 force (in accordance with procedure stipulated in paragraph 2 of Article IV of the Rules of Procedure of the OSJD Committee);
- the Conference took note of the amendments to the OSJD Leaflet O 405 "Rules of Procedure for creation and support of the Directory of freight stations of OSJD railways", entered into force on 1 August 2020 (in accordance with procedure stipulated in paragraph 2 of Article IV of the Rules of Procedure of the OSJD Committee);
- the Conference adopted a number of OSJD leaflets, cancelled the leaflets relating to freight traffic, infrastructure and rolling stock, coding and information technologies, which became obsolete;
- the Conference tasked the OSJD Permanent Working Group on Finance and Accounting issues to continue its efforts to update the current Agreement on the Rules for accounts in international passenger and freight railway traffic and, the Rules for accounts in international passenger and freight railway traffic in view of modern conditions of railway transport operation, improve technologies and reduce time for settlement of accounts in international railway traffic, prepare proposals finalised by the Parties to the Agreement on the Rules for accounts on organisation of electronic document flow in financial relations.

The conference requested the heads of railway administrations of RAI, ZC and TRK, which had long standing debts, to take efficient measures on the payment of debts and provide information at the XXXVI Conference of General Directors on the measures taken.

The OSJD Work Programme for 2021 and years to come within the terms of reference of the Conference was approved.

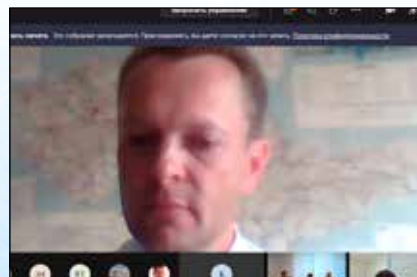
The Conference granted the status of affiliated enterprise to two companies.

The Conference discussed the information materials to be submitted to the OSJD Ministerial Conference and, on which some recommendations were drafted and prepared for the Ministerial Conference, in particular, those on the AWG on vocational education/training in the field of railway transport, Report on the OSJD Activities for 2019, Work Programme for 2021 and years to come for freight and passenger traffic, infrastructure and rolling stock, coding and information technologies, financial and accounting issues as well as Budget of OSJD Committee.



Opening of meeting XXXV of the Conference of General Directors (Authorised Representatives) of OSJD Railways (14 September 2020, OSJD Committee, using videoconferencing mode)

**Photo coverage from meeting XXXV of the Conference of General Directors
(Authorised Representatives) of OSJD Railways
(14-16 September 2020, OSJD Committee, Warsaw, using videoconferencing mode)**



3.

Participation of Observers and Affiliated Enterprises in OSJD Activities



3.1. Cooperation with Observers

By the end of 2020, six railway companies had the status of OSJD observers, in particular: German Railway JSC (DB AG), Organisation of Greek Railways (OSE), National Society of French Railways (SNCF), Finnish Railways (VR), Serbian Railways JSC (ZS) and Federal Passenger Company JSC (FPC).

Participation of the observers was noted in activity of OSJD Commissions and at the expert meetings on individual subjects. They were actively engaged in the work on the improvement of SMGS and SI to SMGS, work of the steering and coordinating groups on the CIM/SMGS Consignment Note, unified railway law, work on practice in border crossing by rail transport, creation of the directory of freight stations of OSJD railways, organisation of the carriage of large-capacity containers between Europe and Asia, modernisation of border stations, agreeing the train schedules and passenger train making up schemes, organisation of ticket sales under the conditions of new sale technologies emerging, paperless technology of the carriage of goods in international railway traffic, drafting the leaflets of technical nature and leaflets on the tariff and commercial issues.

Representatives of the OSJD Observers also participated in the OSJD Conference of General Directors and Joint meeting of Plenipotentiaries.



A double-decker passenger train of Finnish Railways (VR)

3.2. Cooperation with Affiliated Enterprises

The form of participation in OSJD activities in the OSJD affiliated enterprise's capacity reflects the businesslike character of the Organisation, which is open for cooperation with undertakings of various profile activity from different countries, regardless of the form of ownership or type of undertaking. One of the main criteria of possible cooperation in the capacity of OSJD affiliated enterprise is based on the declaration of interest submitted by a company. The XL Session of the OSJD Ministerial Conference authorised the OSJD affiliated enterprises to participate in the activity of OSJD working bodies set up not only by the Conference of General Directors but also Ministerial Conference.

In the previous years, the OSJD affiliated enterprises included basically suppliers of the railways, operating in the field of transport construction and transport services as well as production of technical equipment. In recent years, the accession of a number of undertakings is noticeable, which are licensed carriers, rolling stock operators or forwarding agents. Therefore, the affiliated enterprises are more and more involved in the OSJD work on freight and passenger traffic, intending to participate in discussions of transport law matters.

Individual National railway companies take part in cooperation with the OSJD in the affiliated enterprise's capacity by reason of the lack of unanimous consent for their country to join the OSJD as a member. The affiliated enterprises not only participate in the activities and meetings of the OSJD working bodies, but also, in some cases, organise and host such events. Representatives of the affiliated enterprises attend the Conference of General Directors (Authorised Representatives) of OSJD railways on a regular basis.

In 2020, the Conference of General Directors granted the status of affiliated enterprise to two companies: one from China and another one from Poland.

As a result of joint efforts with the affiliated enterprises, in particular, the following happened in 2020.

The Ad Hoc Working Group on vocational education/training in the field of railway transport, which was set up in 2015, comprises the representatives of eight railways and five affiliated enterprises of the OSJD. A representative of the Association of Transport High Schools is the vice-chair of the AWG, which is an OSJD affiliated enterprise. Three meetings were held in the course of 2020.

The number of affiliated enterprises that have a current Agreement on cooperation with the OSJD changes from year to year. In 2020, the OSJD Committee had to cancel agreements with those affiliated enterprises that had had long standing debts and, notwithstanding the OSJD Committee sent them a number of letters they did not pay their debts. At the same time, due to an unfavorable economic situation caused by the pandemic of coronavirus, some affiliated enterprises of the OSJD were forced to terminate their cooperation with the OSJD Committee in the OSJD affiliated enterprise's capacity. By the end of 2020, the number of OSJD affiliated enterprises amounted to 36.



Technical prototype of a high-speed magnetic levitation train (territory of the Southwest Jiaotong University/SWJTU)



Inauguration ceremony for launching a 140-kilometer section of the Khaf (Iran) – Herat (Afghanistan) railway line (10 December 2020)



Participants in the solemn ceremony, to meet the container train, which arrived in Poland from China without reloading goods at the EU border via the PKP LHS line with 1520-mm track gauge (07.01.2020, Sławków, Poland)



Heads of PKP Group subsidiaries taking floor in the presidium of the plenary session of the “2nd Congress for Railway Development” (29.01.2020, Warsaw, with the participation of the OSJD Committee representatives)

4.

Cooperation with International Organisations



4.1. Cooperation with the United Nations Economic Commission for Europe (UNECE)

In the context of the difficult epidemiological situation in the world in 2020, OSJD continued its cooperation with the United Nations Economic Commission for Europe (UN ECE) within the limits of competences of a number of working parties of the Inland Transport Committee of the United Nations Economic Commission for Europe (UN ECE ITC).

The OSJD Committee, within its competence, continued participating in the following Working Parties:

- **on railway transport (SC.2);**

The annual sessions of the Working Party on railway transport (SC.2) discuss issues of international transportation, including the measures taken to facilitate border crossing procedures, application of the CIM/SMGS Consignment Note, harmonisation of conditions of the functioning of different systems of railway transport, safety of railway transport operations, development of cooperation within the Trans-European Railway project, attracting investments in railway infrastructure and rolling stock, creation of a uniform railway law etc.;

- **on customs questions affecting transport (WP.30);**

The main objective of the Working Party on customs question affecting transport (WP.30) includes updating and drafting the rules for the practical application of the UN Convention stipulating the Customs procedures for international railway transportation of goods as well as the matters of facilitation of the carriage conditions of passengers and luggage across the borders, including the issues of international railway transit;

- **on the transport of dangerous goods (WP.15);**

In view of the need of harmonisation of the norms and rules for the stakeholders interacting in such activities as the transport of dangerous goods and chemical substances by different modes of transport, the OSJD Committee's Specialist on the rules for the carriage of dangerous goods participates in the meetings of the Committee of RID experts and Working Party WP.15 on a regular basis;

- **on the unified railway law (GEURL);**

In 2020, within the activities of the Group of experts engaged in developing the legal basis of the Unified Railway Law, work on the project "Towards unified railway law in the pan-European region and on Euro-Asian transport corridors" initiated by the UN ECE was in progress.

In 2020, only one meeting of the Group of experts (in the videoconferencing mode) took place, in which the OSJD Committee participated in the observer's capacity.

In light of the UN ECE ITC decision to extend the term of the mandate of the Group of experts on unified railway law, the OSJD Work Programme for 2021 and years to come envisaged the participation of the top management of the OSJD Committee in the meetings of the Group of experts.



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

The joint OSJD/ESCAP expert meeting on the objectives and opportunities of international railway traffic in the Trans-Asian Railway Network was held in the pandemic time of COVID-19 virus in the videoconferencing mode on 7-8 July 2020.

The online meeting was attended by over 100 representatives from the invited OSJD countries and ESCAP members, including the delegations of Azerbaijan, Bangladesh, Georgia, India, Indonesia, Islamic Republic of Iran, Kazakhstan, Lao, Latvia, Mongolia, Myanmar, Nepal, Poland, Russia, Republic of Korea, Tajikistan, Turkey, Turkmenistan, Thailand, Uzbekistan and Vietnam. Representatives of such organisations also took part in the meeting as Economic Cooperation Organisation, European Union Agency for Railways (ERA), International Union of Railway (UIC), Coordinating Council for Trans-Eurasian Transportation (CCTT), International Rail Transport Committee (CIT).

At the meeting, the representatives of UN ESCAP secretariat informed the meeting participants on the progress of work on infrastructure and operational compatibility in the Trans-Asian Railway Network, including as follows:

- they reported on the growing awareness of railways as to the relevance of operational issues along the whole network;
- the work was mentioned that was carried out by ESCAP secretariat to meet the challenges caused by the pandemic, a research was conducted as to “smart” railway transport solutions;
- they informed on the development of the database accessible through the Internet with regard to the Trans-Asian Railway Network and modelling tools designed to support the adoption of solutions for investment and operational aspects by the railways of the region;
- they also provided information on their support of placing the railway corridors in productive and commercial service.

The meeting discussed the issues of railway transport services in the Trans-Asian Railway Network in the time of the pandemic of COVID-19 virus and upon its termination. The role of railway transport as a logistics backbone of the supply system was particularly lucent in the pandemic time of COVID-19 virus. The railways played the leading part in delivering the essential goods, medical equipment and materials in the context of interruption of transport supply chains across the world.

From the very beginning of restrictions adopted in most OSJD and ESCAP member countries, the OSJD fundamental documents regulating international railway traffic proved their relevance and reliability as well as in terms of paperless technology. At the same time, the OSJD Committee makes consistent efforts in close cooperation with the countries and their railways as well as other international organisations in order to further improve and update the said documents.

The meeting participants were briefed on the activities of ESCAP secretariat with regard to the assessment of transport connectivity in the region in the pandemic time of the COVID-19 virus, including the publication of a concise political document “Measures for the policy responses to COVID-19 virus: Transport links in Asia and the Pacific” as well as the creation of a special Internet-page to monitor the measures of policy response, implemented in the Asian road network, Trans-Asian Railway Network and Dry Ports of international significance. The beginning of implementation of rapid responses Project “Transport and trade connectivity in the age of pandemics: the UN solutions on the way to contactless, unhampered traffic and trade based on joint efforts”, in which all the UN Commissions and Agencies are involved and which is financed by the United Nations Department of Economic and Social Affairs (UN DESA) and is implemented by the ESCAP in cooperation with the UNCTAD and other Regional Commissions.

The OSJD Committee created, at the initiative of the Russian Railways OJSC, Coordinating group within the OSJD Commission on transport policy and development strategy. The main objective of the Coordinating group is organisation of the work to collect and systematize information in order to exchange experience and best practices, promote the possible development of single approaches and methods to be able to take preventive measures in the event of similar situations. If necessary, the experts of all working bodies of the OSJD Committee can take part in the activities of the Coordinating group.

A respective questionnaire was drafted on the problems concerning the implementation of freight traffic in the pandemic time of COVID-19 virus. Having highly appreciated the initiative, the Meeting suggested that the OSJD and ESCAP should make joint efforts for drafting a Guide of best practices obtained and lessons learned from the crisis due to COVID-19 virus by the railways of the Eurasian space.

In April 2020, the OSJD Committee received a proposal from the World Customs Organisation (WCO) to enhance joint efforts for providing the continuity of global supply chains and uninterrupted movement of goods, including the essential commodities (medicines, equipment etc.), in order to minimise the negative impact of the pandemic. In its

turn, the OSJD Committee made a request to OSJD member countries to provide information on the problems faced by the railway companies during their implementation of all types of transport services for further finalisation of information and search for joint solutions. In this context, distinguishing the work already completed by ESCAP secretariat on harmonisation of Customs formalities in international railway traffic, the meeting participants in the videoconferencing mode requested the ESCAP secretariat and OSJD Committee to conduct work jointly with the Intergovernmental Organisation for International Carriage by Rail (OTIF) and World Customs Organisation (WCO) on drafting the guidelines of harmonisation of the Customs transit formalities for international railway traffic in the Eurasian railway transport corridors to the benefit of OSJD countries and ESCAP members.

The substantial Comprehensive efforts made by the countries to provide uninterrupted domestic and international railway freight traffic in the Trans-Asian Railway Network and beyond under the conditions of current measures of restrictions are aimed to restrict the spread of the virus and protect the crews, teams and other staff members. The key initiatives were noted, including the digitalisation of railway transport and facilitation of its functioning, as the elements of responses to the pandemic of COVID-19 virus. A conclusion was made that, in the pandemic time, the railway network existing in the Eurasian space remained to serve as an important basis for the domestic, regional and inter-regional trade and transport, in particular, in terms of the carriage of essential goods, medicines and medical equipment.

The “Joint ESCAP-OSJD Statement on strengthening international railway transport for more sustainable transport connectivity in the aftermath of COVID-19 pandemic” underlined the significance of three aspects as follows, in particular:

- further reduce border crossing delays by encouraging electronic information exchange among the stakeholders concerned;
- expand the use of smart railway solutions based on the digitalisation of railway transport;
- take further institutional measures to effectively deal with the challenges to international railway transport posed by COVID-19 pandemic.

The sixth meeting of the Working group on the Trans-Asian Railway Network especially noted the relevance of harmonisation of electronic exchange of information between railways by means of a respective document adopted in accordance with established procedure, for instance, a framework agreement/protocol or an addendum to the Intergovernmental agreement.

The ESCAP secretariat conducted consultations with member countries concerned in order to draft a respective document, including a possible Annex to the Agreement on the Trans-Asian Railway Network stipulating the guidelines of electronic information exchange between railways. In return, the OSJD Committee expressed its willingness to actively participate in drafting such a document in light of the accumulated experience and those solutions that were already used in the OSJD member countries.

An analytical document on “smart” solutions on railway transport was drafted by ESCAP secretary under the project of the UN Development Account on Transport and Trade Connectivity in the Age of Pandemics in order to support the railways of the region in the post-COVID-19 world. Taking into account the growing significance of digital solutions on railway transport and, the need to support them at a high political level, the meeting participants invited the Secretariat to deliberate the issue of drafting, in conjunction with the specialised rail transport-related organisations, a Comprehensive framework document on the digitalisation of railways of the ESCAP region for the further discussion of the draft document by the respective Inter-State agencies.

The meeting participants confirmed the key role of railways in strengthening the sustainable transport system and, therefore, the ESCAP secretariat conducted a research within the UN Development Account on the enhancement of the transition to the sustainable modes of freight traffic in Asia and the Pacific region in order to further strengthen sustainability of railways in the ESCAP region as their main feature. Railways play a vital role in mitigating the negative social aftermath caused by the pandemic in many countries, which highlighted the contribution made by railways in the social aspect of the sustainable development. Therefore, the ESCAP secretariat was invited to draft Comprehensive recommendations on strengthening the sustainability of railways and increasing the role of railways as compared with other modes of transport in the ESCAP region and, submit them to the regular meeting of the Working Group on the Trans-Asian Railway Network for deliberation.

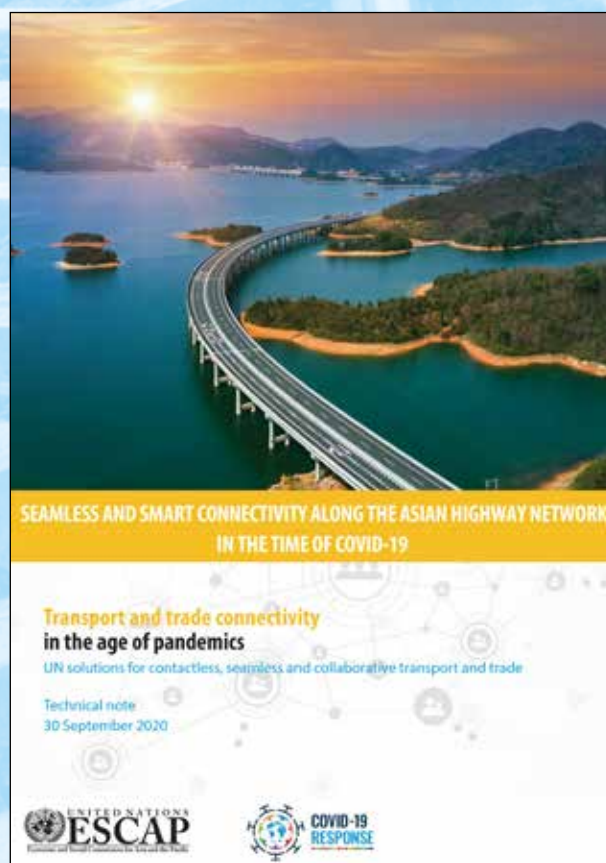
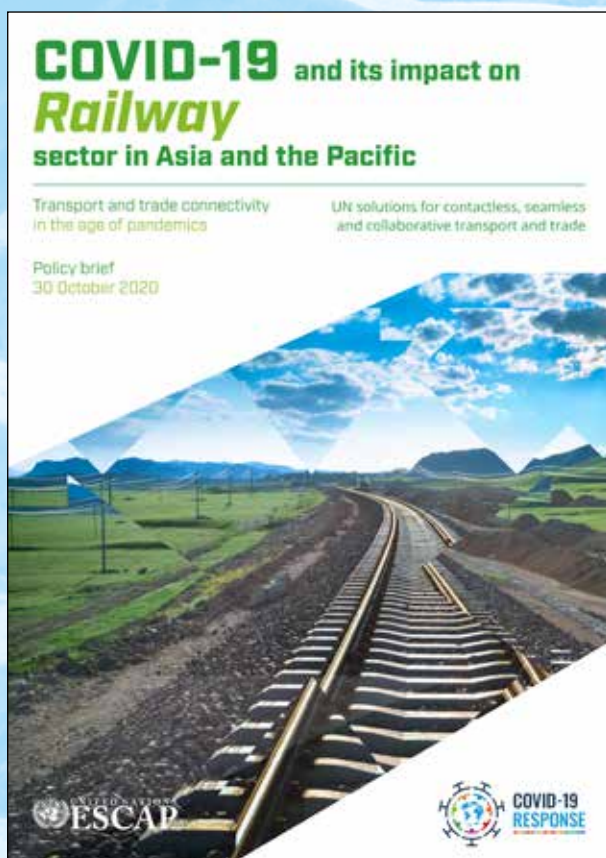
The meeting participants confirmed the defining value of the regional cooperation for the development of international railway traffic as well as the vital role of the Working Group set up in accordance with the Inter-Governmental Agreement on the Trans-Asian Agreement as the key regional platform:

- to coordinate and jointly enhance various initiatives of sub-regional level aimed at development of sustainable railway transport services inside the regions and between the regions,
- to form consensus on a wide range of the existing and newly emerging issues of railway transport, requiring the political support of high level.

The meeting participants took into account the requests for capacity building and technical support to be rendered, which had been submitted by representatives of the Trans-Asian Railway Network member countries:

- a. introduction of innovative technologies and electronic systems of document flow, in particular, electronic consignment notes and electronic seals;
- b. simplification of Customs procedures at border stations as well as facilitation of border crossing (including the in advance transmission of information on the goods to the Customs authorities).
- c. proposal made by a representative of the Islamic Republic of Iran:
 - to conduct a research and recommend measures for the electronic exchange of information between the railways of Iran and those of Turkey and Turkmenistan;
 - to conduct a research of the issue of an increase in the handling capacity of the border stations/terminals of the Iranian railways for the facilitation of international railway traffic;
- d. use of railway consignment notes as transit Customs declarations;
- e. the ECO secretariat's proposal to make efforts on capacity building in the field of digitalisation and "smart" solutions for the railway messages on the ECO's main transit transport corridors in the post-COVID-19 world;
- f. the CIT's proposal on the pilot mode of practical application of the electronic CIM/SMGS Consignment Note on railway corridors in Europe-Asia traffic in conjunction with the UN ESCAP and OSJD.

The meeting participants expressed gratitude to the ESCAP secretariat and OSJD Committee for organisation of the joint meeting of experts in the videoconferencing mode.



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

Cooperation between the OSJD and OTIF is implemented on the basis of cooperation arrangements signed by the heads of the two organisations on 5 June 1991 and the document signed on 12 February 2003 and named as “Cooperation between OSJD and OTIF. Joint ‘Common Standpoint’” (approved at the XXXI session of the OSJD Ministerial Conference, on 17-20 June 2003, Georgia, Tbilisi).

Due to restriction measures taken by the Governments of the countries to prevent the spread of the coronavirus (COVID-19), cooperation between the two organisations was implemented mainly in digital form and, meetings, conferences and other events were held in the videoconferencing mode.

In 2020, the OSJD and OTIF continued cooperation in the framework of the UNECE project “Towards Unified Railway Law in the pan-European region and on Euro-Asian transport corridors”. OSJD and OTIF representatives participated in the work carried out by the Group of experts of the UNECE on unified railway law. The OSJD Committee and OTIF Secretariat exchanged information on a regular basis on the mentioned issue and, they also intended to provide wider involvement of representatives of member countries of the two Organisations in the project.

In 2020, cooperation between the OSJD and OTIF was in progress as to updating of the rules for the carriage of dangerous goods. The OTIF representatives actively participated in the meetings organised by the OSJD Commission on transport law in the course of the year, while the OSJD specialists attended the meetings organised by the OTIF.

In 2020, the OSJD and OTIF continued their cooperation with the Universal Postal Union. Cooperation was implemented within the framework of the UPU Target group on the Project of development and organisation of postal consignments carried by rail. The OSJD and OTIF maintained mutual exchange of information on the subject in question.

In 2020, cooperation and information exchange was in progress between the OSJD and OTIF in the field of technical requirements for infrastructure and rolling stock. Representatives of the two Organisations took part in the meetings organised by the OTIF Committee of Technical Experts (CTE) and OSJD Commission on infrastructure and rolling stock.

On 15 December 2020 a working meeting took place between the Chairman of OSJD Committee and OTIF Secretary General. In the course of the meeting, mutual willingness was expressed to further enhance cooperation and continue joint efforts on the development of railway transport.



OTIF



On 15 May 2020, the WCO-OTIF-OSJD Joint Statement was adopted to support the continuity of the global supply chains during the COVID-19 pandemic, which was signed by the heads of the three organisations (from left to right): WCO Secretary General Kunio Mikuriya, OTIF Secretary General Wolfgang Küpper, OSJD Committee Chairman Tadeusz Szozda

4.4. Cooperation with the International Rail Transport Committee (CIT)

Cooperation between the OSJD and CIT is implemented on the basis of the Memorandum of Cooperation signed in Ulan Bator (Mongolia) on 4 June 2015 between the Organisation for Co-Operation between Railways (OSJD) and International Rail Transport Committee (CIT).

In 2020, cooperation went on and exchange of information was in progress on the work carried out in the field of development of measures aimed at facilitation of border crossing for international railway traffic in the Eurasian space; improving and drafting legal documents regulating the carriage of passengers and goods in international railway traffic; development of multimodal transport; organisation of combined traffic, transportation of large-capacity containers between Europe and Asia, movement of postal consignments in containers as well as the carriage of goods under cover of the CIM/SMGS Consignment Note.

Due to restriction measures taken by the Governments of the countries to prevent the spread of the coronavirus (COVID-19), cooperation between the two organisations was implemented mainly in digital form and, meetings, conferences and other events were held in the videoconferencing mode.

In 2020, the OSJD and CIT maintained the exchange of such documents as work programs, annual work plans, calendar plans of meetings, minutes of meetings and publications). The OSJD and CIT representatives took part in the meetings and events organised by the two organisations, the main part of which was held in the videoconferencing mode.

The OSJD and CIT continued their cooperation and exchange of information on the issues of improvement and application of provisions of international legal documents, protection of personal data in international railway passenger traffic, drafting the typical documents, engagement in drafting the tariff agreements as well as amendments made in the SMPS and CIV. The OSJD representatives attended the 18th and 19th sessions of the CIV/SMPS Working Group, organised in the videoconferencing mode.

In 2020, work was in progress on the joint OSJD/CIT project “CIM/SMGS transport law harmonisation”.

The CIM/SMGS expert group meetings and CIM/SMGS Steering group meetings were held in the videoconferencing mode, which discussed options to change over to organisation of traffic under cover of the electronic CIM/SMGS Consignment Note, using the paperless technology. Cooperation was continued with the Customs agencies in tackling the issues of information exchange and legal issues of use of the electronic accompanying documents.



International workshop “Berner Tage” organised by CIT dedicated to the issues of international railway transport law (13-14.02.2020, Bern, Switzerland, with the participation of the OSJD Committee representatives)

4.5. Cooperation with the European Union Agency for Railways (ERA)

In pursuance of the provisions of the Memorandum of Understanding signed between the OSJD and ERA and, in accordance with the Work Plan, the OSJD/ERA Contact group held three meetings in 2020, at which the following subjects were discussed:

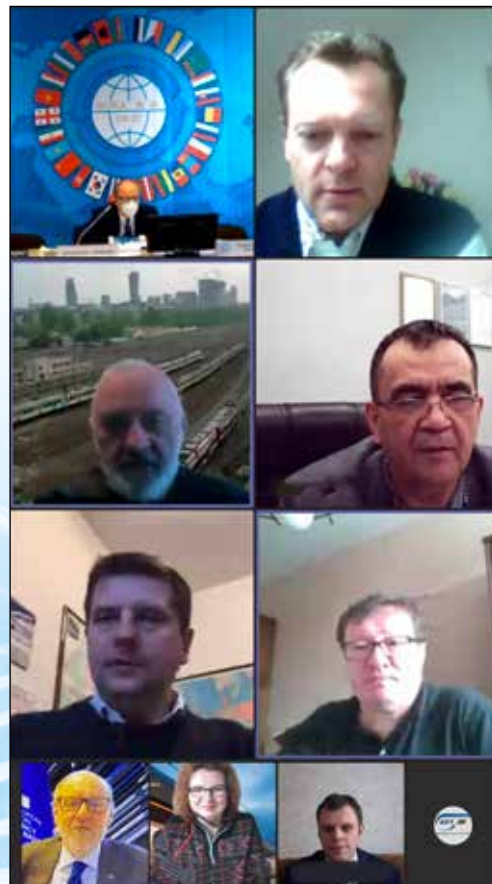
- Analysis of the parameters relevant for preservation of the technical and operational compatibility in the subsystem „Telematic Applications for Freight (TAF)“.
- Analysis of the parameters relevant for preservation of the technical and operational compatibility in the subsystem “Noise”. Work on the said document was completed, and it is prepared for its publication on the websites of the OSJD and ERA (Version 1.0 FINAL).
- Update of the analysis of parameters for the “Energy” subsystem.
- Update of the analysis of parameters for the subsystem “Locomotives and multiple-unit rolling stock” and “Passenger coaches”.

Relevant information and practical experience was exchanged in order to coordinate the measures of preservation and improvement of the existing technical and operational compatibility and seamless international railway traffic (including trans-border transport services and, traffic safety). A number of presentations were made at the meetings:

- “Safe Integration” on the basis of the document “Clarification Note on Safe Integration ERA”;
- “European Green Deal and decarbonisation of rail transport”;
- “Report on activities of the Technical Committees TC 045/ITC 524 “Railway Transport for 2019. Work Plan for 2020”;
- “Organisation of pilotless trains in the Russian Federation”;
- “Distribution of roles and liabilities for providing safety in the EU rail sector”;
- “Latest news on the TSI OPE 2019 Operation and train traffic management”;
- “Outcomes of placing in service the rolling stock with the axle load 25 tons in Ukraine”;
- “Rolling Stock Operation at the interface of 1520 mm and 1435 mm rail systems. Experience of the JSC Ukrainian Railway”.

In 2021, work will be continued on the following subjects:

- Analysis of the subsystem “Telematic Applications for Freight”;
- Updating of Analysis of the subsystem “Energy”;
- Updating of Analysis of the subsystem “Locomotives and multiple unit rolling stock” and “Passenger coaches”;
- Updating of Analysis of the subsystem “Infrastructure. Track and track facilities”;
- Exchange of appropriate information and practical experience to coordinate measures aimed at preservation and improvement of the existing technical and operational compatibility and, provide seamless international railway traffic (including trans-border transport services and their safety and security).



56th meeting of the OSJD-ERA Contact Group
(26-28.01.2021, OSJD Committee,
using the videoconferencing mode)

4.6. Cooperation with the International Union of Railways (UIC)

The main cooperation principles between the OSJD and UIC were stipulated in the Agreement on cooperation between the two organisations, signed in 1995. Joint OSJD and UIC work is implemented on the basis of the Memorandum and Programme of cooperation between the OSJD and UIC. Since the validity period of the Memorandum and Programme for 2011-2015 has expired in the end of 2015, the Memorandum and Programme of cooperation between the OSJD and UIC for 2016-2020 were signed by the Chairman of the OSJD Committee and UIC Director General in Geneva on 23 February 2016. The main idea of cooperation includes the global approach to development of the transport system, taking into account the interests of railways, harmonisation of operational and technical conditions of railway transport in order to enhance interoperability and increase effectiveness.

In 2020, in accordance with abovementioned documents, cooperation between the OSJD and UIC was in progress in the following aspects:

- promoting the establishment of a single compatible rail transport system in the Eurasian space in view of the interests of railways;
- drafting the list and amount of services of rail transport in order to increase its competitiveness;
- harmonising the operational and technical regulations and other documents within the railway sector to improve the interaction and performance of rail transport;
- providing the outcomes of jointly drafted documents and proposals to be submitted to the governing bodies of the two Organisation for consideration.

On the ground of 20-year cooperation experience since the signature of the Agreement on cooperation, the following cooperation instruments are applied:

- exchange of information and documents, including the work programs and annual work plans;
- mutual participation in meetings, organisation of joint events;
- drafting the joint provisions (leaflets).

For the purpose of extension of cooperation between the OSAJD and UIC in drafting the international railway solutions in railway transport of voluntary accession, an Addendum was signed on 15 May 2018 to the current Agreement "Publication of the jointly drafted leaflets between the Organisation for Co-Operation between Railways (OSJD) and International Union of Railways (UIC)" dated 22 November 2001.

In 2020, the OSJD Committee's representative took part in 96th and 97th sessions of the UIC General Assembly, which were conducted on 30 June 2020 and 16 December 2020 in the videoconferencing mode. The OSJD Committee's representative participated in the session of the UIC Steering Committee on the NHM/DIUM issues, which was held in Paris, France on 26-27 February 2020.

The UIC representatives attended the meetings of the OSJD Commission on freight traffic on the subjects "Updating of the Harmonised Nomenclature of Goods (GNG)" and "Updating of the Directory of OSJD Freight Railway Stations" (22-24 April 2020), annual meeting of the OSJD Commission on Freight Traffic (6-9 October 2020), annual meeting of the OSJD Commission on Infrastructure and Rolling Stock (9-10 November 2020), annual meeting of the OSJD Permanent Working Group on Coding and Information Technology (17-19 November 2020) as well as joint meeting of Authorised Representatives of the member of the OSJD Ministerial Conference and Conference of General Directors (Authorised Representatives) of the OSJD railways (1-4 December 2020), which were all held in the videoconferencing mode.

In 2020, three meetings (14-16 January, 21-22 July, 7-9 October) of the Joint OSJD/UIC working group on the conversion of joint OSJD/UIC leaflets into draft International railway Solutions (IRS) were organised.

Since the validity period of the Memorandum and Programme of cooperation between the OSJD and UIC for 2016-2020 expired in the end of 2020, a new Memorandum on cooperation between the OSJD and UIC as well as Programme of cooperation between the OSJD and UIC for the next years were drafted and finalised and agreed with the UIC.



4.7. Cooperation with the International Association “Coordinating Council for Trans-Siberian Transportation” (CCTT)

Under the Agreement on cooperation between the OSJD and CCTT, joint efforts were focused on the issues of the OSJD Commissions on transport policy and development strategy, transport law and freight traffic and, Permanent Working Group PRG KI.

The Work Plans of the aforesaid Commissions envisaged the participation of CCTT experts in the events concerning the facilitation of border crossing for international railway freight traffic, application and relevance in law of the EDS for the carriage of goods in international traffic as well as other subjects as follows: “Organisation of the carriage of large-capacity containers between Europe and Asia in both directions”, “Drafting and implementing the Comprehensive measures on the improvement of transportation and development of the OSJD railway transport corridors”, “Implementation of works on organisation of freight traffic under cover of the common CIM\SMGS Consignment Note”, including the issues of improvement of the legal framework of transportation, development of railway traffic of postal consignments etc.

Representatives of the OSJD working bodies took part in the XXIX Plenary session of the CCTT held in the videoconferencing mode on 5-6 November 2020 (Russia, Moscow) as well as meetings of the CCTT Working group on harmonisation of international transport law.

The CCTT representatives participated in the XXXV meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways (14-16 September 2020, OSJD Committee, in the videoconferencing mode) and other meetings organised in 2020 by the OSJD working bodies.

4.8. Cooperation with the International Federation of Freight Forwarders Associations (FIATA)

Cooperation between the OSJD and FIATA was implemented on the basis of the Memorandum of cooperation in railway transport on the issues of the development and improvement of international railway traffic, above all things, Europe-Asia-Europe traffic by means of drafting some proposals and recommendations on the improvement and harmonisation of international regulations governing the carriage of goods by rail, developing the measures aimed at an increase in competitiveness of railway transport in relation to other modes of transport, exchanging information on the concrete examples of the “best practices in servicing the customers”, drafting some joint recommendations in the scope of vocational training and education, logistics and freight forwarding.

4.9. Cooperation with the Eurasian Economic Commission (EAEC)

Cooperation between the OSJD and EAEC was performed on the basis of the Memorandum of Understanding signed by the Parties on 21 January 2016 and aimed at the development of international traffic of goods and passengers by rail, including fast and high speed traffic of passenger trains by means of an increase in competitiveness of railway transport, facilitation of border crossing procedures, coordination of measures on infrastructure modernisation of international railway corridors through the introduction of advanced information technologies on transport.

The EAEC representatives participated in the events organised by the OSJD Commissions, making their presentations on the work to draft certain strategic development directions of railway transport within the Eurasian Economic Union (EAEU).



OSJD, together with UPU, has been carrying out purposeful activities in order to develop the transportation of postal items by rail as part of freight and passenger trains

4.10. Cooperation with the Universal Postal Union (UPU)

In organisation of container traffic, the emphasis was placed by the railways of OSJD member countries on the development and organisation of the transportation of postal items in containers by international traffic. The transportation of postal items in containers is promising and in demand.

The project "Transportation of postal items by rail transport between China and Europe" is implemented by the Universal Postal Union (UPU) and, the OSJD actively participates in it.

The Agreement on cooperation between the OSJD and UPU was signed in October 2019 in order to efficiently cooperate on the issues of organisation of the transportation of postal items by rail transport in international traffic.

Some specialists of the OSJD Commission on freight traffic took part in the meetings of the UPU Contact committee on transportation by rail and other working meetings held by the UPU.

4.11. Cooperation with the World Customs Organisation (WCO)

The development of railway transport services, in virtue of their specificity, is not feasible without active participation of the State control agencies, including Customs authorities. In this context, the partnership relations between the OSJD and WCO stipulated in the Memorandum of Understanding have a huge potential for the cooperation development in the field of railway transport.

Within the scope the OSJD-WCO joint efforts, the issues were discussed on the activities of the Customs authorities, including the use of advanced technologies, electronic trade and partnership between the Customs authorities and the post; cooperation between the Customs authorities and railways with possible intensification of such cooperation; integrated management of supply chains and, the Customs regime applied to the procedure of returning and reloading the containers; conducting researches concerning the duration of the Customs clearing, activity of Customs agents and Customs transit, including the collection of best practices from the Members of the two Organisations etc.

A great amount of goods in international trade is carried by rail with border crossing, which is in the scope of cooperation of railway companies and Customs authorities. In this context, the information exchange plays the key role; however, other modes of interaction can be studied as well.

The "Joint WCO-OTIF-OSJD Statement on responding to the impacts of COVID-19 on cross-border railway transport", agreeing to coordinated efforts for the continued facilitation of railway supply chains, became one of the lucent examples of interaction and mutual understanding.

In the Joint statement, the parties noted the current relevance of coordinated actions of the Customs authorities, transport agencies and railway transport operators as well as all organisations and associations related to them in order to prevent and fight the spread of COVID-19, while trying to safeguard supply chain continuity.

4.12. Cooperation with the International Association "Trans-Caspian international transport route (IATITR)" (IATITR Association)

Cooperation between the OSJD and IATITR is implemented on the basis of the Memorandum of cooperation in the scope of railway transport as well as combined, intermodal and multimodal transportation. It includes as follows:

- interaction on the issues of development and improvement of international railway traffic, including the railway corridors in the Eurasian space;
- experience exchange and use of best practices;
- organisation of joint events, preparation of joint publications, drafting proposals and recommendations on the issues of mutual interest;
- cooperation in further improvement of information exchange between the two Organisations, which leads to the extension of awareness of common problems and provides a wider access to the knowledge and experience available and a search for new solutions of the development problems;
- promoting the facilitation of experience exchange between the two Organisations for enhancing the regional and international cooperation.



On 26 February 2020, HE Parikshat Kadan, First Secretary of the Embassy of the Republic of India in the Republic of Poland, paid a working visit to the OSJD Committee

On 8 June 2021, a working meeting was held between Mr. Mirosław Antonowicz, Chairman of the OSJD Committee, and His Excellency Jorge Martí Martínez, Ambassador Extraordinary and Plenipotentiary of the Republic of Cuba to the Republic of Poland



Consultative meeting between the delegations of the Lao People's Democratic Republic and the OSJD Committee (10.02.2021, OSJD Committee, in videoconferencing mode)

5.

Activities of the OSJD Committee



Opening of the joint meeting of Plenipotentiary Representatives of the Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways (1 December 2020, OSJD Committee, using videoconferencing mode)

5.1. General Issues

Under the conditions of a spreading pandemic of the coronavirus infection COVID-19, the OSJD Committee did much of its work remotely in 2020. The remote work started in March, with all events conducted as online videoconferences or using other remote work platforms. Working in that mode, the OSJD Committee continued to meet its statutory responsibilities over the tasks set forth in its foundational documents and decisions of its governing bodies. As the Organisation's executive body, the OSJD Committee engaged in organisational and administrative efforts to plan and achieve the objectives set before OSJD working bodies.

At the nine meetings of the OSJD Committee held during the year, the results of the work performed by the OSJD Commissions and Permanent working groups were reviewed, including meeting reports of OSJD working bodies and other international organisations to which members of the OSJD Committee had contributed. Also reviewed were draft decisions on issues presented to the OSJD governing bodies for approval, such as issues of transport policy, transport law, combined transport operations, technical issues, etc.

The OSJD Committee performed the functions of a Secretariat in the preparation and conduct of meeting XXXV of the Conference of General Directors (Authorised Representatives) of OSJD Railways; session XLVIII of the OSJD Ministerial Conference, and the joint meeting of Authorised Representatives of Members of the OSJD Ministerial Conference and Conference of General Directors (Authorised Representatives) of OSJD Railways.

Meeting XXXV of the Conference of General Directors (Authorised Representatives) of OSJD Railways was initially planned to be conducted in Moscow, the capital of the Russian Federation, but in view of the epidemiological situation it was deferred and finally conducted on 14-16 September 2020 as an online videoconference. A virtual format was also used for session XLVIII of the OSJD Ministerial Conference on 28-30 September 2020, and for the Meeting of Plenipotentiary Representatives of Members of the OSJD Ministerial Conference and Conference of General Directors on 1-4 December 2020.

With the tenure of the Chairman of the OSJD Committee Mr. Tadeusz Szozda coming to an end after 22 years of service, members of the Ministerial Conference expressed their appreciation of his personal contribution to enhancing the cooperation between the railway administrations of the OSJD member countries, and thanked him for promoting the OSJD and strengthening the role and authority of the Organisation in the international arena.

At the nomination of the Minister of Infrastructure of the Republic of Poland, the Ministerial Conference appointed Mr. Mirosław Antonowicz, the representative of the Republic of Poland, as Chairman of the OSJD Committee. Mr. Mirosław Antonowicz had dedicated many years of his professional background to railway transport. He held positions on the Management Boards of many railway companies, serving as a member of the Management Board of the Polish State Railways JSC until the middle of 2020. He holds a PhD in economics, is a specialist of the Polish Academy of Sciences, and teaches at Warsaw University. He authored many research papers and publications on various topics in transport and logistics.

VIII Session of the International Conference on the Adoption of the Convention on Direct International Railway Traffic, initially scheduled for March 2020, was never held for reasons outside of the OSJD Committee's control associated with the spread of the COVID-19 coronavirus infection pandemic.

In line with the existing agreements and on a mutually beneficial basis, the OSJD Committee engaged in cooperation with international organisations, observers, and affiliated enterprises. In pursuance of the decisions made by the XXXV session of the Conference of General Directors, the OSJD Committee concluded two agreements with affiliated enterprises.

In 2019, representatives of 26 countries worked at the OSJD Committee offices, with the representative of Turkmenistan absent from the office. The issue of appointing a representative of Turkmenistan to the OSJD Committee was the subject of regular contacts.

During 2020, rotation took place of the representatives of such OSJD members as the Republic of Latvia, Republic of Moldova, Republic of Tajikistan, and Republic of Estonia.

In the autumn of 2020, the member of the Committee from the Islamic Republic of Iran completed his tour of duty.

In 2020, a total of 66 meetings of OSJD working bodies were held, most of which were conducted as online videoconferences. All those meetings were made possible in such a challenging time of the coronavirus pandemic thanks to the great concerted efforts of the Committee members and administrative and technical personnel.

In 2020, the OSJD Committee hosted the following meetings:

- on 26 February, the OSJD Committee offices were visited by Mr. Parikshat Kadan, First Secretary of the Embassy of the Republic of India in the Republic of Poland. His discussions with the deputy Chairman of the OSJD Committee focused on opportunities for mutually beneficial cooperation;
- on 19 November 2020, Chairman of the OSJD Committee Mr. Mirosław Antonowicz had a meeting with the Ambassador Extraordinary and Plenipotentiary of the Republic of Korea to the Republic of Poland Ms. Mira Sun. During

the meeting, Her Excellency expressed her satisfaction with the ascent of her country to the OSJD as a full member in 2018, and suggested that the XLIX session of the OSJD Ministerial Conference be held in Seoul, Republic of Korea, in 2021, provided that the epidemiological situation permits holding the session in a face-to-face format;

- on 15 December, a working meeting took place of the Chairman of the OSJD Committee Mr. Mirosław Antonowicz and General Secretary of OTIF Mr. Wolfgang Kupper. The meeting was organised as an online videoconference. As a result of the meeting, the parties agreed to continue both organisations' concerted efforts, to which end a joint working group would be set up. It was noted that time was ripe for updating the Joint Perspective of 2003, and giving a special focus to cooperation with the UN Economic Commission for Europe.

In response to the emerging epidemiological situation, the OSJD Committee took active steps to contain the spread of the COVID-19 coronavirus infection. In order to protect the employees and keep the offices disinfected, sets of specific actions were designed and instituted for all lines of administrative and work-related activities. Hand disinfectants and medical thermometers were procured, and employees instructed to work remotely. Recommendations were issued on the cancellation of all scheduled travel and visits; on visiting the office only in cases of compelling need; on the use of personal protective gear and minimising contact between employees and movement between the floors and rooms. To support the essential technical and administrative functions of the OSJD Committee, only employees of the administrative office and simultaneous interpreters worked in the OSJD Committee premises while observing strict sanitation restrictions.



Double-decker passenger train of Romanian Railways (CFR) (pictured by Marek Graff)

5.2. Publishing Activities

In 2020, the publication of the OSJD Bulletin journal was continued in accordance with the schedule. Four single issues and one coupled (No. 3-4) issue of the journal were published in English, Chinese and Russian. The total circulation of the first two issues was 3300 copies of each issue in all three languages, while issues 3-4, 5 and 6 were published in the amount of 2800 each due to the interruptions in the work of post, cancellation or transfer of many events to video conferencing mode and the transition of many employees to work remotely from home due to the restrictions introduced in many countries to prevent the spread of the coronavirus pandemic. In this regard, 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 August-September 2020, following the letter received by the OSJD Committee from the Ministry of Infrastructure of the Republic of Poland and the PKP Group, a survey of OSJD members was held, as a result of which the number of required hard (paper) copies of the journal and other OSJD printed matters in paper version was specified, as well as e-mail addresses for sending the electronic versions of the Bulletin were defined.

In 2020, the Bulletin was dispatched free of charge to all ministries of transport and railways of the OSJD member countries, OSJD observers and affiliated enterprises, international organisations and individuals by subscription, as well as, as a free exchange, to railway transport publishing agencies of the countries of the Eurasian space and beyond. Printed materials were distributed during various international transport events. Cooperation continued on information exchange with publishing houses and scientific publishing organisations from the OSJD member and observer countries, including "Railwayman of Belarus" (Zheleznodorozhnik Belorussii), "Bahnfachverlag" (Germany), "Gudok", "RZD-Partner", "Eurasia-News", "Railways of the World" (Zheleznye dorogi mira), "World of Transport and Transportation" (Mir transporta), "Transport Innovations", Educational and Methodological Center for Railway Transport (UMC ZDT), Organising Committee of the "Golden Chariot" International Award (Russia), RailwayPro (Romania) and others.

In addition to publishing the journal, the following works have been completed by the editorial staff:

- mobile stands dedicated to the OSJD activities were designed and produced ("OSJD Railway Transport Corridors", "Results of the meetings of the OSJD governing bodies in 2020");
- the biannual OSJD Information Guide was published in Russian, Chinese, German and English languages, with its electronic version kept up to date on the OSJD Website;
- "Report on the Activities of the Organisation for Co-Operation between Railways for 2019" in Russian, Chinese, and English was prepared for posting on the OSJD Website and printed typographically;
- the "OSJD Bulletin of Statistical Data on Railway Transport for 2019" was published in 4 languages: Russian, Chinese, German and English in cooperation with the working staff of the OSJD Commission on Transport Policy and Development Strategy;
- calendars with the Work Schedule of OSJD Events for 2020 were issued in hard copies in English, Chinese and Russian and posted onto the OSJD Website;
- the editorial staff continued to administer the OSJD Website in Russian, Chinese and English and participated in the work towards its modernisation.

The editorial staff and members of the Editorial Board took part in the meetings of the OSJD governing bodies – session XLVI of the Ministerial Conference and meeting XXXV of the Conference of General Directors (Authorised Representatives) of OSJD railways (September, Warsaw, in videoconferencing mode), meetings of the OSJD working bodies, as well as in other events, organised by other international organisations and cooperation partners both in off-line format and in a videoconferencing mode.

In 2020, the joint work with the UIC Terminology Group was continued, within the framework of which a working off-line meeting was held in Paris in March 2020 with the participation of the Editor-in-Chief of the OSJD Bulletin journal. Also during the year, 5 more working meetings were held in the videoconferencing mode. During the meetings, the issues of development and improvement of thematic hard-copy (paper) and electronic dictionaries on railway topics (RailLexic, turnout switches and intersections, etc.), standardisation of terminology, development of software for terminology management, practical use of electronic dictionaries in work, etc. were considered. Representatives of the OSJD Bulletin editorial staff take part in the work of this group as part of the cooperation procedure with the UIC. The Group deals with the development of railway-related glossaries with the purpose of simplifying and standardising the terminology used for translations into working languages in international cooperation activities in various fields of railway transport.

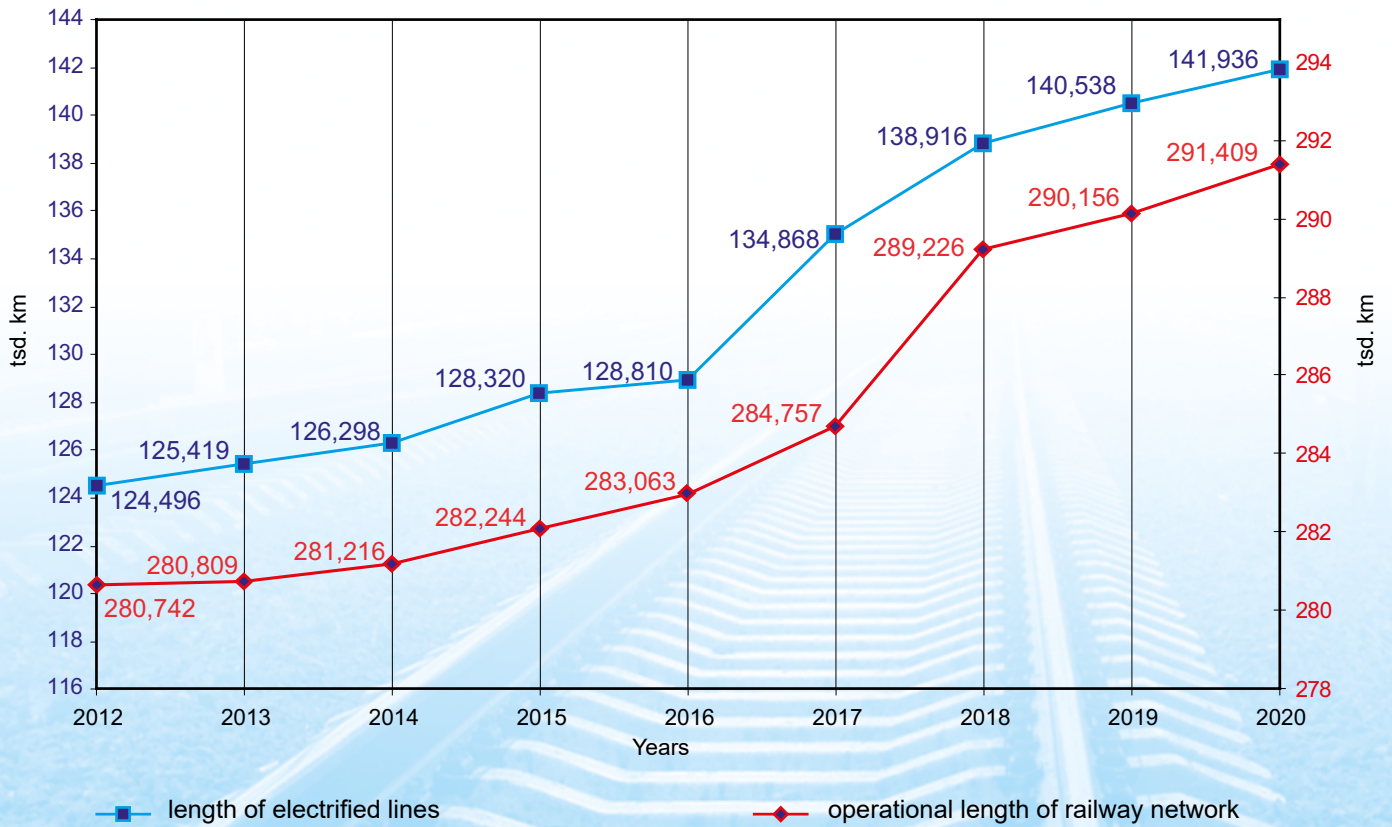
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on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework (as of 01.03.2021)

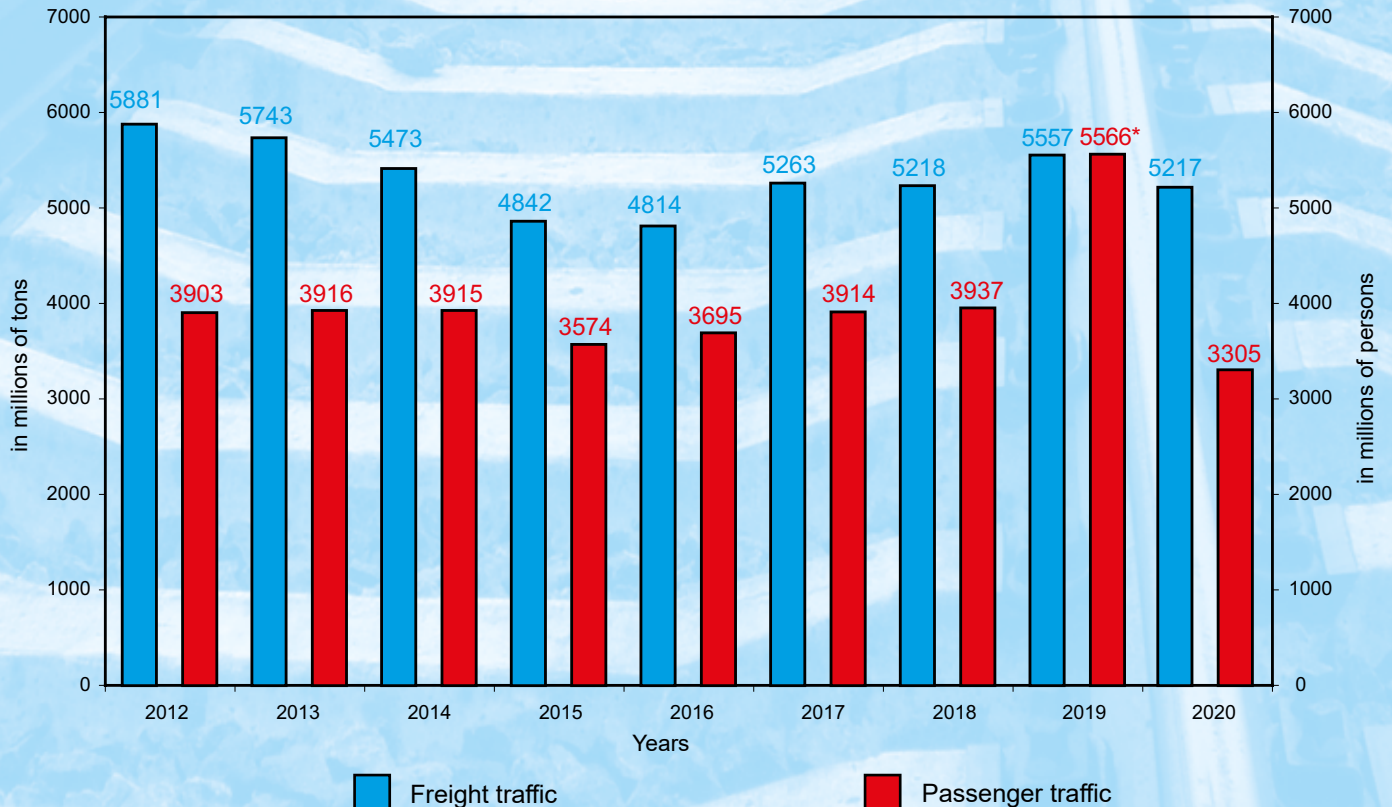
№ n/n	Name of the Country	Abbreviation	Participation								
			SMPS	SMGS	MPT Agreement	MTT Agreement	ETT Agreement	PPW Agreement	PGW Agreement	Agreement on Rules for Accounting	Agreement on Combined Transport
1.	Republic of Azerbaijan	AZD	yes	yes	no	yes	yes	no	no	yes	no
2.	Islamic Republic of Afghanistan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



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



The dynamics of changes in the traffic volume



* taking into account the data of the Republic of Korea after joining OSJD



OOO "Euro Rail Cargo"



МОНГОЛЫН ТӨМӨР ЗАМ



راه آهن جمهوری اسلامی ایران



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