

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



**REPORT
ON THE ACTIVITIES OF THE ORGANISATION
FOR COOPERATION BETWEEN RAILWAYS
IN 2012**

**Warsaw
2013**





Heads of delegations of the XLI-st Session of the OSJD Ministerial Conference
(13.06.2013, Tallinn, Estonia)



Heads of delegations and OSJD Committee's managerial board at the XXVIII-th Meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways
(22-26.04.2013, Odessa, Ukraine)

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List of Abbreviations Used in the Text

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

OSJD Committee's Managing Board



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of OSJD Committee
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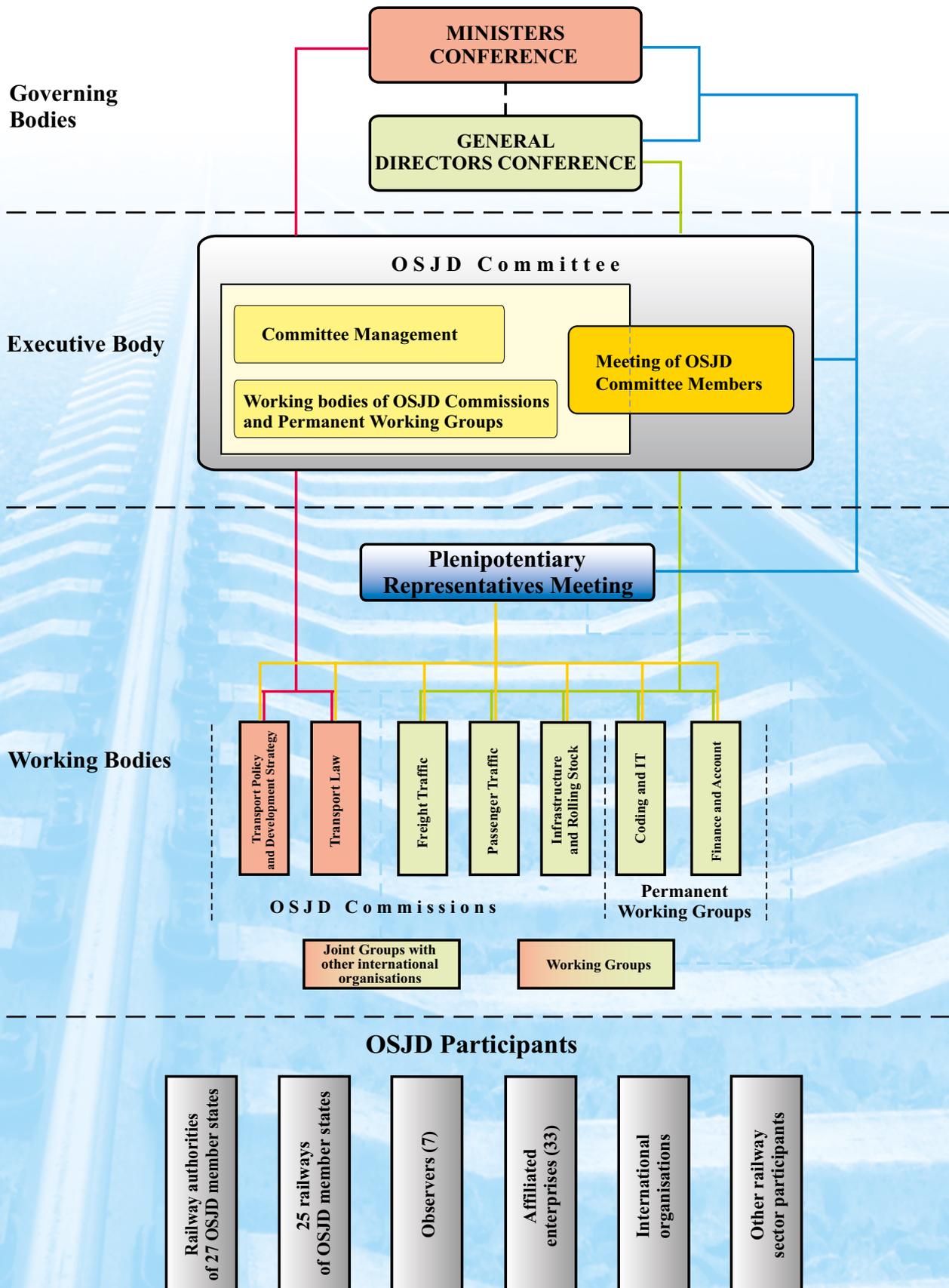
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Structure of Organisation for Co-Operation between Railways

(As of 1 September 2013)



Introduction

In 2012, activities of the Organisation for Cooperation between Railways (OSJD) were focused on meeting targets related to further development of international rail traffic in the service between Europe and Asia, improvements in the legal and regulatory framework, increased competitiveness of rail transport, meeting the demand of the OSJD member countries in carrying goods and passengers across vast Euro-Asian territories.

In previous years, many of the OSJD member countries' railways have substantially restructured and reformed their management structure in order to adjust it to the present-day market environment and requirements characterised by the trend towards rapid technological progress in the development of rail transport.

In accordance with the measures and recommendations developed by OSJD in cooperation with ministries and railways, a great amount of work has been done to rebuild railways and upgrade infrastructure in OSJD's transport corridors, which allowed for freight volume in the OSJD member countries' railways to be increased to more than 6bn tons, and the number of passengers transported – up to 4bn people.

These results were made possible through coordinated and purposeful work of all OSJD member countries' railways.

For example, in 2012, **Azerbaijani Railways** continued implementation of the Government Programme for Development of Rail Transport of the Republic of Azerbaijan in 2010-2014, which focuses on the immediate task of upgrading the line included into the TRACECA corridor. This mostly includes the Baku – Boyuk Kasik line, where a quarter of the entire railway infrastructure has already been upgraded and, in accordance with the Programme, this work is to be completed in 2014. This would offer an increase the capacity of a key line where a sharp increase in the volume of traffic is expected following the commissioning of the Baku – Tbilisi – Kars railway by the end of 2013.

On Belarusian Railway the freight traffic grew by 0.6%, passenger traffic – by 13%, and international carriage – by 4.3% compared to the 2011 levels.

11 container trains run regularly along the Belarusian main line, transporting 261 thousand containers (116.6% compared to the 2011 level). In 2012, two new container trains were launched along the Małaszewicze (Poland) – Brest (Belarus) – Tikhonovo (Russia) and Małaszewicze (Poland) – Brest (Belarus) – Kuntsevo-2 (Russia) routes.

Freight traffic using the Unified CIM/SMGS Consignment Note is increasing each year, and in the reporting year such traffic reached 31,864 cars and 37,310 containers in the West-East direction, and 20,585 cars and 37,251 containers in the East-West direction, respectively.

A large-scale investment project for electrification of railway lines along the Zhlobin – Gomel – Osipovichi section is being successfully implemented.

Freight car fleet is being re-equipped: 4,126 new freight cars, 6 higher-power freight mainline locomotives, two TEP70BS passenger diesel locomotives, three diesel trains, and five electric trains were purchased.

Hungarian State Railways continued renovation of certain sections in OSJD's Corridors 5 and 6, including increases in speed limits of up to 160 km/h and permissible axle loads of up to 22.5 tons. Renovation of 19 stations along the Budapest – Szolnok – Debrecen – Záhony line has been completed.



Railway station as part of the new transport center in Shanghai (China, KZD)

In order to facilitate crossing of borders, an electronic communication system for traffic control has been commissioned at all MAV-ZSR border crossings in cooperation with the Slovak infrastructure manager (ZSR).

For the purpose of enhancing public safety, a new security and surveillance centre of MAV Zrt. has been commissioned, operating 24/7, comprising about 200 surveillance cameras and numerous alarm sensors installed on Budapest's two main railway stations, at seven major railway nodes and suburban stations, as well as on the Southern Railway Bridge.

Kazakhstan Railway increased its freight

traffic by 5.4% and passenger traffic by 13.5% compared to 2011 in the reporting period.

1,335 container trains were organised and run, including along 15 new routes.

In 2012, Kazakhstan and China began operating a new Altynkol (Kazakhstan) – Khorgos (China) railway crossing as part of a new 293 km long Zhetygen – Altynkol railway line.

In June 2012, construction began of a 988-km Zhezkazgan – Beineu section, as well as of a 214-km Arkalyk – Shubarkol mainline.

675.4 km of railway lines were upgraded.

Purchases in 2012 included: 14,205 freight cars, including 8,482 open-top cars, 2,000 boxcars, 858 tank cars, and 2,865 other cars; 70 TE33A mainline diesel locomotives; 64 shunting locomotives; 7 VL40N series electric locomotives.

In 2012, **Chinese Railways** carried 3.89 bln tons of freight and 1.893 bln people, which is 4.2% more compared to the 2011 figures.

Three new international container routes were launched: Wuhan – Alashankou – Pardubice (the Czech Republic); Chengdu – Alashankou – Lodz (Poland); Lianyungang – Khorgos – Central Asia.

Active efforts were made to manage carriage of goods using the Unified CIM/SMGS Consignment Note.

Operations of the rail transport management agencies have been reformed and improved through development of market participant functions of railway enterprises and separation of administrative and business functions of rail transport.

Railway construction was accelerated in accordance with the classification of railway lines and branches.

Latvian Railway increased its freight traffic by 2% compared to 2011.

39.6 km of railway lines were upgraded in Corridors 1 and 13.

Microprocessor centralisation devices were commissioned at 54 stations along with centralised traffic control devices at sections with a total length of 600 km.

Construction of a siding track at the 52 km long Skriveri – Krustpils section is continuing.

100 boxcars, 200 platforms and 50 grain cars were purchased.

Compared to 2011, passenger traffic on the **Lithuanian Railways** increased by 3.2%, while international passenger traffic – by 12.5%. In cooperation with Belarusian Railway, a project to set up a high-speed passenger rail service between Minsk and Vilnius is being successfully implemented. Together with PKP S.A., work continued to set up a new Šeštokai Express container train running through the territories of Poland, Lithuania, Belarus, and Russia.

The first stage of upgrading the railway infrastructure along the Kaunas – Kybartai section and the Palemonas – Rokai – Jiesia alternative route has been completed; a comprehensive upgrade of the Klaipeda railway hub, as well as of the Klaipeda – Pagediai line continues.

In 2012, one of the most ambitious projects to upgrade the railway infrastructure was launched: the construction of the second track on the Kyviškės – Valciunai Vilnius alternative route, as well as contracting work to electrify the State Border – Kena – N. Vilnia line of the OSJD Transport Corridor 9.

Two Czech-made double-deck electric trains, 15 new TEM TMKh shunting locomotives,



The President of Azerbaijani Republic Ilham Aliyev examines new passenger rolling stock for AZD



Coupled diesel locomotive 2TE25A Witiaz (Knight) with asynchronous traction drive on Baikal-Amur Railway Line (Russia)



President of the Republic of Kazakhstan Nursultan Nazarbaev and President of Turkmenistan Gurbanguly Berdimuhamedov open direct railway service between the two countries (11 May 2013)

200 new platforms for container transportation were purchased.

Railway of Moldova, under a resolution of the Government of the Republic of Moldova, approved the Protocol of Accession of the Ministry of Transport and Road Infrastructure of the Republic of Moldova to the Agreement on Development of Freight in Baltic – Black Sea Directions, which enabled CFM's participation in the Viking container train project.

A profound upgrade of 15 D-1 diesel trains has been undertaken at the facilities of Remar Paşcani (Romania).

In 2012, **Polish State Railways** worked to implement the ambitious programme of modernising more than 1,000 km of railway

lines, particularly in international corridors, including the OSJD corridors.

Construction of a new railway link between Warsaw's city centre and the Chopin international airport has been completed. The Warsaw – Gdansk, Warsaw – Terespol, Zgorzelec – Lednica, Warsaw – Lodz lines have been upgraded.

PKP Cargo SA actively participated in demonstration runs of container block trains from China to Germany under CIM/SMGS Consignment Notes, passages of goods at Polish border crossings under CIM/SMGS Consignment Notes.

PKP LHS Ltd has joined the Zubr container train project running between Poland (Slaven) – Ukraine – Belarus – Latvia – Estonia, with the prospect of expanding to Azerbaijan and Kazakhstan.

Russian Railways carried 2.4% tons of cargo more than in 2011, with 419mn tons of international traffic, which is 662,000 tons more than in previous year. Passenger traffic also increased by 6.5%, while international passenger traffic – by 7%.

The Sochi – Adler – Sochi Airport railway link has been set up, including the construction of a new railway line from Adler Airport.

4,434.2 km of railway lines were rebuilt, which is 1,724 km more compared to the 2011 figures.

Carriage of goods under the CIM/SMGS Consignment Note has increased noticeably; in November 2012, the first demonstration freight transportation as part of a container train between Chunking (China) and Duisburg (Germany) took place using the Unified CIM/SMGS Consignment Note. Russian consignors expand the geography of the CIM/SMGS Consignment Note application between Russian railway stations and countries of Western Europe.

Great attention was paid to reforms in the field of freight transport, which allowed for 79% of freight turnover to be provided by freight cars independently from RZD Holding Company. This enabled purchasing more than 400 thousand new cars during the reform years.

As of January 1, 2012, Common Economic Space started operating across the territories of Russia, Belarus and Kazakhstan, which required a wide range of efforts to improve normative base, minimise control operations at border stations, introduce measures to support crossing of borders.

Railways of Slovak Republic has successfully handled the task of implementing the Unified CIM/SMGS Consignment Note: 16,164 shipments were received in and 15,442 sent from Slovakia.

Three new container block trains were introduced: Zilina (Slovakia) – Chernyakhovsk (Russia), Velka Ida (Slovakia) – Kaluga (Russia), Altenschwand (Germany) – China via Ukraine and Russia.

Tajik Railway purchased 306 new freight cars, upgraded 19 units of rolling stock, built



Coupled cargo electric locomotive BGK1 of the Chinese manufacture for the Belorussian Railway

40 km of new railway lines along the Vahdat – Yavan section, upgraded 77 km of railway lines along the state border – Uzbekistan – Vahdat Station and Kulob Station sections.

Uzbek Railways modernised 240 km of their railway lines, purchased three new diesel locomotives and 30 passenger cars, 1,449 freight cars were restored. 48,294 containers were sent, which is 8% more compared to 2011. Passenger traffic exceeded by 14% the figures achieved in 2011.

Ukrainian Railway has been successfully implementing the container traffic development programme: in 2012, a new block train between Slovakia and Russia was launched, the Viking train's route was extended from Bulgaria, while that of the Zubr train – to Poland's PKP LHS and Moldova.

An important step was the conclusion between Ukrzaliznytsya and RZD JSC of an agreement to implement paperless technology-based private empty car traffic using electronic flow of documents between Ukraine and the Russian Federation.

In addition, Ukrzaliznytsya and the State Customs Service of Ukraine approved the procedure for customs formalities during transit operations through the use of SMGS, CIM/SMGS, and CIM consignment notes to process customs declarations.

In 2012, the number of shipments under the CIM/SMGS Consignment Note increased from 11,586 (according to the 2011 data) to 35,208.

Modernisation of 481 km of railway lines was completed, the 176 km Poltava – Krasnograd – Lozovaya section was electrified. Four freight electric locomotives, 180 freight cars, two diesel locomotives, and 12 electric trains were purchased.

In 2012, **Ulan-Bator Railway** increased its freight traffic by 10.8% and passenger traffic by 4.38% compared to 2011. 70 km of railway lines along the Choir – Ayrag section were modernised, three additional receiving-and-departure tracks were built at the Zamyn-Üüd station.

In 2012, **Estonian Railway** carried 4.4 mln passengers and 26.1 mn tons of cargo, including 22.1 mln tons of international traffic. Since 2007, more than €200 mln were invested in the infrastructure, which allowed for a 120 km/h speed to be achieved along the whole stretch of the Tallinn – Taga – Tartu – Valga lines. 38 new passenger trains were purchased from Stadler, which required an overhaul of more than 100 passenger platforms.

Under the Programme for Developing Rapid and High-Speed Passenger Service Network approved by Session XXX of the OSJD Ministerial Conference, successful implementation of the Programme continued on the railways of China, Russia, Poland, Czech Republic, Kazakhstan, Ukraine, Uzbekistan and other countries.

In 2012, creation of new container routes continued on the railways of Belarus, Kazakhstan, China, Latvia, Lithuania, Poland, Russia, Ukraine, Czech Republic and other countries, which allowed running up to 286 regular international container block trains along the OSJD member countries' railways, with half of those trains – under the Unified CIM/SMGS Consignment Note.

In October-November 2012, the first demonstration train departed from Chunking (China) to Duisburg (Germany) using the CIM/SMGS Consignment Note.

OSJD has paid unremitting attention to the matters of border crossing facilitation in international rail transport, as evidenced by the 7th Interdepartmental Meeting on Facilitation of



High-speed train "Pendolino" for PKP (Poland)



Railway bridge on CFM (Moldova)



New carriage for international traffic of MAV company (Hungary)



New regional passenger train for Estonian Railway

Border Crossing in the International Transport by Rail held at high level in June 2012 in St. Petersburg.

The Meeting discussed and singled out measures to implement Annex 9 to the Harmonisation Convention, which came into force.

A prominent place in OSJD's activities was taken by efforts to improve and revise OSJD's legal framework that determines conditions for international transport by rail (SMGS and SMPS agreements).

In 2012, OSJD continued its efforts to harmonise Rules for Transportation of Hazardous Goods with the RID Rules.

Work continued successfully to develop and match train schedules, implement and coordinate freight traffic, modify and amend Rules for Using Freight Cars in International Transport.

Works related to the development and approval of leaflets on technical aspects of railway operation in the field of rolling stock, railway infrastructure and rolling stock, paperless transportation management, as well as in the field of scientific, technical and economic information were in great demand.

With regard to recent structural changes, efforts in the field of improving financial and settlement operations between the OSJD member countries have considerably intensified in the OSJD countries.

Committed work was carried out by the Joint OSJD/ERA Liaison Group to perform comparative analysis of technical parameters between the 1520 mm and 1435 mm systems, which laid the basis for interaction between railway systems in the EU and OSJD countries.

OSJD cooperated fruitfully in various areas of activities with international organisations, above all with UNECE, UNESCAP, OTIF, ERA, CIT, CCTT and others.

The OSJD observers and associated companies, whose numbers grow from year to year and reached 39 in the reporting year, made a weighty contribution to and positive impact on the OSJD operations.

The AWG for Updating the OSJD's Fundamental Documents has worked productively, which allowed for the continued development of the draft Convention on Direct International Transport by Rail, including the attached SMGS and SMPS in the form of General Provisions of agreements on international goods transport by rail and on international passenger transport by rail, as well as the OSJD Statute.

Dedicated, coordinated work to implement the intended comprehensive measures aimed at improving and developing rail transportation, increasing its competitiveness, provided the majority of the OSJD member countries with an opportunity to expand significantly their passenger and freight traffic in 2012.



Modernized railway station Ostrava-Svinov (Czechia, CD)



Rail bus "PESA620M" (Lithuania, LG)

1. Current Status of OSJD Activities

1.1. Transport Policy and Development Strategy

As part of the activities by the OSJD Commission for Transport Policy and Development Strategy, efforts were made last year to address the issues of rail transport policy, improving transportation and developing OSJD's transport corridors, facilitating border crossing for the international passenger and freight railway traffic, implementing comprehensive measures and increasing railways' competitiveness.

In the reporting year, as part of efforts to improve traffic and develop OSJD's rail transport corridors, a model draft 'Memorandum of cooperation in the field of technical, operational and commercial development of the rail transport corridor of the Organisation for Cooperation Between Railways (OSJD)' was prepared and approved.

A new tentative structure of comprehensive plans to improve transportation and develop OSJD's transport corridors to 2020 was developed.

At an annual meeting of the OSJD Commission for Transport Policy and Development Strategy, Comprehensive Plans were approved to improve transportation and develop OSJD's transport corridors Nos. 9, 12, and 13 to 2020. These plans were subsequently posted to OSJD's website.

Work continued on the development of the Atlas of the OSJD Member Countries' Railways.

A structure has been developed for comparative analysis of the OSJD corridors with the officially approved Pan-European corridors (Crete 1994, Helsinki 1997) and Euro-Asian corridors (Saint Petersburg 2000, 2003)

Continuing efforts were made to promote rapid and high-speed passenger train traffic, which involves development of a schedule for implementing national programs to manage introduction of high speeds in the OSJD member countries. A consolidated bibliography on the 'National programmes for managing rapid and high-speed passenger train traffic' topic was presented, which had been generated on the basis of data submitted by the STEI Centres of the OSJD member countries. The bibliography is supplied with brief abstracts.

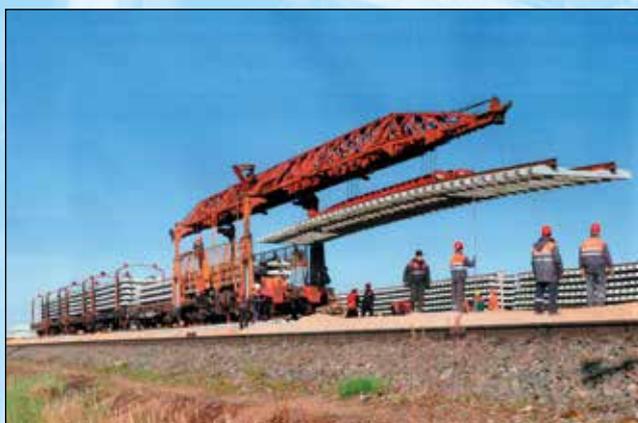
On the topic of 'Development of comprehensive measures to facilitate border crossing in international rail transport between Europe and Asia', a review was made of the reasons for passenger and freight train detention, as well as of the implementation of measures aimed at facilitating border crossing.

Between June 26-27, 2012, the 7th Interdepartmental Meeting on Facilitation of Border Crossing in the International Transport of Goods and Passengers by Rail was held in St. Petersburg, which was attended by representatives from border, customs, railway and other interested authorities from the OSJD member countries, as well as by such international organisations as OSJD, UNECE, OTIF, CIT, UIC and others.

At the end of the meeting the 'Address by Delegates to 7th Interdepartmental Meeting on Facilitation of Border Crossing in the International Transport of Goods and Passengers by Rail' to the ITC UNECE and OSJD was approved, along with the 'Action Programme to Facilitate Border Crossing in the International Transport by Rail', which define aspects required to ensure the conditions for and reduce the time of crossing state borders in the international transport of goods and passengers by rail, as well as the key areas for coordinated work between customs, border, railway, and transport authorities of the OSJD member countries.



Chairman of OSJD Commission on Transport Policy and Development Strategy
K. Mamarakhimov



Laying of railway track (Latvia, LDZ)



New regional emu (Georgia, GR)

Work continued on the railway transportation policy whose strategic objective is the coordinated development of the OSJD railway system and increasing railways' competitiveness in order to secure additional amounts of international transit traffic. The experience of reforming rail transport in the OSJD member countries was studied.



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

On the topic of 'Status of the OSJD/ERA Contact Group work on interfacing between 1520 mm and 1435 mm gauge railway systems', the OSJD/ERA Contact Group has finalised the following:

- Document 1 'Subsystem: infrastructure, rail track and track facilities';
- Document 2 'Power supply';
- Document 6 'Locomotives and rail-car rolling stock';
- Document 3 'Signalling, interlocking, and communications'.

Work continued on Documents 5 'Passenger cars' and 7 'Operational activity'.

Executives of the OSJD Commission for Transport Policy and Development Strategy summarised the OSJD member countries' statistics and published the 'The 2011 OSJD Railway Transport Statistics Bulletin'.

Indicators of the OSJD railway transport corridors 1-13 operation in 2010 and 2011 were summarised.

Work continued on the development of draft guidelines for determination of the amount of international transit goods in the OSJD railway transport corridors.

The STEI Centres of the OSJD member countries continued to generate and develop national databases of scientific, technical and economic information, the combination of which constitutes a distributed international databank – the OSJD ADB. The analysis was performed of furnishing and using the international distributed STEI databank, based on the data received from the STEI Centres of the OSJD member countries participating in the project.

Support was provided for the software operating under the OSJD Scientific and Technical Information Unified Search Engine pilot project.

Under the resolution of the Ad-Hoc Working Group meeting dedicated to the STEI technical, software and information aspects, measures were taken to move the website of the STEI Centres onto common hardware with OSJD's website.

Under the resolution of a meeting of experts on technical, software and information aspects of OSJD's scientific, technical and economic information, a draft new revision of OSJD Leaflet O+R 905-4 'Setting up and maintaining the Internet website of the centres for scientific, technical and economic information of the OSJD member countries' was prepared.



Demonstration container train on route Islamabad – Tehran – Istanbul (Iran, RAI)



Main administrative building of Vietnamese Railway



1. Participants of expert meeting on technical, programming and IT issues of OSJD STEI at locomotive assembly plant in Astana (18-20.09.2012)
2. Participants of expert meeting on the subject "Development and implementation of comprehensive measures to improve traffic and develop OSJD transport corridors" (16-18.04.2013, Halong Bay city, Vietnam)
- 3-4. Expert meeting on the subject "Development of OSJD railway transport policy issues" (14-16.05.2013, OSJD Committee)
5. Meeting on Facilitation of Railway Border Crossing (9-11.04.2013, Riga, Latvia)
6. Meeting of the Ad Hoc Working Group on rail transport statistics (10-13.09.2013, Shanghai, China)
7. Participants of expert meeting on technical, programming and IT issues of OSJD STEI (10-12.09.2013, Vilnius, Lithuania)
8. 27th meeting of the OSJD/ERA Contact Group on the subject "Cooperation between OSJD and ERA in the field of analysis of the relationship between railway systems of the EU and non-EU countries, with railway gauges of 1435 mm and 1520/1524 mm" (4-6.06.2013, OSJD Committee)

1.2. Transport Law

The OSJD Commission for Transport Law carried out its work in 2012 in accordance with the Commission Work Plan approved by the joint meeting of the Authorised Representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways.

In the reporting year, the Commission carried out active development and preparation of comprehensive amendments and modifications (revision) to the Agreement on International Goods Transport by Rail (SMGS). In parallel with this, work was done to refine provisions of the draft Convention on Direct International Transport by Rail.

As regards improvements to the Agreement on International Passenger Transport (SMPS), proposals were prepared in 2012 to introduce amendments and modifications to the articles of the SMPS and Service Regulations thereto. These amendments and modifications were discussed and approved at meetings of experts and the SMPS Commission, becoming effective as of May 1, 2013.

Guided by the resolution of Session XL of the OSJD Ministerial Conference, the Ad-Hoc Working Group for the SMPS Revision of the OSJD Commission for Transport Law continued the development of the following drafts in the reporting year:

- General Regulations for the Contract of International Carriage of Passengers of the draft Convention;
- Rules of the International Carriage of Passengers and Luggage;
- Rules of Relations Between Carriers in International Carriage of Passengers.

In 2012, the Commission, in cooperation with OTIF and CIT, reviewed the matters related to convergence of the provisions of international transport law documents in the passenger transport between East and West.

Session XL of the OSJD Ministerial Conference instructed the Commission to undertake the Analysis of differences in international transport law documents in the passenger transport between East and West (SMPS and CIV) and to report of its findings to Session XLI of the OSJD Ministerial Conference.

An OSJD member, the SMPS participant from the Russian Federation, prepared the Analysis of differences in international transport law documents in the passenger transport between East and West, which was discussed at the Commission's expert meeting. The meeting noted that, with regard to the existing differences in applicable international documents (SMPS, CIV, and Regulation (EC) No. 1371/2007), it would be advisable to work towards their harmonisation to improve passenger services and facilitate interaction between carriers. The SMPS participant from the Republic of Lithuania was instructed to complement this Analysis with regard to proposals received from the OSJD member countries belonging to the European Union. The final text of the Analysis was discussed and approved at the Commission's meeting in March 2013.

At the meetings of experts and the SMPS Commission held in the reporting year, amendments were reviewed and approved to Leaflet O 110 'Rules for controlling international passenger trains and cars between the OSJD member countries', and the decision was made to cancel Leaflet R 112 'Recommendations on the procedure for passage of personnel accompanying trains in international carriage of passengers'. These amendments and the decision came into force on May 1, 2013.

During the meetings of experts and of the Commission for Transport Law on the SMGS Issues held in 2012, modifications and amendments to the SMGS were discussed and approved, becoming effective as of July 1, 2013.

In the reporting year, the Ad-Hoc Working Group for the SMGS Revision worked actively to complete preparation of comprehensive amendments and modifications (revision) to the SMGS with the purpose of adopting them according to the procedure set out in the SMGS. This work resulted in draft amendments and modifications to the SMGS.

In preparing the draft, all options for reforming the railway industry were considered and the interests of all



Chairman of OSJD Commission on Transport Law
N. Nosenko



Freight train (Slovakia, ZSSK Cargo)



High-speed electrical train (China, KZD)

existing rail transport systems were taken into account. The suggested amendments to the SMGS may be applied with equal success both in the countries where railways have been split into railway companies (freight and passenger) and infrastructure holders (managers), and in those countries where railways combine these functions.



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

Session XL of the OSJD Ministerial Conference (June 5-8, 2012, Baku) approved the results of the revision and instructed the AWG to finalise amendments to the SMGS in accordance with the established procedure by adopting them at an annual meeting of the OSJD Commission for Transport Law.

However, the instructions of Session XL of the OSJD Ministerial Conference to adopt comprehensive amendments and modifications (revision) to the SMGS by the end of 2012 were not fulfilled because of complicated nature of the work associated with the SMGS revision. As part of the proposed amendments to the SMGS, norms of technical and technological nature were summarised in annexes, while carrier-customer and carrier-carrier relations were clearly delineated. However, at the annual meeting of the Commission for Transport Law on the SMGS Issues (November 6-9, 2012, OSJD Committee) a large number of comments and suggestions were submitted to the draft prepared by the AWG for the SMGS Revision.

Upon discussing all the submitted comments, comprehensive amendments and modifications to the SMGS must be adopted in 2013, in accordance with the established procedure.

Work continued in 2012 to update the Rules for Transportation of Hazardous Goods (Annex 2 to the SMGS) in accordance with amendments and modifications occurring in international and national regulations for transportation of hazardous goods (17th edition of the UN Recommendations, the RID Rules, ADR, etc.), with regard to specific features of operating railways in the OSJD member countries; draft amendments and modifications to Annex 2 to the SMGS were prepared and approved, becoming effective as of July 1, 2013. In parallel with this, provisions of the Convention related to transportation of hazardous goods were refined.

In the reporting period, at the meetings of the AWG of the OSJD Commission for Transport Law to develop Annex 14 to SMGS 'Rules for Stowing and Securing Cargo in Cars and Containers'. During the meetings of experts and of the Commission for Transport Law, modifications and amendments to Annex 14 to the SMGS were developed, approved and adopted, becoming effective as of July 1, 2013.

In parallel with this, provisions of the Convention related to stowing and securing cargo in cars and containers were refined.

In 2012, coordinated work by OSJD and CIT continued as part of the 'CIM/SMGS Transport and Legal Harmonisation' project. Under the resolutions of Session XL of the OSJD Ministerial Conference, the OSJD participants to the project worked to improve the 'CIM/SMGS Consignment Note Manual' and promoted widespread adoption of CIM/SMGS Consignment Notes during transportation on rail networks.

Of great importance for the promotion of the CIM/SMGS Consignment Note were workshops held in Basel, Beijing, and Odessa, which reaffirmed the importance of this issue and the participants' interest in it and had a positive influence on practical implementation of the Unified CIM/SMGS Consignment Note.

The success of pilot projects to run trains from China to Germany in late October – early November 2012, involving carriage of goods with the CIM/SMGS Consignment Note, proved once again the efficiency of minimising costs and time of goods delivery to destination when using such transportation.



Freight train on branch "1e" of the OSJD Railway Corridor No 1 (Mongolia, Ulan Bator Railway)



1. Meeting of the Ad Hoc Working Group of the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS) (17-21.06.2013, OSJD Committee)
2. Meeting of the Ad Hoc Working Group on the SMGS Revision (3-6.09.2013, OSJD Committee)
3. Expert meeting on SMGS issues (2-5.04.2013, OSJD Committee)
4. Expert meeting to develop Application 14 to SMGS "Rules for stowing and securing of cargo in wagons and containers" (24-28.06.2013, OSJD Committee)
5. Expert meeting on SMGS issues (5-9.08.2013, OSJD Committee)
6. Meeting of the Ad Hoc Working Group on the SMGS Revision (3-6.09.2013, OSJD Committee)
7. Expert Group Meeting on CIM-SMGS consignment note (25-26.04.2013, OSJD Committee)
8. Presidium of the meeting on SMPS and Service Manual to SMPS (13-15.11.2012, OSJD Committee)

1.3. Freight Traffic

In 2012, activities of the OSJD Commission on Freight Traffic were focused on improving the existing international agreements and treaties in the field of managing combined transport in the Europe – Asia direction and transit freight tariffs; updating the applicable Rules for the Use of Freight Wagons in International Rail Traffic in order to ensure their harmonisation with comparable international regulatory documents, harmonising the unified system of cargo description and coding in transport on the OSJD railways; scheduling and managing container block trains along the Europe – Asia – Europe routes; cooperating in the field of railway operations for the purpose of improving efficiency and competitiveness of international rail transport against other modes of transport.

Topics under discussion within the Commission's authority were reviewed at meetings, workshops and conferences in accordance with the Commission's approved 2012 Activity Plan.

Tariff issues were discussed as part of the **'Improving the Agreement on Uniform Transit Tariff (ETT) and the ETT Alone'** and **'Improving the Agreement on International Railway Transit Tariff (MTT) and the MTT Alone'** topics.

The coordinated amendment to the ETT Agreement was declared effective from July 1, 2012, under the ETT Agreement by the OSJD Committee acting as the ETT Administration.

Coordinated amendments to the ITT Agreement were declared effective from August 15, 2012, under the MTT Agreement by the OSJD Committee acting as the MTT Administration.

Amendments and modifications to the MTT were approved and became effective in respect of the following:

- scope of the Tariff application;
- clarifications to the provisions of the 'Low-Speed Car Freight's paragraph and the rules for carriage of container shipments;
- provisions of the 'Transportation in the East – West Direction' paragraph;
- inclusion of a new Section 'Procedure for Carriage of Goods via Transit Railway Stations Where Subsequent Reforwarding of Goods by Air is Performed' into the Part 'Terms of Processing Carriage Between Countries With Different Systems of International Transport Law'.

The OSJD Committee acting as the MTT Administration prepared and published an updated text of the MTT Tariff with regard to the approved amendments and modifications as of January 1, 2013.

Under the procedure provided for in Article 11 of the Agreement on Organisational and Operational Aspects of Combined Transport in the Communication between Europe and Asia, corrections (amendments and modifications) to Annex I 'Railway Lines of Importance for International Combined Transport' and to Appendix II 'Installations Important for International Combined Transport' to the Agreement and the Agreement itself were approved and became effective as of January 10 and May 21, 2012.

The **'Improving the Agreement on the Rules for the Use of Freight Wagons in International Rail Traffic (PGW) and Updating the PGW'** topic was discussed by the Parties to the Agreement at the meetings of the Expert Working Subgroup, representatives of the Parties to the Treaty and of the Ad-Hoc Working Group for the PGW Revision (AWG for the PGW Revision).

The following matters were approved:

- amendments and modifications to the PGW were adopted and became effective as of July 1, 2012;
- a recommendation was issued to the AWG for the PGW Revision to commence, in parallel with the development of a new PGW version, preparation of a new text of the PGW Agreement with regard to the opinions of the Parties thereto, as well as of the principles and terminology introduced into the new draft PGW;
- it was decided to renew in 2013 activities related to the calculation of rates for using freight cars in international transport on the basis of the 2012 data, as well as to the upgrade and unification of applicable rates for using freight cars.

The AWG for the PGW Revision:



Chairperson of OSJD
Commission on Freight Traffic
Z. Aspayeva



Solemn ceremony devoted to the first container trains' run through the railway crossing Horgos – Altynkol between China and Kazakhstan (22.12.2012)

- a revision of the PGW new draft structure was clarified;
- work continued on the wording of Paragraphs 1-13 of the PGW in accordance with the new revision of the PGW draft structure and with regard to newly agreed terms and definitions;
- work commenced on Section IV 'Load-Carrying Devices and Containers';
- work commenced on Section V 'Accounting' of the new PGW: when reviewing the 'Calculations' section, the AWG arrived at the unanimous opinion on the advisability of applying uniform principles to calculations of car usage and a uniform principle of calculating compensation for lost cars between all railway companies – Parties to the PGW Agreement. Parties to the PGW Agreement supported the application of uniform calculation principles.



Specialists of OSJD Commission on Freight Traffic (from left to right):
A. Caunitis, Pak Chol Ho, A. Tsevegsuren

The Ad-Hoc Working Group carried out the PGW revision in coordination with the PWGFA, the AWG for the SMGS Revision, and the AWG for Updating the OSJD's Fundamental Documents.

At a joint meeting of members of the AWG for the PGW Revision and members of the AWG for the SMGS Revision the issue was discussed of legal regulation of the use of cars as vehicles in the process of carriage under the SMGS. It was decided to reflect this issue in the SMGS. Furthermore, the SMGS should include legal provisions governing the relationship between carriers and owners of cars.

The AWG for the PGW Revision suggested that the SMGS be amended to include a provision establishing the duty of consignors to reimburse carriers for expenses associated with cleaning, washing, disinfection and veterinary sanitisation of cars during transshipment.

At a joint meeting of RWGFA experts, representatives of the AWG for the PGW Revision and the AWG for Updating the OSJD's Fundamental Documents issues were discussed related to the development of comprehensive solutions to amend and modify the existing Agreements, Rules for the Use of Freight Wagons and Rules for Accounting, to establish conditions for participation of multiple carriers from a single state, as well as the ways to improve the Rules for the Use of Freight Wagons and their alignment with the Rules for Accounting.

Matters associated with the preparation of the Convention on Direct International Transport by Rail as regards the use of freight wagons were also discussed. Preliminary approval was given to a new version of the draft 'General Regulations for the Rules for the Use of Freight Wagons in International Rail Traffic' with regard to recommendations issued by Meeting XXX of the AWG for Updating the OSJD's Fundamental Documents.

The Parties to the PGW Agreement considered the expediency of updating OSJD Leaflet R 910/1 'Recommendations on the Wagon List form and Instructions for Completion thereof in transfer of wagons between OSJD railways' and managing this work. It was decided that updating this Leaflet would be expedient.

Executives of the OSJD Commission on Freight Traffic prepared and forwarded to railways – Parties to the RUFCA Agreement – all amendments to the 'Rules for the Use of Freight Wagons in International Rail Traffic (PGW)' upon them coming into force.

The OSJD Committee, under a resolution of Meeting XXVII of the CGD, published and forwarded to all OSJD railways the second edition of the Joint OSJD/UIC Leaflet O 402/430-5 'Regulations for the exchange and use of new generation of freight wagons between railways with gauges of 1435 mm and 1520 mm' prepared by the Commission's executives and coming into force on July 1, 2012.

On the topic of '**Improving and updating the Harmonised Commodity Code (GNG)**', with regard to comments and suggestions made by the OSJD railways that apply the GNG, draft amendments and modifications to the GNG were developed and approved by a resolution of Meeting XXVII of the Conference of General Directors, becoming effective on July 1, 2012.

Within the framework of cooperation between OSJD and UIC, Russian Railways JSC, the lead developer, as well as representatives from the railways of Lithuania, Poland, Romania, Czech Republic and the OSJD Committee, attended the annual meeting of the UIC Steering Committee for NHM/DIUM (March 7-8, 2012, Paris, France), where amendments and modifications to the NHM were discussed.



Freight train of JSC "PKP Cargo" (Poland)

The **'Examination of the issue of compiling a list of freight stations on the OSJD railways'** topic was discussed at a meeting of representatives of the OSJD railways.

On this topic, the experts:

- 1) developed the data for the List of Freight Stations on the OSJD Railways;
- 2) agreed upon table forms;
- 3) suggested that draft Regulations for the List of Freight Stations on the OSJD Railways be developed.

Russian Railways JSC, the leading duty holder (at the initial stage), prepared draft Regulations for Compiling and Maintaining the List of Freight Stations on the OSJD Railways.

Russian Railways JSC, the leading duty holder, completed updating the database of container trains and piggyback transport in international traffic, based on data received from the railways of Belarus, Bulgaria, Kazakhstan, Latvia, Lithuania, Mongolia, Poland, Russia, Slovakia, Uzbekistan, Ukraine, the Czech Republic, and Estonia.

At present, 150 container and piggyback trains are established and run on a permanent basis on OSJD's railways, with 282 trains dispatched when ready.

The summary data on the running container trains and carriage by combined transport on OSJD's railways was published in the 6/2012 edition of the 'OSJD Bulletin' journal and posted on OSJD's website.

Under the *'Creating a database of container transport volumetric indices'* subtopic, Ukrzaliznytsya, the leading duty holder, worked on preparing a database of freight volumes carried in high-capacity containers over the OSJD railways in 2011 on the basis of data provided by the OSJD railways from Azerbaijan, Belarus, Bulgaria, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Moldova, Mongolia, Poland, Russia, Slovakia, Uzbekistan, Ukraine, the Czech Republic and Estonia; the data compared to 2010 was also reviewed.

The review showed that in 2011 the OSJD railways accepted more than 1,934 thousand TEUs and released more than 2,029 thousand TEUs, which is 17.3% and 24% more compared to 2010, respectively (the CR data is not included).

Russian Railways JSC, the leading duty holder, worked on updating and maintaining the electronic version of the 'Container Trains and Piggyback Transport in International Traffic' Directory, based on the updated data received from the railways of Belarus, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Slovakia, Tajikistan, Ukraine, Czech Republic, and Estonia.

In the reporting period, as a result of failure to provide materials by KZH, the leading duty holder, experts of the OSJD railways involved did not work on the UNESCAP – OSJD joint projects:

- *'Planning and organisation of demonstration runs of container block trains along the Trans-Asian Railway Northern Corridor'* ('Project 1');
- *'Operationalisation of Euro-Asian rail routes with particular reference to landlocked countries in Asia and Caucasus'* (Phase III) ('Project 2').

In the reporting period, much work was done by the Commission's experts on the **'Work of organising carriage of goods using the Unified CIM/SMGS Consignment Note'** topic. The purpose of this work is to expand the geography of the Unified CIM/SMGS Consignment Note actual application across the Euro-Asian railway space.

In view of the new routes for using the Unified CIM/SMGS Consignment Note opened by Kazakhstan, Moldova and Mongolia in their networks and for the purpose of exchanging the experience of actual application of this Consignment Note between the railways of Belarus, Germany, Poland, Russia, Slovakia, Czech Republic, France and Ukraine, the International OSJD Workshop was held on February 21, 2011, in Beijing (PRC), where representatives of UNECE, CIT and UIC, operators, consignors and cargo owners were invited. At the end of the Workshop, its participants adopted an Appeal that emphasises positive results achieved in the carriage of goods under the Unified CIM/SMGS Consignment Note between the countries – parties to the SMGS – and the COTIF members.



A solemn ceremony dedicated to the first run of a freight train after the reconstruction completion of the railway line with combined gauge from Khasan station (Russia) to Rajin station (DPRK) on 22 September 2013



Freight transport by Ukrzaliznytsya (Ukraine, UZ)



New casting and mechanical plant of GAZhK "UTI" in Tashkent

Russian Railways JSC, the leading duty holder, together with the involved railway administrations from Belarus, Kazakhstan, China, Poland (PKP Cargo) and Germany (DB Schenker Rail), made major effort to set up on October 31 and November 2, 2012, a pilot run of two of container trains along the Chunking – Duisburg route using the Unified CIM/SMGS Consignment Note. The first train included 42 platforms carrying 40ft containers with Acer and Asus products and consumer goods from other manufacturers (a total of 9 consignors), while the second train – 41 wagons (41×40-ft containers) with Hewlett Packard products (electronics).

The total journey time was 16 days, which is slightly less than the scheduled time, with container trains covering

the distance of 10,769 km.

For goods carried in the container train, the transport time reduction from using the Unified CIM/SMGS Consignment Note was 12 hours, the process-related time reduction – 36 hours, and the overall reduction in the container train journey time was 48 hours.

Successful implementation of this project involving the use of the Unified CIM/SMGS Consignment Note in the China – Germany service would enable unimpeded freight traffic from Asian to European countries.

The 2012/2013 international freight trains timetables were developed and approved for the OSJD railways.

It was agreed that efforts should continue in 2013 to develop freight trains timetables in Europe as part of further cooperation with Forum Train Europe (FTE).

'Reconciliation of Volumes of Goods in International Carriage' was performed at a meeting of representatives of railways and foreign trade organisations, attended by representatives of the OSJD railways and foreign trade organisations from the Socialist Republic of Vietnam, Republic of Kazakhstan, People's Republic of China, Democratic People's Republic of Korea, Mongolia, the Russian Federation, as well as of the OSJD Committee. The results of foreign trade goods carriage in 2011 were reviewed.

The volumes of export, import and transit goods in 2012 were agreed, with a breakdown thereof by quarters and types of goods at each border crossing; technical and administrative measures were developed to ensure that the agreed volumes are achieved.

In May 2012, OSJD's 9th International Freight Conference was held in Baranovichi (Republic of Belarus), attended by railway representatives from BC, MAV Zrt., DB Schenker Rail, KZH, LDZ, LG, PKP Cargo, PKP LHS Ltd., RZD JSC, CD Cargo and AS EVR Cargo, as well as by representatives of involved companies from the OSJD, OSJD Committee, UIC, CCTT, national associations of forwarders and operators from Belarus, Germany, Kazakhstan, Latvia, Lithuania, Poland, Russia; freight forwarding, logistics companies and container operators from Austria, Belarus, Germany, Kazakhstan, Lithuania, Moldova, Poland, Russia and Ukraine; and by media representatives.

Following the discussion and exchange of experience, the Conference adopted its Recommendations.

The importance of this forum was stressed in respect of further development of carriage of goods by rail and of ensuring competitiveness thereof in the Euro-Asian space.



A solemn ceremony with the participation of the representatives of BC, PKP Cargo and OSJD Committee devoted to the first run of a container train from China to Germany, which proceeded for the first time under the implementation of the CIM-SMGS consignment note throughout the whole route (Byelorussian-Polish border, Małaszewicze, Poland, 14.11.2012)



- 1-2. Annual Meeting of the OSJD Commission on Freight Traffic (9-12.10.2012, OSJD Committee)
3. Participants of the expert meeting on the revision of the subject "Performance of work for the organisation of transportation of goods under the implementation of CIM/SMGS consignment note" (20-22.02.2013, Krakow, Poland)
4. X-th meeting of AWG on PGW Revision (21-23.05.2013, OSJD Committee)
5. Participants of the XXIV-th meeting of the representatives of the Parties to the Treaty on MTT (18-21.06.2013, Dushanbe, Tajikistan)
6. Meeting of the representatives of the OSJD railways devoted to the issues of improving and updating GNG and creation of the list of OSJD freight stations (26-29.03.2013, Tuy Hoa, Vietnam)
- 7-8. Meeting of the representatives of the Parties to the Treaty on ETT on improving the Treaty and the ETT-Tariff alone (21-24.05.2013, Baku, Azerbaijan)

1.4. Passenger Traffic

The OSJD Commission on Passenger Traffic carried out its work in 2012 in accordance with the Programme and Plan approved by the joint meeting of the Authorised Representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways, with its focus on management of passenger trains, drafting and approval of timetables, train makeup procedures, ensuring the necessary conditions and services for passengers, development of passenger traffic, compliance with the timetable of international passenger trains.

In the reporting year, the OSJD Commission on Passenger Traffic agreed the 2012/2013 timetables, procedures for passenger train makeup and provision of cars in such trains in international carriage for Railway Group 1: BC, BDZ, MAV, KZH, LG, CFM, PKP, RZD JSC, CFR, ZSSK, UZ, CD; and for 2013/2014 for Railway Group 2: VZD, CR, KZH, ZC, MTZ, RZD JSC.

Based on the proceedings of the meetings, EuroAsia Rail 2013, a timetable of international passenger trains, was published.

The participating railways basically approved all the routes of international passenger trains. However, problems surfaced, associated with cancellation of several trains and additional trailer cars by UZ in the UZ – PKP and CFM – PKP services. It has been suggested that certain trains be run on a commercial basis, which might lead to their cancellation and loss of traffic between Ukraine and Poland's South-West, Moldova and Poland.

At the meetings, the issue of compliance with international passenger train running time at border crossings was discussed. Despite overall improvements, many trains arrive at the PKP – BC and CFR – UZ border crossings with considerable delays. Train 382/60 Sofia – Moscow continues to arrive at UZ with regular protracted delays: in 9 months of 2012, there were 235 delays with a total time of 635 hours. Between June 10 and October 19, 2012, the train arrived late in Moscow on many (99) occasions, with a total delay of 293 hours 29 minutes.

To resolve this situation, appeals were forwarded to Romania's National Railway Company (CFR), Bulgarian State Railways Holding Company (BDZ), the OSJD Committee, Russia's Foreign Ministry.

BDZ and CFR, on their part, in accordance with the Minutes of the Railway Group 1 Meeting for Development of Timetable of International Passenger Trains held on August 20-24, 2012, in Sinaia, Romania, adjusted the 2012/2013 timetable of the train 382/60 Sofia – Moscow within their territories.

Transportation of fans to Euro 2012, the European Football Championship held in Poland and Ukraine, was carried out successfully.

The following issues were discussed by railway experts at the meetings dedicated to systems of ticket reservation, reference and information, provision of services and mutual settlements for transportation:

- matching of seat quotas; ticket processing procedure for return trips on international trains upon variations in the 2012/2013 timetable and refund of unsold seats within return trip quotas between BC and PKP;
- provision of information on fares and availability of seats on international trains using global prices by the example of the 'Allegro' St Petersburg – Helsinki train; availability of this information to all users of the 'Express-3' ACS was agreed on;
- expanding provision of services to passengers in international transport as regards processing of travel documents via the Internet;
- making amendments to reservation lists (OSJD/UIC Leaflet O 171) and posting this information on the UIC website;
- making amendments to OSJD/UIC Leaflets O 918-0, O 918-1, O 918-2 for implementa-



Chairman of OSJD Commission on Passenger Traffic
V. Kashanau



Specialist of OSJD Commission on Passenger Traffic
Tran Truong Giang



Expert meeting of the railways - Parties to the Treaty on PPW

tion in reservation systems;

- enhancing interaction between electronic reservation systems to improve passenger services, provide reference and information services, advance passenger transportation management technology, both generally and between individual railways.

On June 14, 2012, electronic registration opened for the train No. 32 Moscow – Helsinki. Passengers can board after producing either a printout of an e-ticket on regular paper or a mobile device containing such e-ticket.

An agency agreement has been signed by FPC JSC and 'PKP Intercity' SA to sell travel documents to FPC JSC's international trains by PKP at global prices.

Regulations, developed by FPC JSC together with BC, on electronic registration of passengers to FPC JSC's international trains in transit through the territory of the Republic of Belarus allowed for sales of electronic travel documents to the trains No. 17/18 Moscow – Nice and No. 23/24 Moscow – Berlin – Paris to be launched on August 1, 2012.

The issue of organising passage to the Republic of Belarus of passengers holding e-tickets is being worked out, discussions with UZ continue on possible application thereof in the service with Ukraine.

In 2012, following protracted work, interaction between the UZ reservation systems and those of DB and PKP was implemented. Also implemented were processing of return departures from the DB and PKP stations, processing by the PKP and DB railways of passage on Ukraine's domestic service, obtaining information on availability of seats and fares from the DB stations. Testing of interaction between the UZ – CD and UZ – RZD JSC reservation systems completed.

One meeting was held in 2012 on the subject of 'Agreement on the Rules for the Use of Passenger Coaches in International Rail Traffic (PPW) and the PPW themselves'. The meeting discussed and agreed on amendments and modifications to Articles 9 and 12 of the PPW, to Annexes 1 and 9 to the PPW.

In 2012, Leaflet P 105 'Recommendations. Rules for provision of service in sleeping cars and cars with couchettes' was updated and approved at the final meeting.



Expert Meeting on "Improving the agreement on MPT and MPT alone" (27.02-01.03.2013, OSJD Committee)



Meeting for the final coordination of the timetables of international passenger trains for 2014-2015 of Group II of Railways (16-20.09.2013, Pyongyang, DPRK)



Four-axle shunting locomotive TEM LTH for Lithuanian Railways



New passenger train on the Vietnamese Railway

1.5. Infrastructure and Rolling Stock

Areas of the activities by the OSJD Commission on Infrastructure and Rolling Stock were mostly defined by its performance in 2011. In December 2011, a meeting of the Authorised Representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways made specific decisions and approved a detailed 2012 activity plan for the Commission on selected topics. On the basis of the approved Programme of Work for 2012 and subsequent years, experts of the OSJD Commission on Infrastructure and Rolling Stock were given the task to ensure interaction in 2012 on the following five topics, as well as within one Joint OSJD/UIC group:

- Topic 1 'Rolling stock clearance in international carriage with regard to interoperability';
- Topic 2 'Railway track and engineer structures';
- Topic 3 'Signalling, interlocking, and communications';
- Topic 4 'Power supply and electric traction devices';
- Topic 5 'Railway rolling stock. Technical requirements as to the components thereof';
- the Joint OSJD/UIC Group on the 'Automatic Gauge Changeover Systems (AGCS)';

Thanks to close cooperation between experts from the majority of the 18 subjects of the OSJD member countries' railways working on the Commission topics in 2012, their high professional skills, close interaction and mutual understanding displayed in the process of coordinated work, the OSJD Commission for Infrastructure and Rolling Stock achieved positive results in 2012.

Eight new and 11 updated technical documents – leaflets of recommendatory nature – were approved.

Based on a detailed analysis of applicable leaflets on all topics covered by the Commission, including many instances of their consolidation into updated leaflets, the OSJD Commission for Infrastructure and Rolling Stock cancelled 41 leaflets of a recommendatory nature.

The Commission also agreed and submitted for approval by Meeting XXVIII of the CGD four leaflets of an obligatory recommendatory nature and three leaflets of an obligatory nature.

Coordinated work was carried out together with UIC and in cooperation with OTIF on the '**Rolling stock clearance in international carriage with regard to interoperability**' subject.

A meeting to collate Russian and German texts successfully completed in 2012 its work to update the joint root obligatory OSJD/UIC Leaflet O 500/V 505-6 'General rules for interoperable rolling stock gauges in cross-border traffic'.

The experts' meeting also continued its work to prepare a draft joint UIC/OSJD Leaflet 502-4 'Coordination of rolling stock transportation as freight on its axles' in the absence of its leading duty holder – MAV from UIC, the developer of



Chairman of OSJD Commission on Infrastructure and Rolling Stock
M. Hrebacka



Specialists of OSJD Commission on Infrastructure and Rolling Stock: S. Shikhiyev (left) and V. Gutovski



Reloading of containers (Kyrgyzstan, KRG)



Track-repair works (Tajikistan, TDZ)

this draft Leaflet. At the end of a coordination meeting between the representatives of the OSJD Committee and UIC (October 8, 2012, OSJD Committee), the UIC representatives announced that UIC would no longer participate in the development of this Leaflet.

The expert meeting also approved the following materials for further development:

- updated Leaflet R 500/1 under a new title of 'Procedure for collecting and maintaining data on clearance-based railway route passing ability and permissible axle weight per track running metre';
- draft OSJD Leaflet 'General requirements as to obstruction and rolling stock clearance in inter-operable international carriage during high-speed running'.



Solemn ceremony devoted to the construction start of the railway section Vahdat – Javan (Tajikistan) with the participation of Emomali Rahmon, President of the Republic of Tajikistan

The topic '**Railway track and engineer structures**' covers a wide range of technical issues and their specifications due to the diversity of raw building materials used in track structures and substructures and constructional works, as well as the diversity (distinct climatic and other conditions) of the OSJD member countries' railways.

This topic was actively developed mostly by experts from the OSJD member countries' railways, including MAV, KZH, KZD, LDZ, LG, PKP, RZD JSC, ZSR, UZ.

A great contribution into the coordinated efforts of the expert meeting was also achieved through participation by representatives of OSJD's affiliated companies:

- Dnepropetrovsk Railway Switch Factory JSC (Ukraine);
- Kerch Railway Switch Factory LLC (Ukraine);
- Railway Research Institute (VUZ, the Czech Republic);
- Railtech Slavjana, s.r.o. (the Czech Republic);
- RDM SPE (Moldova);
- Elektro Thermit GmbH & Co. KG (Germany);
- TINES Sp. z o.o. (Poland).

Closely coordinated efforts by railway experts within the OSJD framework on the subject of 'Railway track and engineer structures' showed good results.

The approved Activity Plan has been implemented in full, with about 26 individual technical issues reviewed.

The Commission's annual meeting, following the work carried out by the experts, approved the following leaflets:

First edition of leaflets of recommendatory nature:

- R 711 'Recommendations on acceptance conditions for concrete sleepers';
- R 720/1 'Basic technical requirements as to the design and construction of ballastless track roadbed';
- R 736 'List of rail defects and their coding';
- R 739/1 'Prediction of rail health by ultrasonic testing using UDS2 RDM-22 ultrasonic rail testers';
- R 745/3 'ZhBR 65 resilient rail fastener';
- R 774/8 'Evaluating technical condition of stone and brick arch bridges using a diagnostics system'.

Second edition of leaflets of recommendatory nature:

- R 721 'Ways of remedying manufacturing defects in concrete sleepers and beams';



New electrical locomotives on Uzbek Railways

- R 732/2 'Recommendations on a system of managing railway track facilities';
- R 755/6 'Design of concrete sleepers and fasteners for curved 1520mm gauge tracks';
- R 779 'Recommendations on the "Railway bridges" terminology';
- R 781 'A concept for developing track diagnostics based on evaluation of the intensity of track upsets under various operating conditions'.

Fourth edition of leaflets of recommendatory nature:

- R 743 'Recommendations on the design, technical parameters and technology of manufacturing glue-bolted insulated rail joints'.

The Commission's annual meeting, following the work carried out by the experts, agreed on and submitted for approval by Meeting XXVIII of the CGD the following leaflets:

First edition of leaflets:

- O+R 755/4 'Parameters ensuring smooth travel of rolling stock over pointers';
- O+R 761/3 'GPR roadbed diagnostics';
- O+R 783 'Regulations for equipping and maintaining tracks at high-speed (>200 km/h) railway line portions'.

The coordinated resolution of technical issues related to the design, maintenance and reconstruction of track structures and substructures and constructional works benefits the railways and plays a particularly important role in ensuring the safety of train services, increased speeds, as well as efficient investments.

'Signalling, interlocking, and communications'

Since no proposals were submitted by the railways in respect of the development of leaflets on the 'Signalling, interlocking, and communications' topic, under the resolution approved by the joint meeting of the Authorised Representatives of the members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways held on December 6-9, 2011, work on signalling, interlocking, and communications was suspended for one year, therefore, no materials in this area of infrastructure were developed in 2012.

'Power supply and electric traction devices'

On the 'Power supply and electric traction devices' topic, railway experts developed, and the Commission approved one new and three updated leaflets in 2012:

- R 605 'Recommendations on teleautomation of railway power supply devices' (1st edition);
- R 610/3 'Recommendations on ensuring normal operation of electrified railways in the icing conditions' (2nd edition);
- R 630/5 'Recommendations on ensuring high-quality current collection at speeds up to 200 km/h on DC railways' (2nd edition);
- R 636/1 'Recommendations on using dedicated rolling stock for maintenance and repair of overhead contact systems in operating conditions' (2nd edition).



Participants of the expert meeting on the subtopic "Developing of a complex of questions on rails, rail fastenings, jointless tracks, mechanisation of track construction and maintenance works" at a test ring of the Academy of Chinese Railways (25-28.06.2013, China)

Using both newly developed and updated leaflets by the railways would help to enhance teleautomation of railway power supply devices, improve interfacing between railways with different kinds and values of current and voltage, ensure reliable current collection on high-speed tracks and operation in the icing conditions.

'Railway rolling stock. Technical requirements as to the components thereof'

The experts' activities on this topic were focused on harmonisation and convergence of technical requirements as to the railway rolling stock in cross-border traffic, with regard to the intensive develop-



Participants of the AGCS JWG meeting (6-7.03.2013, Madrid)

ment of innovative technical solutions applied in the design of railway rolling stock and its components. Experts from KZH, LG, CFM, PKP, RZD JSC, and UZ actively participated in the meetings dedicated to this topic.

Railways experts developed, and the OSJD Commission for Infrastructure and Rolling Stock approved the following:

- new Leaflet R 573 'Automated control systems for equipping freight cars with basic components and details (EFC ACS)'; Second edition of leaflets:
- R 645/1 'Recommendations on researching the influence of wheel flange lubrication on power consumption in moving trains';
- R 652/1 'Recommendations on evaluating vibrations of traction rolling stock in terms of their influence on engine crews'.

After a positive verdict, the OSJD Commission for Infrastructure and Rolling Stock submitted for approval by Meeting XXVIII of the Conference of General Directors (Authorised Representatives) of OSJD Railways three updated leaflets:

- O 512 'Unification of mounted axles in cars intended for international traffic between 1520 mm and 1435 mm gauge railway systems», 4th edition;
- O 512/1 'A solution for unification of mounted axles in passenger and freight cars with roller bearings», 3rd edition;
- O+R 523 'Automatic coupler of railway rolling stock. Basic technical requirements', 2nd edition.

Following a review of practical application of leaflets on the 'Cars' subtopic, 'Rolling stock. Requirements as to the components thereof' topic and under a resolution approved by a meeting of the OSJD Commission for Infrastructure and Rolling Stock, 23 leaflets of recommendatory nature were cancelled, 13 obsolete leaflets of an obligatory or an obligatory recommendatory nature were approved for cancellation and submitted before Meeting XXVIII of the CGD.

Application of both the newly developed and updated leaflets on the 'Railway rolling stock. Technical requirements as to the components thereof' topic on the railways would facilitate the unification of technical requirements and regulations, introduction of new designs and technical solutions involving resource-conserving technologies aimed at saving costs and ensuring the safety of railway services.

In respect of key areas of activities under the **'Automatic Gauge Changeover Systems' (AGCS)** topic, the Joint OSJD/UIC group discussed leaflets and regulatory documents which reflect issues associated with the development of common requirements on design and operation of railway systems, and bidding was held to handle the following tasks:

- Task 1 'Documentation for the existing Automatic Gauge Changeover Systems',



Expert meeting on the subtopic "Wagons and Coaches" of the subject "Rolling stock for railways. Technical requirements to its elements" (25-28.06.2013, OSJD Committee")

- Task 2 'Market Research',
- Task 3 'Economic Feasibility Study',
- Task 4 'Access Procedure',
- Task 5 'Ecological Aspects and Environmental Factors'.

Results of the Joint OSJD/UIC group's project 'Automatic Gauge Changeover Systems' will constitute changeover system technical requirements as a basis for developing compatible systems with regard to state-of-the-art technologies and in the context of interoperability to ensure various kinds of traffic in certain parts of Europe and Asia.

All the applicable Leaflets developed by the Commission were posted at OSJD's website at <http://www.osjd.org/>, section Documents – Leaflets – Infrastructure and Rolling Stock.

Successful and hard work by experts from the OSJD member countries' participating railways on some of the Commission' topics and, above all, by leading duty holders on individual items of the Commission's 2012 Activity Plan (RZD JSC was a leading duty holder 13 times; UZ - 6; PKP - 5, MAV Zrt. - 4; KZH - 4; ZSR - 3, BC - 2, NRIC - 2; KZD - 2; LDZ - 1, LG - 1), yielded some definite results, including publication of technical documents, Commission-approved leaflets of recommendatory nature, or leaflets of an obligatory recommendatory nature and of an obligatory nature submitted for approval by Meeting XXVIII of the CGD. However, this is only the beginning. In order to implement them aggressively in actual practice, these documents should be studied carefully and thoroughly by experts for a subsequent routine use on the railways of the OSJD member countries.

These achievements represent a starting point on a complex path of convincing those persons who play a crucial role in establishing the unbiased and beneficial position (e.g., environmental impact of transport) of rail transport as a segment of transportation system under the transport policy of the OSJD member countries.



Meeting on the subject "Power supply and power traction equipment" (3-5.09.2013, OSJD Committee)



Railway bridge on the Romanian Railways

1.6. Coding and Information Technology

The OSJD Permanent Working Group for Coding and Informatics (PWGCI) carried out its work in 2012 under the CGD resolutions, in cooperation with UIC, CIT, and CCTST in the interests of developing the Euro-Asian railway services.

In particular, work was carried out according to the PWGCI 2012 Activity Plan along the following topics:

- **'Coding and information technology';**
- **'Paperless international carriage of goods';**
- **'Security of information resources, information and telecommunications infrastructure';**
- **'Information Support for Freight Traffic – Technical Specifications for Interoperability (TAF TSI)'; 'Information Support for Passenger Traffic – Technical Specifications for Interoperability (TAP TSI)';**
- **'OSJD website'.**

PWGCI experts worked on the UIC/OSJD joint leaflets. Leaflet O 407-1 'Unified interchange of data on train movements, including the analysis of compliance with timetable in international traffic', following a collation with the original UIC text was approved by Meeting XXVII of the CGD. Leaflet O 920-13 'Unified coding and structure of data required in international transport of goods by rail' was submitted for approval by Meeting XXVIII of the CGD.

Analysis of rail shipment numbering used in the countries applying the SMGS (based on a survey among 13 railways) showed the feasibility of shipment number unification. Continuation of this work has been included into the 2013 Plan.

A three-year work completed on the joint Leaflet 'Unified electronic data interchange during freight car conversion between the 1435 mm and the 1520 mm gauges' to enable information interoperability between two systems of freight car marking. Leaflet O 402 was submitted for approval by Meeting XXVIII of the CGD.

Update of the OSJD Leaflet O+R 582-2 'Marking of 1520 mm gauge freight cars' completed successfully. The Leaflet was submitted for approval by Meeting XXVIII of the CGD.

Under the 2012 PWGCI Activity Plan, the 66th meeting of the 'Coding and Informatics' UIC/OSJD Joint Group was held in Hungary. The meeting discussed interaction-related issues. On OSJD's part, the following work was carried out:

- review of 9 responses from ministers or Authorised Representatives of the OSJD railways on the issue of appointing national ENEE database administrators; the list of these administrators was forwarded to UIC;
- review of 7 responses from railways on the issue of a common system of freight car markings in the Eurasian space: the PWGCI meeting recommended that an ad-hoc working group be set up together with UIC, which would include representatives from the OSJD railways, such as RZD JSC, KZD, MTZ, PKP Cargo, UZ; this issue was included in the 'OSJD-UIC Cooperation Programme for 2012-2015';
- under a RICS joint project in collaboration with UIC, work was carried out to assign 4-digit codes at the request of railway companies: 49 codes were assigned in 2012.



Expert meeting of the PWGCI on the subject "Paperless technology of transportation of goods in international railway traffic" (9-12.07.2013, Irkutsk, Russia)



Specialist of OSJD PWG
on Coding and IT
P. Šabik

Amendments and modifications were introduced to Leaflets O+R 943 'A library of standard electronic messages for carriage of goods in international transport under the SMGS rules in the UN/EDIFACT standard' and O+R 944 'List of classifiers and data item codes'. The Leaflets are to be submitted for approval by Meeting XXVIII of the CGD.

The meeting of the PWGCI experts in June 2012 (BC, KZH, LDZ, LG, RZD JSC, PKP Cargo, ZSSK Cargo, and UZ) reported on the progress in implementing information support projects for international transport of cargo by rail using the SMGS consignment note data, the CIM/SMGS consignment

note data, train data. Additional information was provided by Rail Cargo Hungaria. It is expected that, during 2013, the project will be joined by BDZ Holding Company, CFM, MTZ, KZD, and CFR Marfa.

In the course of preparing proposals for application of electronic digital signature (EDS) in information support of international transport of cargo by rail, basic conditions were defined for the development and implementation in international freight railway traffic of paperless technologies based on legally relevant electronic documents.

Practical application of electronic shipping documents in international rail traffic requires development and signing of special agreements updated for the use of electronic documents and EDS tools.

During 2012, the Belarusian and Russian parties agreed on the format of the electronic SMGS consignment notes that will be exchanged between BC and RZD JSC in the course of a test run. Agreement was reached to exchange the SMGS consignment notes in the UN/EDIFACT format and to sign with the EDS using the EDI system.

RZD JSC, the leading railway, updated the Technical Specifications for the electronic CIM/SMGS Consignment Note due to changes in Annex 5 to the 'Functional and legal specifications for the electronic CIM/SMGS Consignment Note' document that came into force on July 1, 2011. On the basis of this, respective data items were added to the OSJD Leaflet O+R 944. This material was forwarded to CIT on June 22, 2012. In view of the fact that, during 2012, additional modifications to the 'Functional and legal specifications for the electronic CIM/SMGS Consignment Note' document were agreed on, CIT decided not to publish these modifications to the 'Technical Specifications for the electronic CIM/SMGS Consignment Note'.

Management of information exchange between the railways of the OSJD member countries with the use of electronic signatures (EDS) was tested at the Tsentrolit Station (BC) and Kovdor Station (RZD JSC) test circuit and on internal railway test circuits.

According to the Plan, authorised agencies of BC and RZD JSC developed and performed test runs of hardware and software systems for EDS verification by the paired 'Trusted Third Party' (TTP).

In order to manage paperless technology-based freight traffic on the basis of EDS-signed electronic consignment notes, and to use the TTP to verify the EDSs created by the neighbouring party, BC and RZD JSC have negotiated and signed:

- the 'Agreement on paperless technology-based freight traffic by private cars and private empty car traffic from the Russian Federation to the Republic of Belarus and back using electronic flow of documents';
- the 'Agreement on interaction between Trusted Third Parties of BC SA and RZD JSC in the cross-border electronic flow of documents'.

Actual traffic of loaded cars under the above Agreements commenced at the Tsentrolit Station (BC) and Kovdor Station (RZD JSC) test circuit in late November 2012.

In the month and a half of the BC and RZD Trusted Third Parties' operation within the test circuit, EDSs on more than 500 electronic shipment documents were verified. Systems of the BC and RZD Trusted Third Parties have performed error-free in the test circuit.

The meeting of the PWGCI experts in September 2012 discussed the results of the review by the member railways of draft legal and administrative documents earlier submitted by RZD JSC and intended for legally relevant cross-border electronic flow of documents.

The meeting of the PWGCI experts supported the opinion that the developed draft documents may form the basis for establishing interaction between railway administrations. Furthermore, the composition and final versions of the

Agreements must be enhanced with provisions that reflect specific features of the respective engineering, technological processes, and national legislations.

Development of prototype software and technological solutions supporting the application of the PEPPOL (Pan-European Procurement on Line) technology in managing the cross-border electronic interaction involving EDS was carried out in accordance with the PWGCI 2012 Activity Plan. The leading railway – RZD JSC – prepared a material that was forwarded by the OSJD Committee on June 26, 2012, to the railways that participate in the activities related to this topic. RZD JSC intends

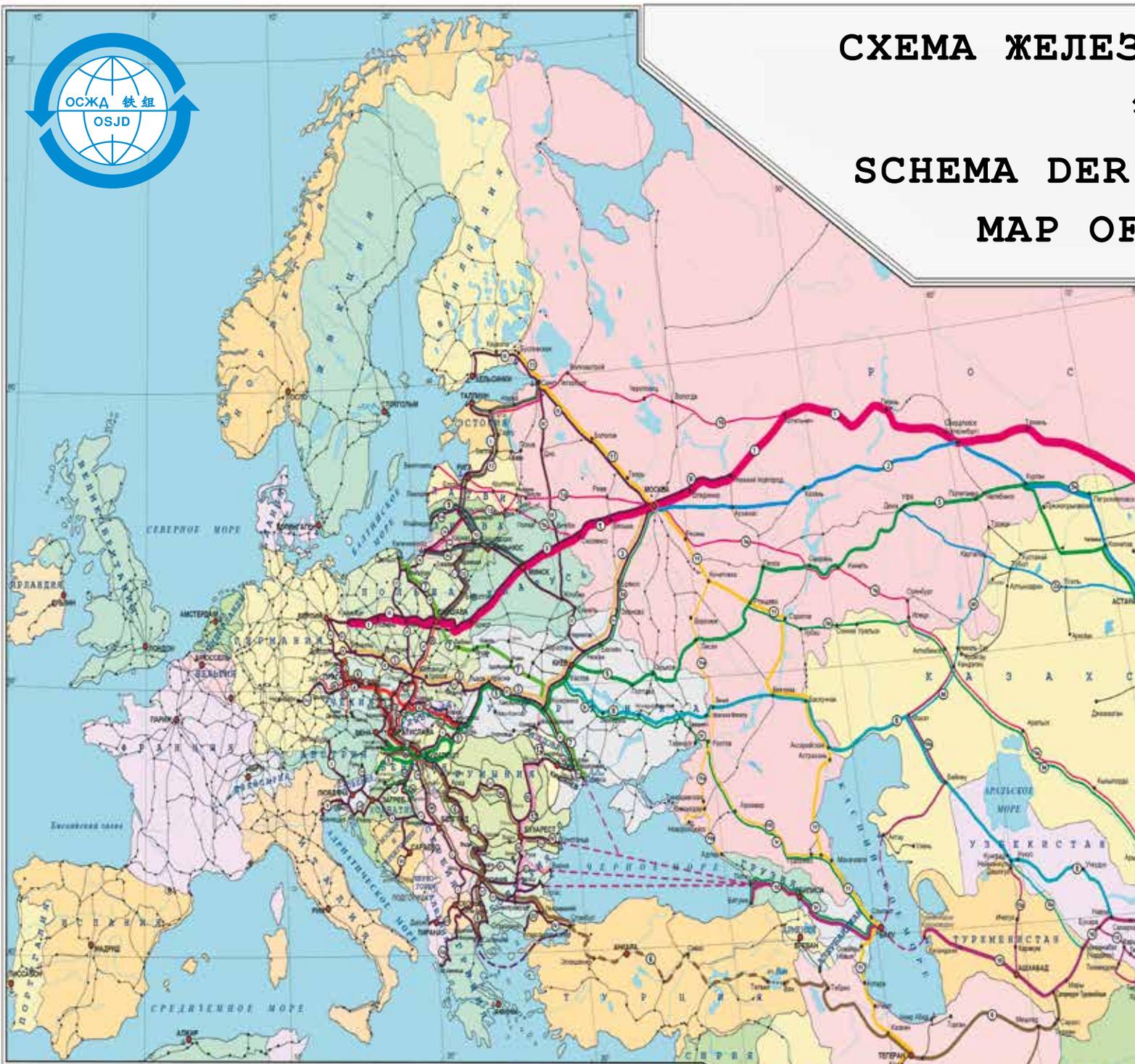


Central railway station in Ashkhabad (Turkmenistan, TRK)



СХЕМА ЖЕЛЕЗ

SCHEMA DER MAP OF



УСЛОВНЫЕ ОБОЗНАЧЕНИЯ • LEGEND

Коридоры ОСЖД / OSJD Corridors

- 1. Кувониче – Минск – Москва – Омск – Находка / Kuvoniche – Minsk – Moscow – Omsk – Nakhodka
- 2. Москва – Курган – Астана – Достык – Ляньюньган / Moscow – Kurgan – Astana – Dostyk – Lianyungang
- 3. Згомец – Мостиска – Киев – Жилина / Zgorzelec – Mostiska – Kiev – Zilina
- 4. Дечин – Прага – Прижеров – Жилина – Чоп / Decin – Prague – Přerov – Zilina – Chop
- 5. Хельсинки – Захонь – Жмеринка – Пенза – Кочетав – Достык – Ляньюньган / Helsinki – Zhanjiang – Zhmerinka – Penza – Kochetav – Dostyk – Lianyungang
- 6. Дечин – Прага – Братислава – Будапешт – София – Анкара – Тегеран – Сапармурат Туркменбаши / Decin – Prague – Bratislava – Budapest – Sofia – Ankara – Tehran – Saparmurat Turkmenbashi
- 7. Гданьск – Люблин – Жмеринка – Одесса / Gdansk – Lublin – Zhmerinka – Odessa
- 8. Фастов – Знаменка – Лихая – Макат – Навои / Fastov – Znamenka – Likhaya – Makat – Navoiy
- 9. Клайпеда – Шуялий – Вильнюс – Минск / Klaipeda – Shuyaliy – Vilnius – Minsk
- 10. ТРАСЕКА – Варна/Одесса – Тбилиси – Баку – Туркменбаши – Ташкент – Актогай / TRASECA – Varna/Odessa – Tbilisi – Baku – Turkmenbashi – Tashkent – Aktogai
- 11. Буковская – Москва – Мичуринск – Волгоград – Махачкала – Баку – Османлы – Астана – Решт – Тегеран – Бендер-Аббас / Bukovskaya – Moscow – Michurinsk – Volgograd – Makhachkala – Baku – Osmanly – Astana – Resht – Tehran – Bander-Abbas
- 12. Окница – Унгены – Бухарест – Варна/Димитровград / Oknitsa – Ungueny – Bucharest – Varna/Dimitrovgrad
- 13. Санкт-Петербург/Таллинн – Тапа – Рига – Каунас – Варшава / St. Petersburg/Tallinn – Tapa – Riga – Kaunas – Warsaw

Панъевропейские (критские) коридоры / Pan-European (Cretan) Corridors

- I – Хельсинки – Таллинн – Рига – Каунас – Варшава / Helsinki – Tallinn – Riga – Kaunas – Warsaw
- II – Берлин – Варшава – Минск – Москва – Нижний Новгород / Berlin – Warsaw – Minsk – Moscow – Nizhni Novgorod
- III – Берлин/Дрезден – Вроцлав – Львов – Киев / Berlin/Dresden – Wrocław – Lvov – Kiev
- IV – Берлин/Нюрнберг – Прага – Братислава – Будапешт – Констанца/Салоники/Стамбул / Berlin/Nurnberg – Prague – Bratislava – Budapest – Constanta/Saloniki/Istanbul
- V – Венеция – Триест/Упер – Люблина – Будапешт – Уагород – Львов / Venice – Trieste/Uper – Lubljana – Budapest – Ughorod – Lvov
- VI – Гдыня – Варшава – Катовице – Жилина / Gdynia – Warsaw – Katowice – Zilina
- VII – По р. Дунай / Along the Danube
- VIII – Дуррес – Тирана – Скопье – София – Бургас / Durres – Tirana – Skopje – Sofia – Burgas
- IX – Хельсинки – Санкт-Петербург/Москва – Киев – Кишинев – Бухарест – Димитровград – Александруполис / Helsinki – St. Petersburg/Moscow – Kiev – Kishinev – Bucharest – Dimitrovgrad – Alexandroupolis
- X – Зальцбург – Люблина – Загреб – Белград – Ниш – Скопье – Велес – Салоники / Salzburg – Lubljana – Zagreb – Belgrad – Nish – Skopje – Veles – Saloniki

● ПАРИЖ Столицы / Capitals

○ ЛИОН Города / Cities

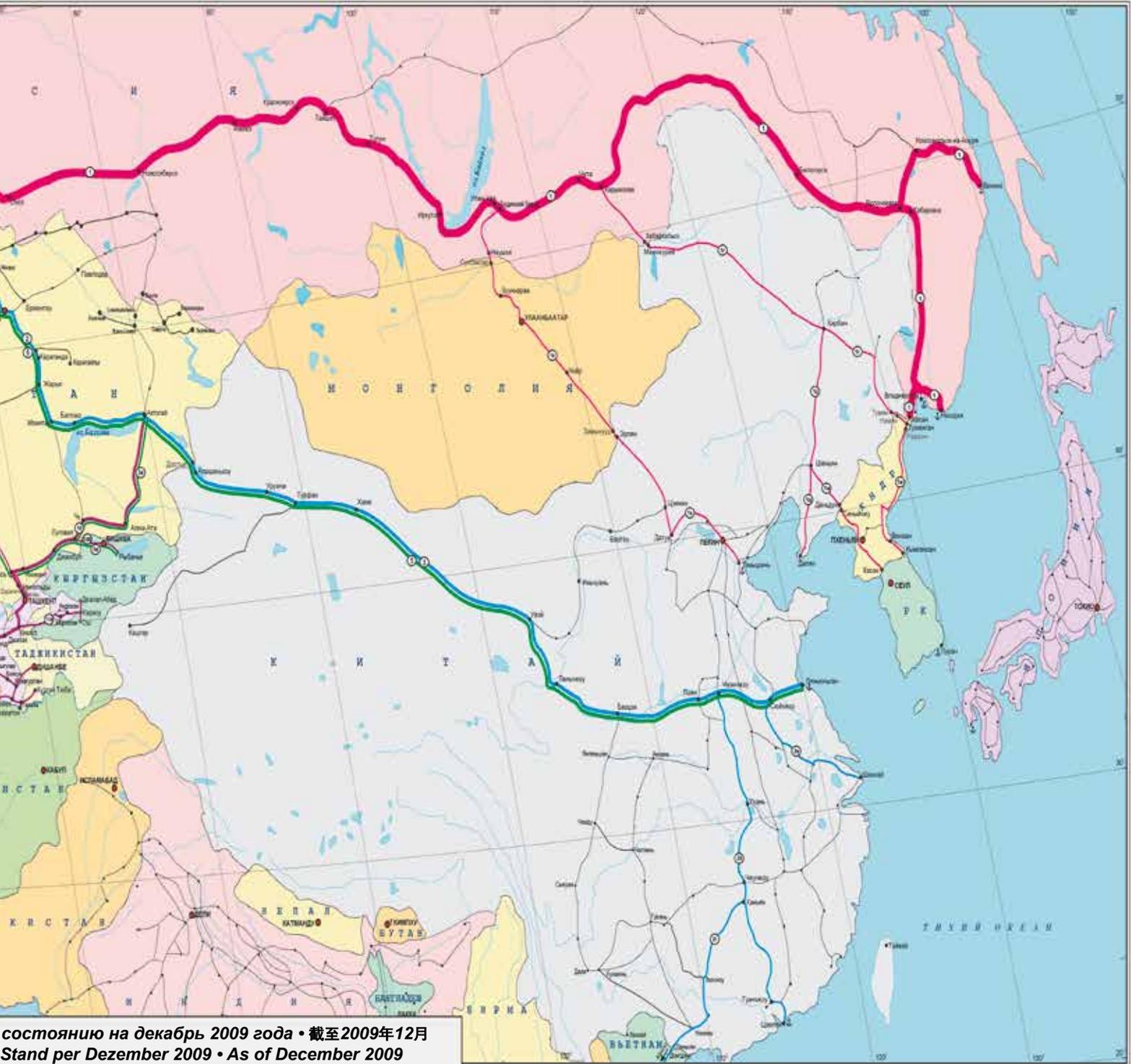
— Главные железные дороги / Main railways

ВНОДОРОЖНЫХ ТРАНСПОРТНЫХ КОРИДОРОВ ОСЖД

铁组铁路运输走廊示意图

EISENBAHNTRANSPORTKORRIDORE DER OSShD

OSJD RAILWAY TRANSPORT CORRIDORS





67th OSJD/UIC Joint Group meeting on Coding and IT
(29-30.05.2013, Helsinki, Finland)

to consider potential interaction between the RZD TTP and one of the existing PEPPOL hubs, following which, during 2013, it will present to the OSJD Committee its proposals related to the prospects for and applications of the PEPPOL technology in support of interaction during the cross-border electronic document flow.

RZD JSC and UZ have developed a common technical and technological approach to the matter of EDS-signed SMGS consignment notes in the railway traffic between Ukraine and Russia involving paperless technology. Late in 2012, the parties took steps to effect transfer to paperless technology-based private empty car traffic using electronic flow of

documents.

The CCTT's 21st Plenary Meeting held on September 27-28, 2012, adopted, among others, a decision that builds on the results of the OSJD PWGCI's activities: in order to tap on the potential of facilities supporting various EDS formats, as well as to apply EDS user certificates issued by various certifying centres, implementation of the Trusted Third Party (TTP) technology is intended.

In accordance with the 2012 OSJD PWGCI Activity Plan, MAV, in cooperation with the PWGCI experts, held a joint OSJD/UIC workshop dedicated to technical specifications for interoperability, which was attended by 37 experts from the OSJD member countries' railways, OSJD observers, international organisations and the OSJD Committee.

Reports on the current deployment status of the Technical Specifications for Interoperability (TAF TSI and TAP TSI) and the IT development required for it were made by representatives from MAV, UIC, DB AG, VR, HIT Rail b.v., as well as from the OSJD railways: LG, ZSR, and ZSSK Cargo, – a total of 9 reports. Minutes of the workshop together with the reports were forwarded to all OSJD railways and posted on the OSJD website.

The OSJD Committee at its meeting held in July 2012, with regard to the PWGCI proposals, took steps to improve the OSJD website user experience, established deadlines for supplying the pages with Chinese and English content, and formed a Commission to develop the 'Rules for using the OSJD website' Staff Instruction.

By the end of 2012, use of the OSJD website restricted section was characterised by the following statistics:

- more than 600 employees registered;
- number of generated OSJD documents (meetings) – 514;
- number of created files – 2,134.

A resolution by Meeting XXVII of the CGD 'to instruct the OSJD Committee management to organise posting of the OSJD and AWG working papers to the OSJD website restricted-access internal section for the purpose of managing collaboration between the OSJD, experts from the working bodies, and the OSJD Committee office' has been fulfilled. All the OSJD working bodies (Commissions, PWGs and AWGs) have posted their final documents for the year 2012.

Based on the available information, it can be stated that the PWGCI 2012 Activity Plan has been completed. Experts from 13 OSJD member countries attended meetings and workshops.



During the joint OSJD/UIC seminar "Information support of the freight and passenger traffic. Technical specifications for interoperability" (TAF TSI and TAP TSI)»
(28.05.2013, Helsinki, Finland)

1.7. Finance and Accounting

In 2012, activities of the PWG for Finance and Accounting (the 'PWGFA') were carried out in accordance with the CGD resolutions and the 2012 Activity Plan and were focused on addressing the issues of payment and reduction of debts between the railways. As of 31/01/2013, total amount outstanding between the railways – parties to the OSJD Agreement on the Rules for Settlements in International Transport of Passengers and Goods by Rail (the 'Accounting Rules Agreement') was 231.7mn Swiss francs, having increased by 1.7mn Swiss francs, or by 0.8% compared to the data as of 31/01/2012.

A significant part of the PWGFA activities comprised the implementation of the CGD resolutions to revise the Accounting Rules Agreement with regard to liberalised railway services market environment and structural changes that have occurred in the railways of the OSJD member countries, for the purpose of determining the conditions for including multiple carriers from one state into the settlements. After discussing the issue at a meeting of experts it was decided that, concurrently with updating of the existing Agreement, a new



Specialist of OSJD PWG
on Finance and Accounting
D. Petkov

draft document should be developed to reflect changes occurring in railway companies. Such draft was developed by UZ and PKP and submitted before the Parties to the Agreement for their consideration in October 2012, however, it failed to win unanimous support in the course of the discussion.

At the end of 2012, parties to the Accounting Rules Agreement decided at their meeting that work should continue to revise the existing Accounting Rules Agreement, and for this purpose a dedicated drafting group was set up comprising representatives from RZD (the leading duty holder), KZH, KZD, LG, PKP. Efforts in this field are included into the PWGFA Activity Plan and continue in 2013.



Passenger and freight traffic on the Russian Railways

In response to a respective CGD resolution, a joint meeting of the PWGFA, representatives of the AWG for the PGW Revision, and the AWG for Updating the OSJD's Fundamental Documents was convened and held. Following the discussions, the meeting noted that the development of comprehensive solutions to determine the conditions for including multiple carriers from one state into any agreements and rules would require continued work on the existing regulations.

During the year, at the meetings of experts and the parties to the Accounting Rules Agreement a number of amendments and modifications to the Accounting Rules were discussed and, within the established deadlines, came into force to improve the technology and decrease the settlement time. Based on this work, the Accounting Rules Agreement and the Accounting Rules themselves were reissued as of 20/02/2013, along with the OSJD Resource Book on Mutual Settlements in International Transport of Passengers and Goods by Rail, which contains the updated bank details and legal addresses of accounting organisations, as pro-



New railway and motor bridge over the Danube River between the cities of Vidin (Bulgaria) and Kalafat (Romania)



Solemn ceremony dedicated to the opening of the new railway and motor bridge over the Danube River between the cities of Vidin (Bulgaria) and Kalafat (Romania) (14 June 2013)



Modernised railway tracks in OSJD Corridor Nr. 6 on the territory of Romania

on the Rules for Settlements in International Transport of Passengers and Goods by Rail held two meetings in accordance with its 2012 Activity Plan.

In continuation of cooperation with UIC in the field of finances and accounting, following an expert meeting held in Predeal, the already traditional OSJD/UIC International Finances and Accounting Workshop took place, during which Marie-Eve Lim, the UIC Director of Finance and Controlling, made two presentations about UIC's experience of addressing the issues of long-term arrears and participation of private carriers in financial and accounting activities. On behalf of OSJD, a report was made by Andrzej Meder, Head of the Central Settlement Bureau of PKP Cargo SA, on the topic of 'A private rail transport company – a partner and competitor of PKP Cargo SA in the EU rail transport'.



Meeting of the representatives of railways - participants to the Agreement on the "Rules for accounting in international freight and passenger traffic" (26.02-01.03.2013, OSJD Committee)

vided by the railways – parties to the Accounting Rules Agreement.

Several times during the year, as a continuation of the work carried out in the previous period, proposals were discussed to improve the system of liability for late payments using the mechanism of bank guarantees or other ways to secure obligations.

Parties to the Accounting Rules Agreement discussed and adopted the BDZ Holding Company's proposal, approved in general by the meeting of experts, to amend a differentiated scale of penalties for late payments. However, because of AR's objections on this issue, the resolution was not approved and has to be discussed again.

Under the 2012 Activity Plan, two meetings of the railways – parties to the Accounting Rules Agreement, two PWGFA expert group meetings, and a joint meeting of the PWGFA, representatives of the AWG for the PGW Revision, and the AWG for Improvement of OSJD's Fundamental Documents were held. The meetings were attended by representatives of the majority of the parties to the Accounting Rules Agreement (the average attendance was at 83%), which contributed to informed decision-making. Neither of the above meetings was attended by representatives from VZD or CD.

The Commission on Mutual Account Settlement Between the Member Railways of the OSJD Agreement

2. Activities of OSJD Governing Bodies

2.1. OSJD Ministerial Conference

Session XL of the OSJD Ministerial Conference was held on June 5-8, 2012, in Baku, the Republic of Azerbaijan, attended by delegations from the OSJD member countries, as well as from the International Rail Transport Committee (CIT) and the OSJD Committee.

The Ministerial Conference noted successful completion of OSJD's 2011 Programme and Activity Plans, endorsed the work carried out by the OSJD Commission for Transport Policy and Development Strategy and the OSJD Commission for Transport Law in 2011, and also approved the following:

- the OSJD 2011 Report, including the execution of the OSJD's Committee Budget,
- the 2011 Audit Committee Report;
- the OSJD Programme of Work for 2013 and subsequent years in the field of transport policy, development strategy, transport law and the General Section;
- the final 2011 Budget of the OSJD Committee and the 2013 preliminary Budget.

The Ministerial Conference focused particular attention of the OSJD member countries on interaction with competent authorities in their respective countries for the purpose of making effective Annex 9 'Facilitation of borders crossing procedures for international rail freight' to the 1982 International Convention on the Harmonisation of Frontier Controls of Goods in such countries.

The Ministerial Conference took note of the information on the work carried out by the UNECE on the subject of 'Towards Unified Railway Law in the pan-European region and on Euro-Asian transport corridors'. The Session resolved to continue the OSJD Committee's participation in the work of the UNECE 'Towards Unified Railway Law...' expert team by drawing attention of the OSJD member countries to the need for more active participation in such work.

In addition, the OSJD Ministerial Conference instructed the OSJD Commission for Transport Policy and Development Strategy:

- to prepare and coordinate in 2012, with the participation of experts from the interested OSJD member countries, a model draft Memorandum between the parties to the OSJD transport corridors on cooperation in the development of the OSJD rail transport corridors to improve the efficiency of their operation and of passenger and freight transport in international traffic, as well as to increase their volumes, with a view to its adoption by the OSJD Committee in accordance with the procedure provided for in paragraph 2 of Article IV of the OSJD Committee Regulations;
- to continue the work towards attainment of strategic objectives



Presidium of session XL of the OSJD Ministerial Conference (5-8.06.2012, Baku, Azerbaijan)



Chairman of AZD CJSC Arif Askerov handing over a symbolical challenge cup to Pärasmäe Eero, Vice-Chancellor of the Ministry for Economic Affairs and Communications of the Republic of Estonia, where session XLI of the OSJD Ministerial Conference was due to take place in 2013 (07.06.2012, Baku, Azerbaijan)

related to improving the efficiency and ensuring the competitiveness of the OSJD member countries' railways in the transport market across the Euro-Asian railway space, as well as the work of exchanging experience in the field of structural reforms in rail transport.

The OSJD Commission for Transport Law was instructed:

- to continue efforts aimed at refining the SMGS and SMPS;
- to undertake the analysis of differences in international transport law documents in the passenger transport between East and West (SMPS and CIV) and to report of its findings to Session XLI of the OSJD Ministerial Conference;
- to continue its efforts to improve the 'CIM/SMGS Consignment Note Manual' (Annex 22 to the SGMS) and to further promote widespread adoption of the CIM/SMGS Consignment Notes during transportation across rail networks;
- to continue in 2013, as part of the activities by the AWG for the SMPS Revision, improvement of the following drafts: General Regulations for the Contract of International Carriage of Passengers, Rules of the International Carriage of Passengers, and Rules of Relations Between Carriers in International Carriage of Passengers;
- to complete in 2012, as part of the activities by the AWG for the SMGS Revision, preparation of comprehensive amendments and modifications (revision) to the SMGS with the purpose of adopting them according to the procedure set out in the SMGS.
- to continue, as part of the activities pursued by the AWG for the SMGS Revision, improvement of the draft Rules for Carriage of Goods, provided for by the General Regulations for the Contract for the International Carriage of Goods (as currently drafted), and to develop a document governing relations between carriers in international carriage of passengers;
- to continue the AWG's work on updating Annex 2 to SMGS on matters associated with the Rules for Transportation of Hazardous Goods, and developing the General Requirements in Respect of the International Carriage of Dangerous Goods as an annex to the draft Convention on Direct International Transport by Rail;
- the AWG for Development of Annex 14 to SMGS shall continue its work on the draft Rules for Stowing and Securing Cargo in Cars and Containers provided for by respective articles of the General Regulations for the Contract for the International Carriage of Goods (as currently drafted) as an annex to the draft Convention.

The OSJD Ministerial Conference approved the progress achieved by the AWG in improving the OSJD's fundamental documents, as well as certain provisions of the Convention on Direct International Transport by Rail, which had been agreed on by the AWG, and instructed it to continue:

- the work on the Convention on Direct International Transport by Rail in coordination with OSJD's executive bodies, including the AWGs for the revision of SMPS, SMGS, and PGW;
- the work on the articles of the Convention on Direct International Transport by Rail which govern arbitration and conciliation procedures between railway companies; these articles should reflect basic principles of the settlement of disputes at the OSJD Committee;
- the development of the Rules of Arbitration and Conciliation at the OSJD Committee.

At the kind invitation of the OSJD member from the Republic of Estonia, the OSJD Ministerial Conference resolved to hold its Session XLI in the Republic of Estonia between June 11-14, 2013.



XXVIII-th Meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways, which took place from 22 till 26 April 2013 in Odessa (Ukraine), took a decision to hold the next, XXIX-th, CGD Meeting in April 2014 in Pyongyang - capital of the Democratic People's Republic of Korea (in the photo)



Venue of session XL of the OSJD Ministerial Conference (5-8.06.2012, Baku, Azerbaijan)

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

Meeting XXVII of the Conference of General Directors (Authorised Representatives) of OSJD Railways was held between April 16-20, 2012, in Tallinn, the capital of the Republic of Estonia. The meeting was attended by 19 delegations of the Conference members' railways, as well as by representatives of observers and the OSJD affiliated companies.

The Conference meeting approved the efforts made by the OSJD working bodies in their respective areas of activities. In particular, the following resolutions were approved:

- amendments and modifications to the Harmonised Commodity Code (GNG), along with the second edition of the Joint OSJD/UIC Leaflet O 402/430-5 'Regulations for the exchange and use of new generation freight wagons between railways with gauges of 1435 mm and 1520 mm';
- a number of OSJD leaflets and joint OSJD/UIC leaflets in the area of infrastructure and rolling stock, as well as coding and informatics were approved, some obsolete leaflets were cancelled;
- instructions were issued to continue in coordination with UIC the efforts aimed at addressing the issues of information interoperability between the two systems of freight car marking and to develop new or update applicable leaflets associated therewith, and to consider the possibility of embracing a common numbering system for freight cars;
- instructions were issued to continue updating the Agreement on the Rules for Settlements in International Transport of Passengers and Goods by Rail along with the Rules for Settlements in International Transport of Passengers and Goods by Rail themselves, with regard to the current economic environment of the OSJD railways' operation and each country's legal framework, as well as the variability of settlements when multiple carriers from a single state are involved.

The Conference resolved to invest the Commission on Mutual Account Settlement Between the Member Railways of the OSJD Agreement on the Rules for Settlements in International Transport of Passengers and Goods by Rail with the powers of forwarding directly to the OSJD working bodies created by the Conference any requests on matters of technological interaction between the parties, which are related to transportation or provision of services and are relevant to financial settlements between the railways within OSJD.



Presidium of the XXVII-th CGD meeting (16-20.04.2012, Tallinn, Estonia)



Venue of the XXVII-th CGD meeting (16-20.04.2012, Tallinn, Estonia)

OSJD's Programme of Work for 2013 and subsequent years as regards the Conference activities was approved.

The Conference granted the 'affiliated OSJD company' status to six companies.

The Conference of the OSJD General Directors reviewed the materials to be presented before the OSJD Ministerial Conference session and prepared recommendations for the session in respect of such materials, in particular, related to the OSJD 2011 Report, the Committee's Budget, suggestions by the AWG for Improvement of OSJD's Fundamental Documents.

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

3.1. Cooperation with Observers



Traction rolling stock of GySEV CJSC (Austria/Hungary)

The OSJD observer status was enjoyed by the railways from Germany (DB AG), Greece (OSE), France (SNCF), Finland (VR), Serbia (ŽS), and the Győr-Sopron-Ebenfurt railway (GySEV Zrt.).

Active participation in the OSJD activities on behalf of the observers was noticeable in the work of the OSJD commissions and during expert meetings dedicated to individual topics of the Activity Plan. This was particularly evident in the activities focused on the development and coordi-

nation of transport policies, refinement of transport law, improved operation of border stations, harmonisation of train timetables, organisation of high-capacity container transport in the communication between Europe and Asia, harmonisation of the rules for transportation of hazardous goods, development of leaflets of technical nature, as well as on the tariff and commercial matters.

Representatives of the observers also attended the meetings of the OSJD Governing Bodies.

3.2. Cooperation with Affiliated Enterprises

In previous years, OSJD's affiliated companies mostly included railways' providers in the area of technical facilities manufacture, transport construction, and services. They have actively participated and continue to participate in the efforts associated with matters of infrastructure and rolling stock, development of technical regulations, in the coding and informatics efforts.

In recent years, a process of affiliation by a number of companies that are licensed carriers, rolling stock operators or freight forwarders has become quite noticeable. In this connection, affiliated companies are increasingly involved in the work associated with freight traffic and, to some extent, with passenger traffic and seek to participate in discussions on the matters of transport law mostly related to carriage of goods.

Session XL of the OSJD Ministerial Conference, at the suggestion of the OSJD Committee, resolved accordingly in the reporting year to allow attendance of OSJD's affiliated companies at the meetings of the OSJD working bodies established by the OSJD Ministerial Conference on the basis of agreements concluded with the OSJD Committee.

Some of the newly established railway companies took the initiative of acceding to some agreements concluded within OSJD, but so far without any positive outcome because of unresolved issues associated with the participation of multiple parties from a single country in such agreements.

Affiliated companies not only joined the activities and attended the meetings of the OSJD working bodies, but, in some cases, initiated such events themselves. Representatives of affiliated companies attend the sessions of the Conference of General Directors (Authorised Representatives) of OSJD Railways on a regular basis.

The number of affiliated companies varies from year to year and reached 39 by the end of 2012.



OSJD Committee's delegation visiting the rolling-stock production factory of PESA Bydgoszcz JSC (Poland) (30.07.2013)

Railways of OSJD Observers



1. FLIRT-commuter emu of Deutsche Bahn AG (DB AG)
2. New diesel multiple unit of Greek Railways (OSE)
3. High-speed electrical train TGV of French Railways (SNCF)
4. Double-decker passenger train of Finnish Railways (VR)
5. Passenger train of Serbian Railways (ZS)
6. Double-decker passenger sleeping coach of Federal Passenger Company JSC (FPC, subsidiary of RZD)

Activities of OSJD Affiliated Enterprises



Vehicles of Plasser & Theurer (Austria) on AZD



Soutch Caucasus Railway (Armenia/Russia)



Dnepropetrovsk Switch Works JSC (Ukraine)



Freight transportation by E.R.S. JSC (Estonia)



Servtrans Invest JSC (Romania)



VELIM test ring of VUZ JSC (Czech Republic)



Exhibition stand of CTM LLC (Russia)



Rail Cargo Hungária CJSC (Hungary/Austria)



Freight transportation of Train Ukraine LLC (Ukraine)



Railway transport of Unicom Tranzit JSC (Romania)



Betamont LLC (Slovakia) at XXVIII CGD Meeting



Freight transportation of Grup Feroviar Roman JSC (Romania)



JERID LLC (Czech Republic) at Transrusssia-2013



Transport of dangerous goods by STTE RAIDO LLC (Ukraine)



Freight transportation of Freight One JSC (Russia)



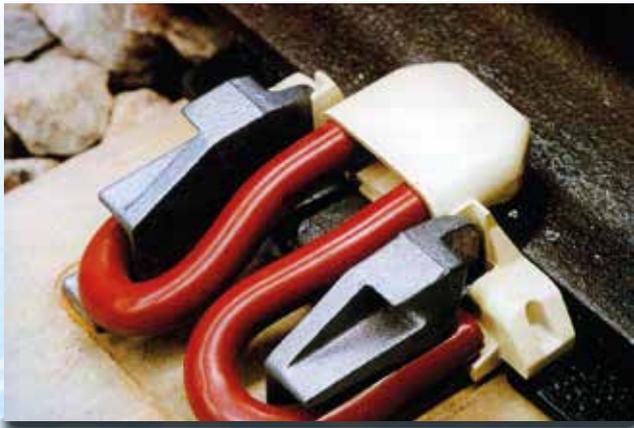
Control instruments of NPP RDM (Moldova)



Repair works of TransTeleCom CJSC (Russia)



Control instruments of Elektro-Thermit GmbH & Co. KG (Germany)



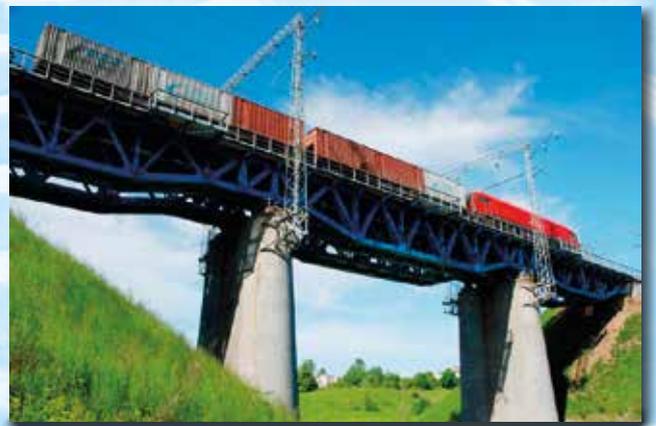
Fastenings "Pandrol FastClip" of "Railtech" (France/Czech Republic)



Road-construction works of FCC MostGeoCenter LLC (Russia)



"V.I.P. Service" CJSC (Russia) at OSJD Seminar in Kazan (17-18.04.2013)



Freight transportation of AED Rail Service LLC (Latvia)



Railway tank wagons of Kazphosphate LLC (Kazakhstan)



In production shops of Murom Switch Works JSC (Russia)



Freightliner Group LLC (Great Britain/Poland)



Freight transportation of CTL Logistics JSC (Poland)



Edilon Corkelast EBS blocks of Tines JSC (Poland) in tunnel tracks at Warsaw-Airport station



Products of Kertch Switch Works LLC (Ukraine)



Products of AX-TONE LLC (Poland)



Faiveley Transport Witten LLC at Trako-2013 (Germany)



Stand of PLASKE JSC (Ukraine) at Transrussia-2013

4. Cooperation with International Organisations

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

A prominent place in the OSJD activities is dedicated to cooperation with UNECE through participation in a number of working parties:

- on Rail Transport (SC.2);
- on Transport Trends and Economics (WP.5);
- on Intermodal Transport and Logistics (WP.24);
- on the Transport of Dangerous Goods (WP.15).

The OSJD Committee Chairman attended the 74th session of the Inland Transport Committee (ITC UNECE), during which he informed the participants about the efforts made by OSJD to develop international carriage by rail, as well as about the existing problems and the work carried out by OSJD in collaboration with UNECE.

Key areas of cooperation included the activities to bring the OSJD corridors in line with the requirements of the European Agreement on main international Railway Lines (AGC), as well as coordinated efforts to facilitate border crossings in international carriage by rail, which enabled development and adoption of Annex 9 'Facilitation of borders crossing procedures for international rail freight' to the 1982 International Convention on the Harmonisation of Frontier Controls of Goods. To make this Annex effective, the 7th Interdepartmental Meeting on Facilitation of Border Crossing in the International Transport by Rail was held in June 2012 in St. Petersburg.

Considerable amount of work was carried out by OSJD and UNECE to promote the 'Towards Unified Railway Law' movement initiated in 2010. As part of this work, a draft political document titled 'Joint Declaration on the promotion of Euro-Asian rail transport and activities towards unified railway law' was prepared.

In 2007, the UN adopted the new Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes. However, despite appeals made by UNECE and the OSJD Committee to OSJD member countries requesting them to clarify their positions and take actions to sign the Convention, Ukraine so far remains the only signatory to it.

In order to coordinate the activities carried out by OSJD to harmonise the Rules for Transportation of Hazardous Goods, an OSJD representative managing the efforts in this area attended sessions of the ITC UNECE Working Party on the Transport of Hazardous Goods (WP.15).



OSJD Committee's delegation at session 75 of the UNECE ITC (26-28.02.2013, Geneva)

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

In the reporting period, as a result of failure to provide materials by KZH, the leading duty holder, experts of the OSJD railways involved did not work on the UNESCAP – OSJD joint projects:

- 'Planning and organisation of demonstration runs of container block trains along the Trans-Asian Railway Northern Corridor' ('Project 1');
- 'Operationalisation of Euro-Asian rail routes with particular reference to landlocked countries in Asia and Caucasus' (Phase III) ('Project 2').

In the reporting period, Wang Yongping, Deputy Chairman of the OSJD Committee, on behalf of the OSJD Committee attended the Ministerial Conference on Transport (March 12-16, 2012, Bangkok) and made a report.



UNESCAP Delegation visiting OSJD Committee (3-6.09.2013)

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

OSJD and OTIF have been collaborating under a cooperation agreement between the two organisations since June 1991. In furtherance of this agreement, in February 2003, OSJD and OTIF signed a document titled 'Cooperation Between OSJD and OTIF. Common Standpoint' that constitutes a fundamental instrument for cooperation in the field where two different systems of transport law – OSJD and OTIF – function. At Session XXXI of the Ministerial Conference held in 2003 in Tbilisi, the key principles of the 'Common Standpoint' were approved.

In 2012, OSJD and OTIF exchanged data on the current status of development of measures aimed at facilitating border crossing in international carriage by rail across the Euro-Asian space.

In the reporting year, OSJD, with participation from OTIF and CIT, continued joint activities aimed at convergence of the provisions of international transport law documents in the passenger transport between East and West. Although the proposal by representatives of OTIF and CIT to set up a joint OSJD-OTIF-CIT working group was not supported at this stage by the OSJD experts, OTIF and CIT representatives attended three meetings organised by the OSJD Commission for Transport Law.

In collaboration with OTIF, work continued to update the Rules for Transportation of Hazardous Goods (Annex 2 to the SMGS) in accordance with amendments and modifications occurring in international and national regulations for transportation of hazardous goods (17th edition of the UN Recommendations, the RID Rules, ADR, etc.). At a meeting of the permanent working group of the RID Committee of Experts (November 12-15, 2012, Riga) held under the topic of 'Harmonisation of Annex 2 to the SMGS with RID', the issue of fundamental differences between Annex 2 to the SMGS and RID was discussed in great detail using the table prepared by the OSJD experts. The meeting noted that, as a result of active participation on behalf of the OSJD and OTIF member countries and thanks to the willingness of all parties involved to cooperate, the Riga meeting had managed to achieve great progress in further harmonisation of legal documents related to the transportation of hazardous goods.

In the reporting period, collaboration continued with CIT with a focus on the CIM/SMGS transport and legal harmonisation and improvement of Annex 22 to SMGS 'CIM/SMGS Consignment Note Manual'. Concurrently, in cooperation with CIT, work continued to update technical specifications of the electronic CIM/SMGS Consignment Note.

At a meeting of the OSJD Commission for Infrastructure and Rolling Stock held on October 9-12, 2012, an OTIF representative presented information about OTIF's activities in 2012 and OTIF's Committee of Technical Experts work programme for 2013.



OTIF delegation headed by François Davenne, Secretary General of OTIF, visiting OSJD Committee (18.09./2013)

4.4. Cooperation with the European Railway Agency (ERA)

Under the General Section of the OSJD working bodies' 2012 Activity Plan, and within the framework of the OSJD Commission for Transport Policy and Development Strategy, four meetings of the OSJD/ERA Contact Group took place to analyse interaction between the 1520/1524 mm and 1435mm gauge EU and non-EU railway systems.

In particular, at this stage such joint efforts had the following objectives:

- review of technical requirements as to the continued technical and operational compatibility between the 1520 mm and 1435 mm gauge railway systems at the border between the CIS and the EU;
- comparing these requirements with the key parameters of the 1435mm railway system;
- drafting the materials (technical information) that might serve as a basis for including the key parameters of the 1520 mm railway system into the EU TSI;
- defining measures to preserve and improve the existing technical and operational compatibility at the border between the CIS and the EU.

The OSJD/ERA Contact Group has finalised the following:

- Document 1 'Subsystem: infrastructure, rail track and track facilities';
- Document 2 'Power supply';
- Document 6 'Locomotives and motor-coach rolling stock';
- Document 3 'Signalling, interlocking, and communications'.

The completed Documents 1, 2, 3 and 6 were posted to the OSJD website.

In the reporting period, work continued on Documents 5 'Passenger cars' and 7 'Operational activity'.

ERA's representatives informed delegates of the activities carried out by subgroups 1520 of the ERA working groups in respect of the 'Infrastructure', 'Power supply', and 'Locomotives and rail-car rolling stock' subsystems in 2011-2012 on the basis of a review carried out by the OSJD/ERA Contact Group, and also provided the information about incorporation of the 1520mm gauge parameters into the respective TSI.

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

In the reporting year, based on the accumulated experience and results of cooperation, as well as with regard to the survey conducted among the OSJD and UIC railways and proposals submitted by working bodies of both organisations, the OSJD-UIC Cooperation Programme for 2011-2015 was updated.

The Programme provides for cooperation in various areas and in various forms, from exchange of information and documentation to joint development. The key idea behind such collaboration is a global approach to the development of the Euro-Asian transport system with regard to the interests of railways, harmonisation of the rail transport operational and technical requirements with the aim of increasing its interoperability and enhancing efficiency.

The updated Programme was approved by the OSJD and UIC governing bodies.

In 2012, joint work was carried out on the unified system of cargo description and coding in international carriage by rail, on clearances, on ticket reservation and sale systems, and on other issues.

The 'Coding and Informatics' UIC/OSJD Joint Group continued its successful activities.

The Conference approved the Regulations of the 'Automatic Gauge Changeover Systems (AGCS)' joint OSJD/UIC group that in the reporting year actively worked to reveal various aspects of these problems and to hold competitive bidding among developers funded by UIC.



25th meeting of the OSJD/ERA Contact Group on the subject "Cooperation between OSJD and ERA in the field of analysis of the relationship between railway systems of the EU and non-EU countries, with railway gauges of 1435 mm and 1520/1524 mm" (5-7.02.2013, OSJD Committee)



OSJD Committee Chairman, Tadeusz Szozda (right) and UIC Secretary General, Jean-Pierre Loubinoux during the XXVIII-th OSJD CGD meeting (22-26.04.2013, Odessa, Ukraine)



1. Meeting of the CIM-SMGS Steering and Coordination Groups (27-28.11.2012, OSJD Committee)
2. The Mongolian delegation led by Gombosuren Sereenendorj, Acting Head of the Ulan-Bator Railway, visiting the OSJD Committee (24.01.2013)
3. The delegation of the Embassy of the Republic of Kazakhstan to the Republic of Poland, headed by H.E. Ambassador E. Utembayev, visiting the OSJD Committee (13.02.2013)
4. UITP Secretary General Alain Flausch visiting the OSJD Committee (09.05.2012)
5. The delegation of the Embassy of the Chinese People's Republic to the Republic of Poland, headed by H.E. Ambassador Xu Jian, visiting the OSJD Committee (18.04.2013)
6. Joint meeting of the representatives of the OSJD Committee and the UIC on cooperation issues (08.10.2012, OSJD Committee)
7. Participants of the working meeting between the OSJD and the UIC: left - representatives from the UIC side H.-G. Kersten, I. Petrunina, V. Kinderis; right - representatives from the OSJD side K. Somodi, S. Shikhiyev, V. Gutowskiy (13 May 2013, OSJD Committee)
8. Representatives of OTIF, UIC and JERID LLC at the meeting of the CIM-SMGS Steering and Coordination Groups (27-28.11.2012)



Participants of the Joint Meeting of Plenipotentiary Representatives of the members of the OSJD Ministerial Conference and members of the Conference of General Directors (authorized representatives) of OSJD Railways (4-7 December 2012, OSJD Committee)



Meeting of the Ad Hoc Working Group on updating OSJD fundamental documents (23-27.09.2013, Almaty, Kazakhstan)



5. Activities of the OSJD Committee

5.1. Key Issues

In 2012, the OSJD Committee continued its activities aimed at completing the tasks defined by the basic documents and resolutions of OSJD's governing bodies. As OSJD's executive body, the Committee carried out coordination activities to manage and implement OSJD's Programme and plans of its working bodies.

At eight meetings of the OSJD Committee, results of the work carried out by the commissions and PWGs during the year were reviewed, including proceedings of the meetings held by the OSJD working bodies or other international organisations, which were attended by members of the OSJD Committee, as well as draft resolutions to be submitted for approval by the OSJD governing bodies on the matters of transport policy, transport law, combined transport, technical issues, etc.

The OSJD Committee functioned as the Secretariat in preparing and holding Meeting XXVII of the Conference of General Directors (Authorised Representatives) of OSJD Railways in Tallinn, as well as XL Session of the OSJD Ministerial Meeting in Baku.

The key issues addressed within OSJD included improvements in OSJD's legal framework: the SMPS, SMGS and other agreements governing international transportation. The AWG for Improvement of OSJD's Fundamental Documents continued the development of the draft Convention on Direct International Transport by Rail.

Work continued on the Memorandum of Understanding between OSJD and the European Commission on cooperation in the field of railway transport between the EU and the non-EU countries – OSJD members.

Early in 2012, members of the AWG for Improvement of OSJD's Fundamental Documents and the OSJD Committee management met with representatives of the Directorate General for Mobility and Transport of the European Commission (DG MOVE). The resulting draft Memorandum was submitted before the OSJD members for their approval.

Under the concluded agreements and on a mutually advantageous basis, the OSJD Committee cooperated with international organisations, observers and affiliated companies. In accordance with a resolution of Meeting XXVII of the Conference of General Directors, the OSJD Committee entered into six agreements with affiliated companies.

In 2012, representatives from 24 OSJD member countries worked in the Committee. A representative from one country – Turkmenistan – was absent. In 2012, rotation of representatives from such OSJD members as the Democratic People's Republic of Korea and the Republic of Lithuania took place. Rotations also occurred on two technical personnel positions.

102 meetings of the OSJD working bodies were held in 2012, including 64 by the OSJD Committee.

As in previous years, the OSJD Committee reviewed participation by the OSJD member countries in the activities of the OSJD commissions and permanent working groups aimed at optimisation of OSJD's work.

In May 2012, the OSJD Committee was visited by Alain Flausch, Secretary General of the International Association of Public Transport (UITP). During the meeting, an exchange of views on the potential for mutual cooperation took place.

The OSJD Committee's delegation participated in InnoTrans 2012, an international trade fair that took place in Berlin between September 18-21, 2012.



OSJD Committee's delegation at session XLI of OSJD Ministerial Conference (11-14.06.2013, Tallinn, Estonia)



Meeting of OSJD Committee members (16.09.2013)

During the Railway CEO Summit, Tadeusz Szozda, Chairman of the OSJD Committee, met with Maxim Sokolov, Minister of Transport of the Russian Federation, and with Guillaume Pepy, President of SNCF. Agendas at both meetings included issues of mutual cooperation and the potential for its further deepening. The Chairman of the OSJD Committee also had a meeting with representatives of DB AG and DB Schenker Rail, which was dedicated to expansion of contacts and discussion of various aspects of cooperation.



Meeting of the Ad Hoc Working Group on updating OSJD fundamental documents (22-25.05.2012, Sochi, Russia)

In October 2012, a meeting took place at the OSJD Committee office between members of the OSJD Committee and representatives of the International Union of Railways. The meeting resulted in the development of the Programme of Cooperation between OSJD and UIC.

In November 2012, the OSJD Committee was visited by Cesare Brand, Secretary General of the International Rail Transport Committee (CIT). During the meeting, topical issues of rail transport and further mutual cooperation were discussed.

For the purpose of restoring a procedure that existed for many years between the Government of the Republic of Poland and the OSJD Committee and was cancelled in 2009 in respect of the right of OSJD employees for refunds of value added tax (VAT) for purchased goods and services and of excise tax on motor fuels, the OSJD Committee continued to correspond with the respective agencies of the Republic of Poland; however, this correspondence yielded no positive results. In view of this, the matter was brought before XLI Session of the OSJD Ministerial Meeting for its appropriate decision.

5.2. Publishing Activities

In 2012, the 'OSJD Bulletin' journal was published in Russian, Chinese and German according to the schedule. German translation was provided by DB AG.

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

The Bulletin was dispatched free of charge to all the OSJD member countries, observer railways and affiliated



Meeting of OSJD Committee members (12.12.2012)

companies, to international organisations and individual subscribers, as well as, by way of free exchange, to rail transport publications of the Euro-Asian countries. Printed materials were distributed at the railway exhibitions, conferences or other international events. Much help at exhibitions and conferences was provided by our partners, such as RZD-Partner, Evrasia-Vesti, ProTransport, Bahnfachverlag publishing houses and others.

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

- stands dedicated to OSJD were designed, produced and mounted at the OSJD Committee premises;
- the OSJD website materials in Russian, Chinese and English were updated and expanded;
- the biannual OSJD Resource Book was published in Russian, Chinese, German and English;
- 'The 2011 OSJD Report' was prepared for posting to the OSJD website and printed in Russian, Chinese, German and English;
- 'The 2011 OSJD Railway Transport Statistics Bulletin' was published in 4 languages: Russian, Chinese, German and English;
- EuroAsia Rail 2013, a timetable of international passenger trains, was published;
- calendars with the OSJD meeting schedule for 2013 were posted to the OSJD website and issued in hard copies.

Introduction of new technologies continued both at the OSJD website and in the magazine (a new QR Code was placed on the cover of the magazine to facilitate access to the OSJD website from smartphones and tablets).

As part of efforts to create the RailLexic glossary in collaboration with UIC under the OSJD-UIC Cooperation Programme, members of the editorial staff took part in a joint meeting between the OSJD Bulletin editorial staff and the UIC Terminology Group held between October 18-19 in Warsaw and organised by PKP.

As a liaison, the editorial staff actively participated in organising the ceremony of awarding OSJD members, observers and affiliated companies with the Golden Chariot, an international prize in the field of transport. In 2012, the winners of this award from OSJD included the railways of Belarus, China, Finland, France, affiliated companies: PLASKE JSC and FPC JSC, as well as members of the OSJD Committee: V. Zhukov, Deputy Chairman of the OSJD Committee and Z. Aspáyeva, Chairman of the OSJD Commission on Freight Traffic. These awards helped raise interest of OSJD members at all levels in more vigorous participation in the Organisation's activities.



OSJD stand at the 4th International Conference and Exhibition on Freight Railway Traffic from Asia to Europe (IRFC-2013) in Prague (13-15.03.2013)



Printed publications of OSJD

REFERENCE

on participation of OSJD members in agreements and treaties, being in force within the OSJD framework (as of 15.02.2012)

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

XLI-st Session of the OSJD Ministerial Conference
(13.06.2013, Tallinn, Estonia)





**XXVIII Meeting of the Conference of General Directors (Authorized Representatives) of OSJD Railways
(22-26.04.2013, Odessa, Ukraine)**





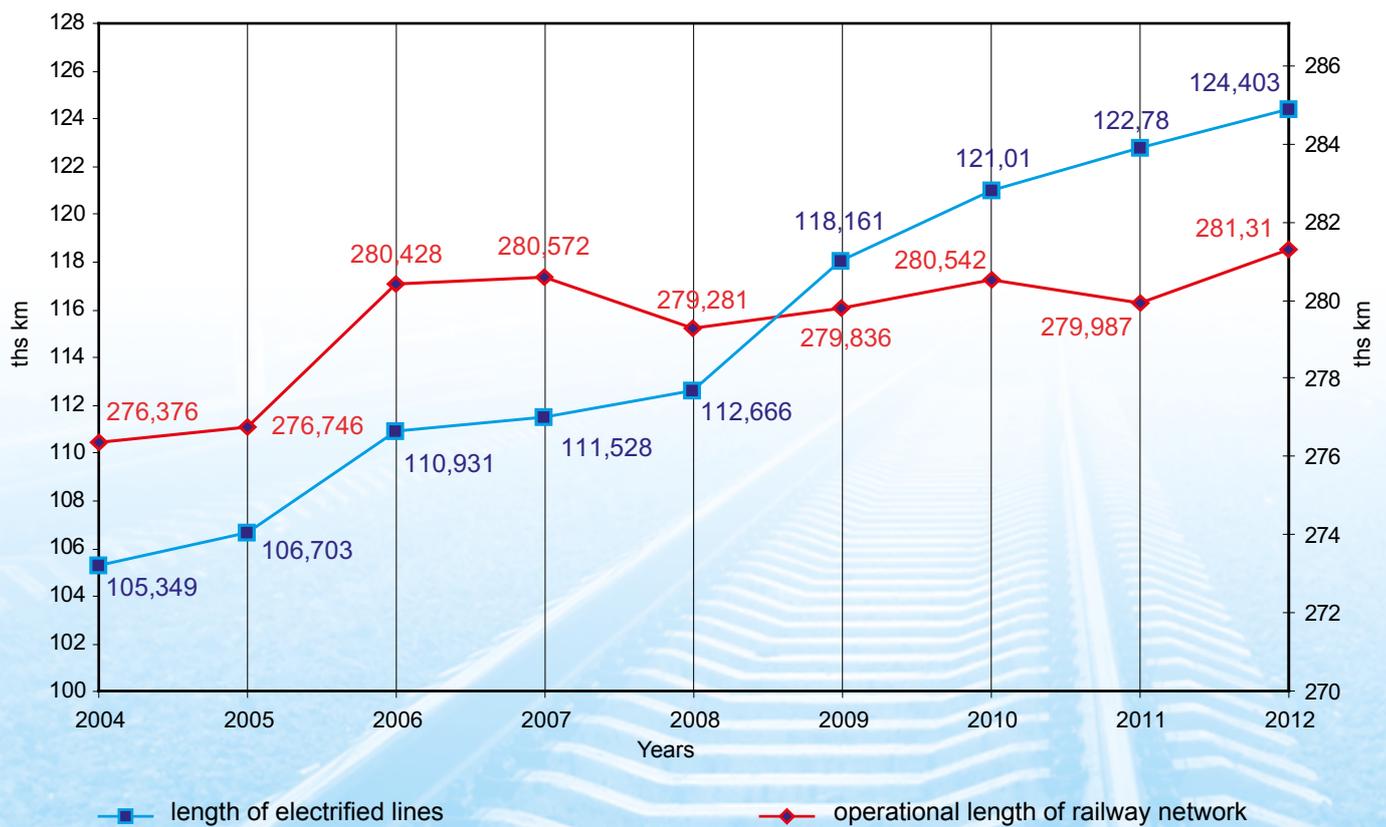


Statistics

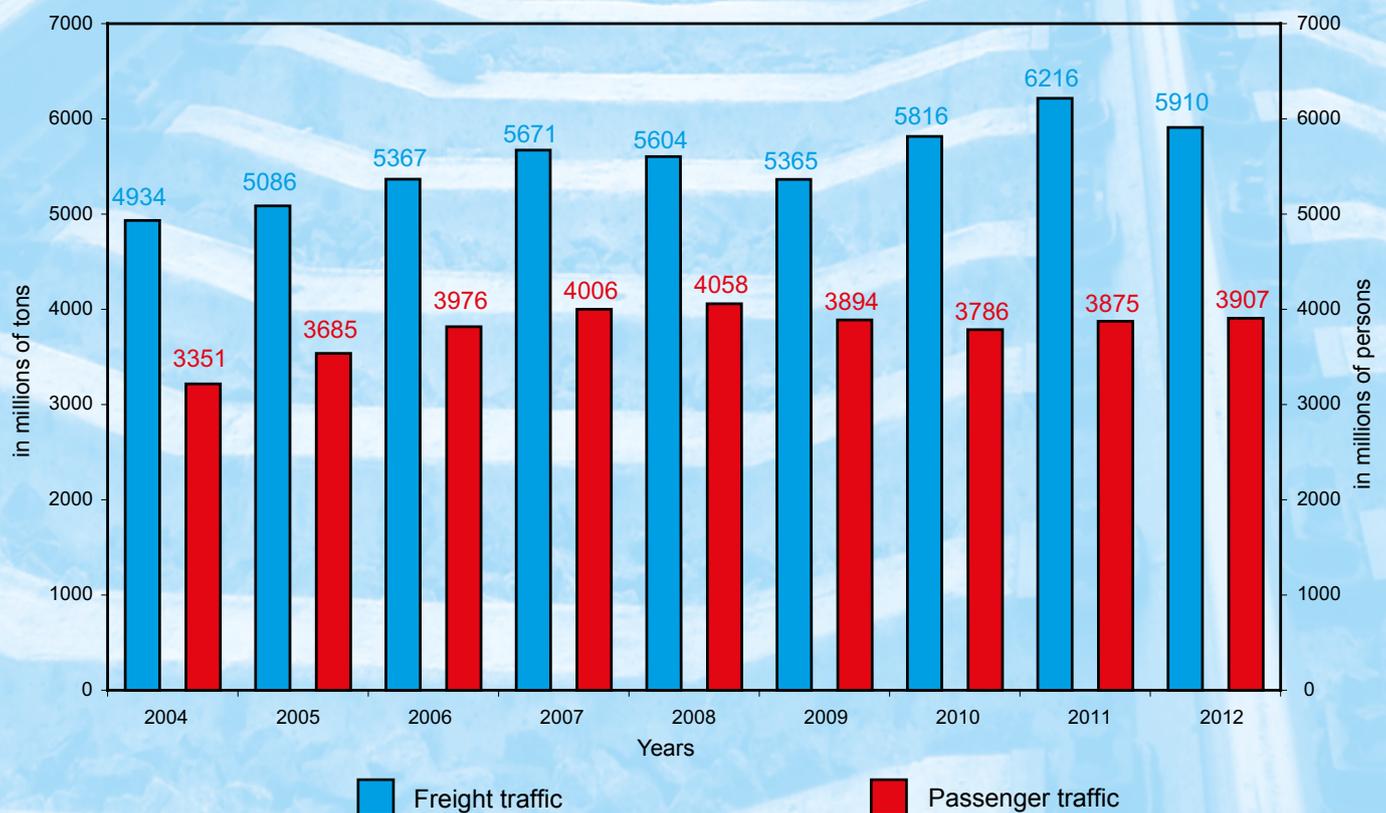
Main indices of railways of the OSJD member countries in 2012

No.	Country	Railway	Code	Length of lines km	Electrified km	Passenger traffic tsd. p.	Passenger -kilometres mln. p-km	Freight traffic in tsd. t	Tonne-kilometres mln. t-km
1	Azerbaijan	AZD	0057	2 068,1	1 240,2	2 668,1	591,3	23 116,2	8 212,2
2	Belarus	BC	0021	5 483,0	899,0	100 487,0	8 976,9	153 672,6	48 351,4
3	Bulgaria	BDZ	0052	4 070,0	2 862,0	26 523,0	1 876,0	9 770,0	2 043,0
4	Hungary	MAV	0055	7 395,3	2 591,1	142 092,0	7 645,0	46 868,0	9 010,0
5	Vietnam	VZD	0032	2 347,0	0,0	12 217,0	4 558,0	6 867,0	3 959,0
6	Georgia	GR	0028	1 577,6	1 499,3	3 087,9	625,4	20 076,0	5 976,0
7	Iran	RAI	0096	6 950,0	195,0	28 560,0	17 877,0	33 104,0	21 548,6
8	Kazakhstan	KZH	0027	14 319,4	4 170,6	23 464,0	18 498,0	294 715,7	235 845,5
9	China	KZD	0033	66 297,9	35 486,5	1 522 160,0	795 639,0	2 858 570,0	2 518 310,0
10	PDRK	ZC	0030	4 400,0	0,0	0,0	0,0	0,0	0,0
11	Kyrgyzstan	KRG	0059	417,2	0,0	549,2	75,8	6 912,9	922,7
12	Latvia	LDZ	0025	1 859,2	249,8	19 757,0	725,0	60 601,0	21 914,0
13	Lithuania	LG	0024	1 767,6	122,0	4 802,1	403,2	49 377,2	14 171,6
14	Moldova	CFM	0023	1 156,9	0,0	4 340,9	347,2	4 163,8	944,6
15	Mongolia	UBZD	0031	1 810,0	0,0	4 000,0	1 485,4	20 445,2	12 142,7
16	Poland	PKP	0051	19 617,0	11 860,0	172 814,0	14 720,0	126 745,0	32 904,0
17	Russia	RZD	0020	85 248,0	43 306,0	1 058 799,0	144 612,0	1 439 988,0	2 222 388,0
18	Romania	CFR	0053	10 777,0	4 032,0	48 675,9	4 147,8	31 283,4	5 873,1
19	Slovakia	ZSR	0056	3 593,0	1 578,2	45 132,0	2 450,3	39 133,0	7 262,1
20	Tajikistan	TDZ	0066	620,7	0,0	553,6	24,0	8 405,0	554,9
21	Turkmenistan	TRK	0067	3 115,0	0,0	6 468,0	1 811,0	26 839,0	11 992,0
22	Uzbekistan	UTI	0029	4 191,8	702,0	17 115,7	3 437,8	82 386,6	22 686,4
23	Ukraine	UZ	0022	21 642,5	10 260,7	485 298,0	49 203,0	457 455,0	237 722,0
24	Czechia	CD	0054	9 569,7	3 216,7	172 762,2	7 257,9	82 977,2	14 262,6
25	Estonia	EVR	0026	1 016,0	132,0	4 426,6	236,5	26 126,9	4 822,6
	TOTAL	OSJD		281 309,9	124 403,1	3 906 753,2	1 087 223,5	5 909 598,7	5 463 819,0

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



The dynamics of changes in the traffic volume



Members of OSJD

As of 30 September 2013

The Countries and Railways - Members of OSJD

Countries	Railways
Azerbaijani Republic	AZD - Azerbaijani Railways CJSC
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 “National Company ‘Kazakhstan Temir Zholy’” (Railway of Kazakhstan)
People’s Republic of China	KZD - Chinese Railways
Democratic People’s Republic of Korea (DPRK)	ZC - Railways of the People’s Democratic Republic of Korea
Kyrgyz Republic	KRG - “Kyrgyz Temir Zholy National Enterprise” State Company (Kyrgyz Railway)
Republic of Latvia	LDZ - State JSC “Latvian Railway”
Republic of Lithuania	LG - JSC “Lithuanian Railways”
Republic of Moldova	CFM - State Enterprise “Railway of Moldova”
Mongolia	UBZD - UBZD Ulan Bator Railway
Republic of Poland	PKP - JSC “Polish State Railways”
Russian Federation	RZD - JSC “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 - State Railways of Turkmenistan
Republic of Uzbekistan	UTI - State Railway JSC “Uzbekistan Railways” (O‘zbekiston temir yo‘llari)
Ukraine	UZ - State Administration of Railway Transport of Ukraine (Ukrzaliznytsia)
Czech Republic	CD - JSC “Czech Railways”
Republic of Estonia	EVR - JSC “Estonian Railway”

Railways – OSJD observers

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

OSJD Affiliated Enterprises:

Plasser & Theurer (Austria)	“PLASKE” JSC (Ukraine)
AXTONE Sp. z o.o. (Poland)	Dnepropetrovsk Switch Works JSC (Ukraine)
Railtech International JSC (France/Czechia)	“Betamont” LLC (Slovakia)
Railtech Slavjana LLC	Rail Cargo Hungária Zrt. (Hungary/Austria)
CTL Logistics JSC (Poland)	“MostGeoCenter FCC” LLC (Russia)
TransTeleCom CJSC (Russia)	“Freight One” JSC (Russia)
Servtrans Invest JSC (Romania)	“Train Ukraine” LLC (Ukraine)
“JERID” LLC (Czechia)	“Kazphosphate” LLC (Kazakhstan)
Murom Switch Works JSC (Russia)	Freightliner Group Limited (Great Britain/Poland)
„RDM” Research and Production Enterprise (NPP RDM) (Moldova)	“Tines” JSC (Poland)
“Grup Feroviar Roman” JSC (Romania)	“E.R.S.” JSC (Estonia)
Electro-Thermit GmbH&Co.KG (Germany)	“AED Rail Service” LLC (Latvia)
Unicom Tranzit JSC (Romania)	“Scientific-Technical Transport Enterprise RAIDO” LLC (Ukraine)
Kertch Switch Works LLC (Ukraine)	“South Caucasus Railway” Close Joint-Stock Company (“SCR” CJSC) (Armenia/ Russia)
PESA Bydgoszcz JSC (Poland)	“V.I.P. Service” CJSC (Russia)
“CTM” LLC (Russia)	Faiveley Transport Witten LLC (Germany)
Railway Research Institute JSC (Výzkumný Ústav Železniční - VÚŽ) (Czechia)	





Freightliner PL



АХТОНЕ



ҚАЗАҚСТАН АУМАҚЫ ҚАБАРЛАН ЖЕЛІСІ



LINES



Райдо



Випсервис

Plasser & Theurer



Rail Cargo Hungaria Rail Cargo Group

AED RAIL SERVICE

KAZPHOSPHATE LLC TOO "КАЗФОСФАТ"