

**60
years**

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



**REPORT
ON THE ACTIVITIES OF THE ORGANISATION
FOR COOPERATION BETWEEN RAILWAYS
IN 2014**

**Warsaw
2015**



1956-2016



Heads of delegations at session XLIII of OSJD Ministerial Conference
(2-5.06.2015, Ulan Bator, Mongolia)



Heads of delegations at meeting XXX of the Conference
of General Directors (Authorised Representatives) of OSJD Railways
(20-24.04.2015 , Prague, Czech Republic)

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List of Abbreviations Used in the Text

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

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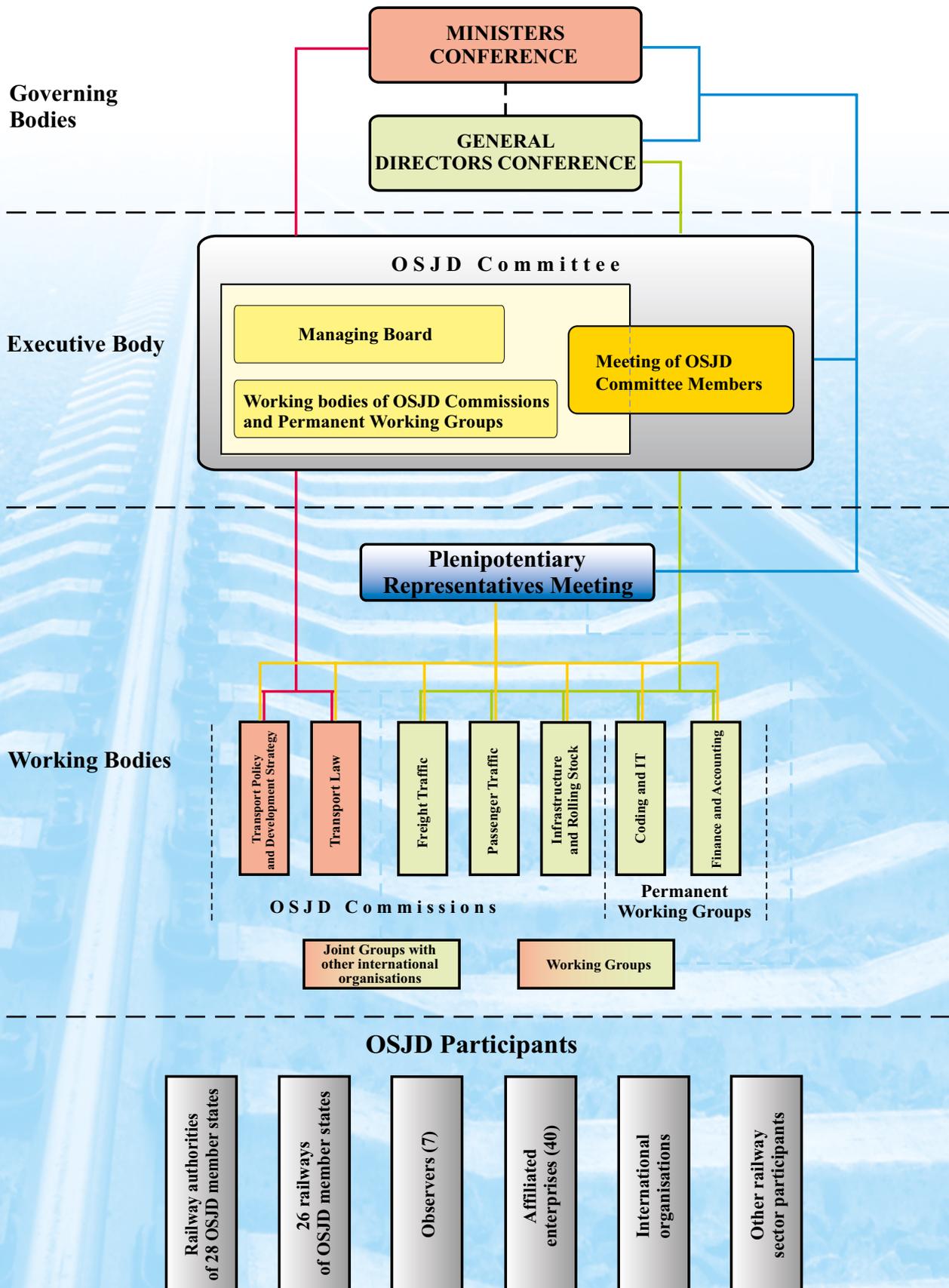
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Structure of Organisation for Co-Operation between Railways

(As of 1 September 2015)



Introduction

In 2014, the activities of the Organisation for Cooperation between Railways (OSJD), carried out in difficult conditions, 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 with the purpose of increasing the competitiveness of rail transport sector and meeting the requirements of the OSJD member countries in carrying goods and passengers.

A number of railways carried out its activities in difficult conditions resulting from the complications in the economic sector, which required from them additional efforts to be made in order to solve the subsequent problems.

Meanwhile, railway transportation has shown its leading role in the common transport system and its abilities to transform the possibilities on unconditional implementation of a full package of transport services.

It is worth noticing that most railways of OSJD member countries have undergone essential reforms and modernisation of their managerial structure for its adaptation to the modern conditions and the requirements of today.

According to the measures and recommendations developed by OSJD in cooperation with ministries and railways, a great amount of work has been carried out to reconstruct the railway lines and modernise the infrastructure within the OSJD transport corridors which resulted in the increase of freight transportation volumes on the railways of OSJD member countries to 6 billion tons, and passenger traffic – to 4 billion persons a year. The harmonious and purposeful operation of all railways of OSJD member countries has facilitated such results.

The **Azerbaijani Railways** have been carrying out a considerable amount of work to improve the infrastructure of the main lines of OSJD railway transport corridor No. 10 in section Baku – Bejuk-Kasik where in 2014 10 traction substations were constructed, allowing to provide AC traction by the electrical locomotives. The second railway bridge over the Kura River has been constructed on the 73rd kilometer, 317 km of tracks have been modernised. In accordance with the National Programme the railway stations located on a 185-km section between Osmanly and Astara are to be developed.

In 2014 a container route of Poti – Kishly - Poti was organised. Work is in progress to initiate perspective container trains on the routes: Poti – Aljat – Aktau, port Aljat – Poti, Poti – Aljat – Turkmenbashi – Aljat – Poti.

Introduction of “Enroute technologies for the organisation of passenger transportation in international passenger traffic” has allowed to reduce considerably the customs procedures at border stations in both directions on the route Baku – Bejuk-Kasik and Jalama – Samur.

In 2014, the volume of a cargo transportation on the **Byelorussian Railway** made up 141.4 million tons of goods (101.1% as compared to 2013).

Special attention was concentrated on the development of container traffic, where container transport growth was remarkable in communication between EU countries with China and back which resulted in an increased volume of such a traffic by 3.1 times.

Remarkable work was carried out in the field of Volkswagen car-accessories transportation from Europe onto the assembly factories in the Russian Federation by the direct fast block-trains mainly under the unified CIM/SMGS consignment note.

In July 2014, the Center of Transport Service at Baranovichi-Central station was opened that was the first step towards the introduction of improved quality service system for the freight owners and the single-window principle, as well as towards rendering of comprehensive services in goods delivery.

According to the State Programme for 2011-2015, 12.5 thousand freight wagons are planned to be procured, of which 989 freight wagons were procured in 2014.

Since 2010 the Railway has been implementing together with the Czech company “CZ Loko” a programme for the

production of high-technology shunting locomotives: in the reporting year, 12 shunting locomotives of TME1 series and 12 locomotives of TME3 series were manufactured.

Electrification of the Gomel – Zhlobin – Osipovichi line has been successfully implemented by the Railway, which is a large-scale investment project.

Full reconstruction of station buildings of Brest-Central, Grodno and Baranovichi stations has been comple-



CRH 5G series high-speed electrical train of Chinese Railways

ted. 4 commuter electrical trains of EPR series, 3 diesel multiple units (DMU) (manufactured by Stadler Bussnang AG, PESA Bydgoszcz) and 8 passenger coaches have been procured.

In the accounting year the **Hungarian Railways** continued the reconstruction and modernisation of a number of sections of the main-line network being part of the international railway transport corridors, as well as those lines, which are of great importance for the suburban traffic. Thus, works have been completed on the busiest common part of the OSJD corridors Nos. 5 and 6 Szolnok – Zajol, where a double-track railway bridge over the Tisza River was replaced by two single-track bridges, allowing more flexible organisation of railway operation during maintenance works. Meanwhile, the line between Doma – Lokoshaza of railway corridor No. 6 was adapted to the movement speeds of up to 160 km/h.

After the traffic termination under the summer time-table, the reconstruction of a season-busy single-track line on the southern coast of the Balaton Lake was unleashed. The suburban single-track line Budapest – Esztergom also continued to be reconstructed added by track facilities and engineer structures for difficult mountain terrain, with partial rebuilding into double-track lines, where terrain conditions permitted. Preparation for the implementation of the GSM-R project came to the final stage and works under this project began: the first aerial masts were erected; the first test measurements were conducted on the Budapest – Szekesfehervar line. The project of reconstruction and construction of new typical stations, carried out in the accounting year on the line between Budapest – Újszász – Szolnok, which is both part of corridor No. 6 and plays an important role in the suburban traffic, won a Brunel Award in railway architecture, the ceremony of which was held in Amsterdam.

Within the framework of a project jointly financed with EU the first party of suburban electric multiple units of FLIRT series manufactured by Stadler (15 trains for MAV-Start and 5 for GySEV) was supplied, which are equipped by an ETCS European Train Control System of level 2 and suitable for running at a speed of 160 km/h. 150 coaches for commuter trains for movement at a speed of 120 km/h, which exterior and interior were modernised. 2 prototypes of IC+ coaches for high-speed movement were constructed. Free Internet wireless access has been provided in 770 coaches in the suburban and international traffic with a speed of 7.2 Mbps, allowing simultaneous connection of 10-15 users in the coach, as well as at 7 largest stations.

The newly built railway lines Zhezkazgan – Bejnu with a length of 1036 km and Arkalyk – Shubarkol 214 km long have been put into operation on the **Railway of Kazakhstan**.

Modernisation of traction electrical substations is underway.

17 new main-line diesel locomotives of TE33A series, 13 new main-line electric locomotives of K28A series, 2 passenger diesel locomotives of TEP33A series and 1 K24AT passenger electric locomotive have been procured.

In 2014 the **Chinese Railways** carried 2357 million passengers that is by 11.2% more as compared to the level of 2013. 3813 million tons of goods were transported. 308 container block-trains in communication between China and Europe were sent, in which 26058 containers were carried to include 108 trains sent from the city of Chongqing in the direction of Western Europe under the unified CIM/SMGS consignment note.

In 2014 new railway lines to the extent of 8427 km were put into operation, 5491 km of which are for the high-speed. 261 locomotives have been procured.

In 2014 the State Railway Administration of the Chinese People's Republic carried a huge amount of work on the government level aimed at settling its functions, simplification and adjustment of procedures in the field of railways for the purpose of further adaptation to the market conditions.

The **Lithuanian Railways** carried 49 million tons of goods in 2014 that exceeds by 2% the level of the previous year. Meanwhile the volume of international transportation increased by 4.9% and made up 34.5 million tons.

Reconstruction of railway lines Kaunas – Gaižiūnai, Mockava – border with Poland and infrastructure modernisation on the line Klaipeda – Pagėgiai were successfully completed. Traffic Control Centre in Vilnius was put into operation, construction works of two intermodal logistics terminals in Vilnius and Kaunas were completed.

Renovation of the rolling stock continued in 2014: two EJ 575 double-decker EMU of Czech manufacturing and 15 new shunting locomotives of TEM TMH series were procured. 45 railway platforms were modernised.

The Lithuanian Railways JSC has carried out purposeful work in the field of railway border-crossing facilitation.

New technologies of trains processing are being implemented, time for the inspection of trains of various categories is being reduced, auto-



International fast train No. 9 Moscow – Warsaw

mated ticketing systems are being introduced, quality of information transmission at electronic data exchange with the trains, transferred on the border, is being raised.

An essential achievement of **'Railway of Moldova'** State Enterprise is organisation and carrying out of federal control (border, customs, sanitary and veterinary) on the basis of a single-window principle at all the CFM railway transfer stations. The procedures for providing preliminary information for the customs bodies of neighbouring countries on the arriving cargoes are being introduced including the data contained both in the consignment note and in the customs declaration. This provides for a considerable decrease in time spent for the border control operations. Under the CIM/SMGS consignment note, 20664 loads were carried on the territory of the Republic Moldova in 2014. Taking into account the necessity to perform a stage-by-stage reforming of the enterprise, a new progressive Charter of the "Railway of Moldova" State Enterprise has been developed and registered.

The **"Ulan-Bator Railway"** joint-stock company carried 21.1 million tons of goods last year that is by 0.4% more as compared to the previous year. Creation of new container routes successfully continued. Transportation of goods along the following routes has been organised: Hamburg – Brest – Naushki – Sukhe Bator – Zhengzhou; Putian – Erlan – Sukhe Bator – Naushki – Malaszewicz – Hamburg.

2 main railway lines have been put into operation between Ulan Bator and Tolgojt. 50 km of tracks have been modernised.

4 new main-line diesel locomotives, 4 shunting locomotives, 18 coaches with increased comfort have been procured.

Polish Railways successfully continued to develop container transport, which has also resulted in a remarkable increase of traffic volume from China to Poland and transit to the countries of Western Europe. The PKP Cargo joint-stock company has introduced at its repair factories a new method of Lean Management, thanks to which the company increased the wagon quantity by 15%. In 2014 three thousand freight wagons were put into operation additionally thus enabling to satisfy the customers' requirements at the most busiest transportation periods.

To facilitate the border crossing procedures the PKP Cargo joint-stock company transmits in advance to the Belarus party all information about the goods transported through the Polish-Byelorussian border crossing points.

The CIM/SMGS consignment note is widely applied by the transportation of goods, particularly by container block-trains. The volume of goods carried by the "Wide-Gauge Metallurgical Line" joint-stock company (PKP LHS - Linia Hutnicza Szerokotorowa) increased by almost 5.5% .

The Polish Railways continued to implement the most wide-scale investment programme in the history of the country. The year of 2014 was a record - the (PKP LHS JSC implemented investments projects worth of more than PLN 7 billion that allowed to create conditions for faster passenger trains movement and to cover the distances between Warsaw and Gdansk in less than 3 hours (overall travel time was reduced by 1.5 hours. The time of journey between Warsaw and the cities of Krakow and Katowice was considerably reduced, too. 20 new electrical multiple units of Pendolino series and 25 new modern coaches were procured for the implementation of these projects, as well as 20 locomotives and 150 passenger coaches modernised.

The **Russian Railways** increased the goods turnover for 2014 by 4.7%, of which in international traffic - by 4.8%.

19 new container block-trains began to run in 2014: Duisburg – Chongqing, Vuhan – Hamburg, Aksu – Kartaly – Krasnoye – Brest, Wuhan – Lodz, Zabajkalsk – Moscow/Kuntsevo-2, Blochnaya – SPb, Kleshchikha – Nakhodka, etc. 10.6 km of new lines, 67 km of second tracks, 62.2 km of station ways were put into operation.

Some sections of OSJD railway corridors have been modernised: No. 1 Warsaw – Minsk – Moscow – Nizhni Novgorod, Helsinki – Buslovskaya – St.-Petersburg – Moscow – Suzemka – Nezhin – Kiev; Nezhin – Zhlobin – Minsk – Vilnius – Kaliningrad, Moscow – Bryansk.

1569 new freight wagons, 411 electrical locomotives, 249 diesel locomotives, 4 'Sapsan' high-speed trains, 14 high-speed electrical multiple units ES1 'Lastochka' (Swallow), 268 new modern coaches were procured In 2014.

564 diesel locomotives and 151 electric locomotives were modernised.

Operation of new coaches of RIC-200 gauge has started. Since December 2014 the coaches have been included into the composition of trains running between Moscow – Nice, Moscow – Paris and Moscow – Warsaw.

In 2014 the **Slovak Republic** adhered to the SMGS Agreement. Remarkable works were carried out to modernise the railway line Nove Mesto nad Vagom – Puchov being part of the high-speed passenger traffic development programme. Primary reconstruction of the switchyard in Zilina is underway.

23370 loads were carried in 2014 under the use of CIM/SMGS consignment note.

23 locomotives have been modernised; 10 new coaches, 5 double-decker electric multiple units and 7 motor-rail Wagons have been procured.

The **Tajik Railway** carried 6.8 million tons of goods in 2014 that exceeds by 1.3% the level of the previous year.

150 new freight wagons were procured.

The new railway line Dushanbe – Kurgan Tyube and Vakhdat – Javan section of 40.7 km long continued to be constructed.

The **Romanian Railways** have carried 23.97 million tons of goods in 2014 that is by 4.5% as compared to the previous year.

The CFR Marfa carried 21206 loads in the direction of OSJD member countries under the application of CIM/SMGS consignment note.

A large amount of work was performed to modernise the railway lines Campina – Predeal, Bucharest – Brasov, State Border – Curcici – Simeria in order to provide the movement of trains at a speed of 160 km/h.

Works opened to modernise the bridges over the Danube River on the line Bucharest – Constance.

Within the five past years the **Estonian Railway (Eesti Raudtee)** invested approximately 200 million euros into the railway development in cooperation with the structural funds of the European Union. All main railway lines have been drastically renewed.

Meanwhile the depreciated sections of railway lines and passenger platforms have been renewed, the train movement speeds have been increased which facilitates the improvement of passenger traffic quality. New pedestrian tunnel crossings and bridges have been constructed and the old ones renewed. The purpose of the works done is to increase the movement speed on the whole railway infrastructure: 120 km/h - for passenger trains, and 80 km/h - for freight trains, as well as to ensure more safety trains operation, with lower level of vibrations and noise.

In 2014 year more than 46 million euros were invested to update the communications and safety equipment (systems of train movement control and automatic railway crossing control) and to provide major repairs of railway bridges.

Active work is underway to implement the memoranda on cooperation in the field of technical, operational and commercial development of OSJD corridors.

Another positive fact is that in 2014 a long-lasting revision work of the SMGS Agreement and Service Instruction (SI) to it was completed with coming into effect of the new edition since 1st July 2015.

The railways of the following countries: China, Kazakhstan, Russia, Poland, Czech Republic, Uzbekistan and others, continued to implement the work in line with the “High-Speed and Fast Passenger Traffic Network Development Programme” approved by session XXX of the OSJD Ministerial Conference, which resulted in a considerable growth of en-route speeds of passenger trains movement, renovation of passenger rolling stock, capable of moving at a speed of 160-300 km/h and above.

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

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

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

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

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

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

OSJD observers and affiliated enterprises have made a considerable and positive contribution into the OSJD activities. Their number has increased essentially for the past year having reached 7 and 40 accordingly in 2014.

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



Double-decker EMU of Lithuanian Railways

1. Progress of OSJD Activities by Subjects

1.1. Transport Policy and Development Strategy

Activities aimed at developing railway transport policies were continued in 2014 with due regard to implementation of extensive measures seeking to improve the carriage system and develop transportation corridors of OSJD as well as simplify border crossing procedures in international passenger and freight carriage and increase the competitiveness of railways, thus engaging extra volumes of carriage and expanding the share of railway transport at the market.

The experts of OSJD member states developed and approved the Integrated Programmes for Improvement of Carriage and Development of OSJD Railway Transportation Corridors No. 4, 6 and 11 (2020) in the reporting year. A resolution was made to further review the progress of implementation of the aforesaid Programmes.

In furtherance of the instructions issued by the 42nd session of OSJD Ministerial Conference held in Vilnius, Lithuania on June 3-6, 2014 the OSJD Committee arranged a joint workshop for cooperation in terms of OSJD and EU railway corridors as to freight carriage attended by OSJD member states as well as DG MOVE, Intergovernmental Organisation for International Carriage by Rail (OTIF), International Union of Railways (UIC), Coordinating Council on Trans-Siberian Transportation (CCTT) and GySEV Zrt./Raaberbahn GAG.

The duly authorized representatives of OSJD member states attending the workshop reviewed the legal framework and requirements to technical specifications, development trends in the Trans-European Transport Network (TEN-T), European Development Programme (EDP) and EU railway corridor financing terms and conditions in terms of freight carriage as well as activities carried out by managing authorities of EU Freight Corridor No. 8, including the structure, decision-making processes and development Programmes applicable thereto.

The attendees as well were provided with the information made available by CCTT as to cooperation with the consulting teams of Freight Railway Corridor No. 6 within the framework of CCTT-MAV working group.

The attendees were encouraged to:

- Review expertise shared by the European Commission and the system used to manage railway corridors in the EU member states subject to applicable law regulating the establishment and functioning of freight railway corridors as well as consider the opportunity of employing the same when implementing Memos having regard to OSJD corridors
- Review expertise in employing 'one contact' principles when cooperating in terms of EU corridors and develop proposals as to eventual implementation thereof with respect to OSJD corridors



Expert meeting on "Elaboration and implementation of comprehensive measures to facilitate rail traffic and develop OSJD railway transport corridors" (7-10 April 2015, Chisinau, Republic of Moldova)



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



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

proposals as to eventual implementation thereof with respect to OSJD corridors

- Recommend extension of cooperation and collaboration in terms of international railway corridors as between EU and OSJD involving such international organizations as OTIF, CCTT, UIC, UN Economic Commission for Europe (ECE), ESCAP etc.

The leading duty holder from the Russian Federation made available to the attendees a research project "The Comparative Analysis of OSJD corridors, Official Pan-European Corridors (Crete 1994, Helsinki 1997) and Eurasian Corridors (Saint Petersburg 2000, 2003)".

The duly authorised representatives of the Republic of Bulgaria, Republic of Lithuania, Republic of Moldova, Republic of Poland, Russian Federation, Romania and Ukraine made available to the experts attending the conference "Development of Measures aimed at Facilitating Border Crossing Procedures in International Railway Carriage in Eurasia" information having regard to the analysis of the reasons underlying both passenger and freight train idle hours and implementation of measures aimed at simplifying the border crossing procedures.



Expert meeting on the subject "Directions for railway transport strategic development in OSJD member countries" (24-26.02.2015, OSJD Committee)

The attendees as well reviewed and took note of the information delivered by OSJD member states as to practical implementation of the Programme for Joint Activities and Circulation approved by the 7th Interagency Consultative Meeting for Facilitation of Railway Border Crossing held in Saint Petersburg (Russian Federation) on June 27, 2012 and Annex 9 "Procedures for Facilitating Border Crossing in International Railway Carriage" to the International Convention on the Harmonization of Frontier Control of Goods (1982).

- Activities are being carried out aimed at upgrading and improving the technical infrastructure of frontier railway stations (including but not limited to, making available proper equipment, devices, information systems and means of communication allowing it to share preliminary data etc.)
- Random customs control is ensured based on the analysis and risk management system
- Transit cargos are made subject to control only when it is justified by the occurring events or risks

The potential for development of a new Convention for Facilitation of Passenger and Freight Border Crossing by Rail was assessed at the 76th session of the UNECE Inland Transport Committee held in Geneva (Switzerland) on February 25-27, 2014. As such, those attending the aforesaid event encouraged the establishment of an informal expert team under the umbrella of the United Nations for further work to be performed in this regard.

In view of the foregoing the OSJD Committee hosted a meeting of an informal expert team under the umbrella of UNECE for the development of a new Convention for Facilitation of Passenger and Freight Border Crossing by Rail.

The duly authorized representatives of the Russian Federation made available to the attendees a report as to the progress made in terms of development of a new Convention for Facilitation of Passenger and Freight Border Crossing by Rail and other related issues as well as existing rules and regulations, basic milestones of development of a draft Convention and expected structure and content thereof.

The opportunities having regard to the development of a new Convention were discussed and a resolution adopted for the development of a conceptual framework thereof to be the initial milestone of this work.

The Best Practice for Seeking Higher Efficiency of International Carriage by Rail in Eurasia was developed and published in this regard.

The railway transport policies were continued to be improved with the strategic goal thereof being coordinated development of OSJD railway system and ensuring higher competitiveness of railways for the purpose of engaging extra volumes of transit international carriage.

The reports were delivered by duly authorized representatives of OSJD member states as to strategic development and reorganization of railway transport.

The attendees took note of the presentation "Work Progress of the OSJD/ERA Contact Group as to the Analysis of Interaction of 1,520-mm and 1,435-mm Gauge Railways" made available by the leading duty holder represented by Lithuania.

It was noted that as from 2007 to 2014 the aforesaid contact group developed the following papers:

- Document No. 1. Subsystem: Infrastructure, Rail Track and Engineer Structures,
- Document No. 2 Power Supply,
- Document No. 3. Signaling and Interlocking,
- Document No. 5. Passenger Coaches,
- Document No. 6. Locomotives and Motor Multiple Units,
- Document No. 7. Operation.

Document No. 4 (Freight Wagons) and The Subsystem Specification Analysis: Availability for Disabled and Mobility Challenged are currently under development.

Document No. 1, 2, 3, 5, 6 and 7 already developed were posted to OSJD Web site.

The deliverables made available upon analysis of technical specifications were employed by the European Railway Agency within review of TSI as to integration of 1,520/1,524-mm gauges and specified in the existing revisions of TSI.

INF-TSI – Infrastructure, Rail Tracks and Engineer structures,

ENE TSI – Power Supply,

LOC and PAS TSI – Locomotives, Motor Multiple Units and Passenger Coaches.

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

The attendees emphasized the significance of activities carried out by the contact team and deemed it necessary the same to be further continued.

A long-term Memorandum of Understanding was developed and executed by OSJD and European Railway Agency for 2015-2019 in the reporting year as well.

The leading duty holder from the Republic of Uzbekistan summarized the statistical data applicable to OSJD member states regarding Statistics of Railway Transport for the purpose of publishing The Bulletin of OSJD Railway Transport Statistical Data (2013). These were reviewed and approved at the meeting of the dedicated Ad-Hoc Working Group and experts for railway transport statistics.

It was noted that generally in 2013 (as compared with 2012) the length of track in use was 47 km longer and totaled 280,788 km, while the overall length of electrified lines increased by 924 km and amounted to 125,149 km. In 2013 the volume of freight volume reduced by 2.35% as compared with 2012 and totaled 5,743 mln. t, while the freight turnover decreased by 1.91% and amounted to 5,354 bln t-km. In 2013 3,916 mln. passengers were carried by rail, thus by 0.33% more than in 2012 with the passenger turnover reduced by 0.14% and equal to 1,198 bln passenger-km.

In furtherance of the resolution adopted by the dedicated Ad-Hoc Working Group for statistics the attendees reviewed and approved the graphic representation of the length of track in use in OSJD member states and agreed to publish the same as part of The Bulletin of OSJD Railway Transport Statistical Data (2013).

The principal summarized specifications having regard to OSJD railway transport corridor operation (No. 1-13, 2013) were made available for approval. These were reviewed and approved to be published as part of the "OSJD Bulletin of statistical data on railway transport" in a table and graphic format.

The leading duty holder from the Republic of Lithuania delivered summarized data having regard to The Proposals for Updating the Guide for Compilation of Electronic Tables with Statistical Data.

The expert meeting recommended the topic for updating electronic tables with statistical data and applicable guidelines to be included in the Commission Work Programme as from 2015.

In 2014 the Scientific, Technical and Economic Data Centers of OSJD member states continued to compose and develop the relevant national data bases being part of the international distributed data base (Automated Data Bank of OSJD).

The issues having regard to compilation and employment of the aforesaid international distributed data bank with scientific, technical and economic information were analyzed in 2013 based on the data made available by dedicated data centers of OSJD member states involved in this work.

As of December 30, 2013 according to the Scientific, Technical and Economic Data Centers the international distributed data bank included 589,417 documents net of data made available by the People's Republic of China.

In 2013 the international distributed data bank included 35,960 new documents.

It was noted that acquisition of data for the purpose of being included in the international distributed data bank of OSJD should be analyzed on an annual basis, thus allowing it to evaluate the dynamics of development of information activities in OSJD member states as well as the scope of employment thereof by dedicated experts.

The leading duty holder from the Republic of Kazakhstan (i.e. the Scientific Technical Information and



President of the Republic of Kazakhstan, Nursultan Nazarbayev, President of Turkmenistan Gurbanguly Berdimukhamedov and President of the Islamic Republic of Iran Khassan Rouhani opening traffic on the line Kazakhstan – Turkmenistan – Iran on December 3, 2014



A solemn opening ceremony of the Train Traffic Control Center of the Georgian Railway JSC (April 7, 2015)

Analysis Center of the “National Company “Kazakhstan Temir Zholy” JSC delivered a reference summary list and topical collection of documents related to the development of logistics in the railway industry which were prepared based on the data made available by the Scientific, Technical and Economic Data Centers of OSJD member states. As well, it included a list of associated publications for 2011-2013. The reference list attached a brief description of each document. The aforesaid topical collection covered copies of publications from sources subject to processing by the Scientific Technical Information and Analysis Center of the “National Company “Kazakhstan Temir Zholy” JSC in accordance with applicable distribution terms and conditions.

The leading duty holder from the Russian Federation made a report as to the progress in the development of the Unified Scientific and Technical Information Search System of OSJD, including but not limited to, availability of a search engine to be hosted by the leading duty holder using similar technical facilities employed in terms of OSJD Web site hosting.

It was resolved to use technical facilities made available by the leading duty holder from the Russian Federation to host the search engine of the Universal Scientific and Technical Information Search System of OSJD on a temporary basis for the purpose of allowing OSJD member states involved in the dedicated activities to connect their national data bases thereto as soon as possible.

The attendees emphasized that operation of the Unified Scientific and Technical Information Search System of OSJD should be resumed with due regard to the relevance of scientific and technical data online sharing. This project shall be deemed as implemented in full as soon as the search system integrates the Scientific, Technical and Economic Data Centers of several states.

The Commission working group delivered a report having regard to the progress of work aimed at developing a webpage of the Scientific, Technical and Economic Data Centers of OSJD member states as part of OSJD Web site based on the data obtained by the same. The webpage so developed was presented to the attendees.

For the purpose of high quality content of the webpage of the Scientific, Technical and Economic Data Centers of OSJD member states hosted at OSJD Web site it was suggested that the home page shall include links to static pages thereof in order to provide availability of dedicated data. As well, it shall contain logos of railway companies before the name of the Scientific, Technical and Economic Data Center, thus ensuring easy identification and search of any respective information needed.

The leading duty holder from the Russian Federation summarized data having regard to the Scientific, Technical and Economic Data Centers made available by OSJD member states and published the 11th revision of the Address Book including contact details of the Scientific, Technical and Economic Data Centers of OSJD member states.



A solemn ceremony of handing over TE33A locomotives manufactured in Kazakhstan to Azerbaijan, with participation of C. Qurbanov, Chairman of AZD CJSC, and A. Mamin, President of NC KTZ JSC

1.2. Transport Law

The activities carried out by the OSJD Commission on Transport Law in 2014 covered seven focus areas as provided by the Work Programme of the Commission approved by the Conference of Authorized Representatives of members of OSJD Ministerial Conference and Conference of General Directors (Authorized Representatives) of OSJD Railways, in particular:

- Improving the Agreement for International Passenger Traffic (SMPS) and Service Instruction thereto,
- Updating OSJD guides as to international railway passenger service,
- Improving the Agreement for International Railway Freight Traffic (SMGS) and Service Instruction thereto,
- Developing the Rules for the Transportation of Dangerous Goods,
- Developing draft Annex 14 (Stowing and Securing of Goods in Wagons and Containers) to the Agreement for International Freight Traffic,
- Improving Annex 22 (CIM/SMGS Consignment Note Guide) to the Agreement for International Railway Freight Traffic,
- Developing the approach to be employed by the OSJD member states in terms of introducing common law in the railway industry.

On June 6, 2014 the Islamic

Republic of Afghanistan joined the Agreement for International Railway Freight Traffic (SMGS) and Agreement for International Passenger Traffic (SMPS), and the Slovak Republic acceded to the SMGS Agreement on October 1, 2014.

The Commission completed its work aimed at developing procedures designed to introduce amendments and supplements to SMGS and Service Instruction thereto as from July 1, 2015. The aforesaid amendments and supplements were proposed upon review thereof. As well, the legal terms and conditions within the framework of the draft Convention for Direct International Railway Traffic (the "Convention") having regard to freight carriage were completed.

In 2014 the activities carried out by the Commission and having regard to the SMPS Agreement were related to the following two main areas:

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

In 2014 three meetings of the Ad-Hoc Working Group for SMPS revision were held as well as a meeting of the dedicated expert panel thereof for SMPS and that of SMPS Commission.

Improvement of SMPS and Service Instruction thereto was put on the agenda of the meetings of the Ad-Hoc Working Group held on April 22-24, 2014 and June 16-18, 2014 as well as the meetings of the expert panel and Commission.

In furtherance of the instructions issued by the 42nd session of the OSJD Ministerial Conference the work having regard to amendments to be made to SMPS and Service Instruction thereto was performed in view of the draft General Terms and Conditions of the Agreement for International Passenger Traffic.

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

Recitals

In view of accession of the Islamic Republic of Afghanistan to SMPS on June 6, 2014 a list of the Parties thereto was supplemented as appropriate.

Article 2. Principle Definitions

The terms "agent", "baggage", "forwarder", "infrastructure manager" and "participants of



Chairman of OSJD Commission on Transport Law
N. Nosenko



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



A freight train powered by a TE33A locomotive, Ukrainian Railways

carriage” were brought in compliance with the terms used in the draft General Terms and Conditions. The term “freight baggage” was amended. The article was supplemented with new definitions of “disabled” and “carriage document”.

The following terms and conditions were amended and supplemented:

- Article 5. Travel Documents
- Article 6. Tickets and Receipt for Extra Charges
- Article 8. Terms and Conditions applicable to Valid Travel Documents
- Article 12. Control of Travel Documents
- Article 13. Carriage of Hand Luggage and Pets
- Article 18. Acceptance of Baggage for Carriage
- Article 20. Declaration of Baggage Value
- Article 24. Acceptance of Freight Baggage for Carriage
- Article 25. Freight Baggage Packing and Marking
- Article 27. Freight Baggage Delivery Deadlines
- Article 30. Repayment of Applicable Charges and Fees
- Article 33. Liability for Delays in the Delivery of Baggage and Freight Baggage
- Section VII heading (Liability of Passengers, Consignors and Consignees of Baggage an Freight Baggage)
- Article 36. Claims
- Article 46. Applicability of the Agreement
- Annex 1 (Items falling within the Post Office Monopoly) was supplemented with the information having regard to the Republic of Moldova
- Annex 2 (Addresses of Organisations Responsible for Claim Settlement) was supplemented with the information having regard to the People’s Republic of China and Republic of Moldova.

SMPS was supplemented with Article 11 (transportation of Passengers with Reduces Mobility) and Article 18 (Verification of Violations or Amendments to the Carriage Agreement) with the numbering of subsequent articles changed as appropriate.

The following amendments to the Service Instruction to SMPS were approved:

- Clause 3. Execution of Travel Documents,
- Clause 4. Rail Car Service in International Traffic,
- Clause 19. Claim for Repayment of Indemnification as between Forwarders,
- Clause 22. Service Telegrams and Telephone Communication,
- Annex 1. Conventions applicable to Forwarders from the Countries being Parties to SMPS. Draft Travel an Carriage Documents,
- Heading of Annex 3 (Sample Route of Service Personnel).

The Service Instruction to SMPS was supplemented with Annexes 4 (Draft Memorandum Bill (chart map) and 5 (Act of Replacement of a Wagon operated by one Forwarder for that of Another Forwarder).

The aforementioned amendments and supplements to SMPS and Service Instruction thereto have been made as appropriate and shall become effective from May 1, 2015.

In 2015 the Commission responsible for resolving issues having regard to SMPS expects to continue its work aimed at improving SMPS and Service Instruction thereto.

The proposals for amending and supplementing draft General Terms and Conditions were reviewed at the meeting of the Ad-Hoc Working Group held on April 22-24, 2014.

As a result, the following amendments and supplements were made:

- Subclause 1 and 5, Clause 5 (Travel Document)
- Subclause 3, Clause 6 (Carriage Document)
- Subclause 1, 2 and 6, Clause 13 (Carriage of Baggage)
- Paragraph 3, Subclause 2, Clause 14 (Baggage Delivery Deadlines)
- Clause 15 (Customs Rules and Other Regulations)
- Subclause 4, Clause 17 (Repayment of Applicable Charges and Fees)
- Subclause 1 and 6, Clause 22 (Indemnification)



Expert meeting on SMGS issues (July 28-31, 2015, OSJD Committee)



Strategy for the development of Bulgarian Railways in 2015-2022
underwent discussion in Bulgaria

against Losses incurred as a result of any Delay or Cancellation of Train or Through Rail Car)

- Subclause 1, Clause 23 (Liability of the Forwarder for Baggage)
- Subclause 2, Clause 24 (Burden of Proof)
- Subclause 1, Clause 29 (Claims).

Then the draft General Terms and Conditions were finalized and approved by the 42nd session of OSJD Ministerial Conference.

Throughout 2014 proposals having regard to the relevant amendments and supplements to be made to the Rules for International Carriage of Passengers and Baggage were reviewed at the meetings held as appropriate. Finally, the draft Rules were approved by the Commission responsible for resolving issues having regard to SMPS at the meeting held on November 12-14, 2014.

The concept providing for relationship among passenger carriers in international traffic to be regulated by multilateral agreements to be executed by the relevant business entities and approved by the Assembly of Railway Companies was adopted at the 42nd session of OSJD Ministerial Conference. As such, the draft Rules of Carrier Collaboration in International Passenger Traffic were renamed into the Agreement for Carrier Collaboration in International Passenger Traffic.

In 2014 the experts being members of the Commission responsible for resolving issues having regard to SMPS continued to revise the aforesaid Agreement and the revised version thereof was approved at the meeting thereof held on November 12-14, 2014.

The Rules for International Carriage of Passengers and Baggage and the Agreement for Carrier Collaboration in International Passenger Traffic will be revised continuously and the revised versions thereof are expected to be finally approved in 2015 as provided by the instructions issued by the 42nd session of OSJD Ministerial Conference.

Throughout 2014 the office of the Commission responsible for resolving issues having regard to SMPS exchanged data as to the work carried out by the same and related to improvement of the documents regulating international passenger carriage by rail with OTIF, CIT and DG MOVE. The experts of the Commission attended the meetings of the working group of CIV/SMPS established by CIT in 2014. The duly authorized representatives of OTIF, CIT and DG MOVE in turn were invited to attend the meetings of Ad-Hoc Working Groups, expert panels and Commission responsible for resolving the issues having regard to SMPS.

The proposals for amending and supplementing Leaflet 110 "Rules for controlling international passenger trains and coaches running through the territories of OSJD member states" were reviewed and approved at the meeting of the Commission responsible for resolving the issues having regard to SMPS.

In furtherance of the resolution adopted at the 42nd session of the OSJD Ministerial Conference the Rules of International Freight Carriage and Agreement for Carrier Collaboration in International Freight Traffic were finalized at the meeting of the Ad-Hoc Working Group for SMGS Revision as appropriate as part of the work related to the development of the draft Convention. The development of operational and legal specifications applicable to the SMGS electronic Consignment Note commenced. The following preliminary list of issues required to be resolved for further development of Electronic Consignment Note Project was made available:

1. Determine the status of Electronic Consignment Note Project.
2. Define the term "electronic Consignment Note" providing for equal force and effect of a Consignment Note both in hard copy and electronic format and availability of any respective electronic signature.
3. Ensure full identity of an electronic Consignment Note printout in terms of location of columns, rows and content thereof as compared with that in hard copy.
4. Ensure completion of electronic Consignment Notes in strict compliance with the Rules of International Freight Carriage.
5. Define the electronic Consignment Note access rights.
6. Save any relevant data upon any amendment made to the electronic Consignment Note.
7. Electronic Consignment Note printout.

A resolution was adopted to continue this work in 2015 at the meeting of the Commission responsible for resolving the issues having regard to SMGS held on October 14-17, 2014 with the relevant materials to be made available to the dedicated expert panels thereof as appropriate.

In view of the resolution passed at the 42nd session of OSJD Ministerial Conference draft unified amendments and supplements to SMGS and Service Instruction thereto developed by the Ad-Hoc Working Group responsible for SMGS revision and made available to the meeting of the dedicated Commission at the meeting held on November 4-8, 2013 was approved at the meeting thereof held on June 6, 2014 with due regard to the proposals made by the parties to SMGS.

A resolution was adopted to continue this work in 2015 at the meeting of the Commission responsible for resolving the issues having regard to SMGS held on October 14-17, 2014 with the relevant materials to be made available to the dedicated expert panels thereof as appropriate.

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The foregoing amendments and supplements to SMGS and Service Instruction thereto have been approved as appropriate and shall become effective on July 1, 2015.

Due to the relevance of issues related to validity of the aforesaid amendments and supplements an extraordinary meeting of the Commission responsible for resolving issues having regard to SMGS was held on September 9-10, 2014. The following terms and conditions were approved for the duration of the transition period when the relevant amendments and supplements to SMGS and Service Instruction thereto were to become effective as appropriate:

- The relationship of the parties to any respective contract of carriage made prior to June 30, 2015 shall be governed by SMGS effective as of July 1, 2014;
- The relationship of the carriers arising under any relevant contract of carriage made prior to June 30, 2015 shall be governed by the Service Instruction to SMGS effective as of July 1, 2014.

The attendees applied to OSJD Committee for the following measures to be implemented as appropriate:

- Notify the international railway community as to the effective date of amendments and supplements to SMGS and Service Instruction thereto, including but not limited to, at the meetings of management authorities of the dedicated international organizations (ITC UNECE, UIC, OTIF etc.);
- Revise SMGS and Service Instruction thereto as of July 1, 2015 and made these available to the parties to SMGS.

The expert panel applied to the Parties to SMGS for any respective data required to execute Annex 5 (Information Management) to SMGS to be made available to OSJD Committee since the foregoing document will not be published in hard copy and will be posted to OSJD Web site.

The attendees as well acknowledged that in addition to SMGS and related Regulations all Annexes thereto should be amended and supplemented as appropriate and become effective as from July 1, 2015. As such, the relevant amendments and supplements to Annex 2 (Rules for the Transportation of Dangerous Goods), Annex 3 (Technical Specifications for Stowing and Securing of Goods) and Annex 6 (CIM/SMGS Consignment Note Guide) to SMGS were reviewed and approved at the meetings of the Commission in 2014 (see below for details).

Thus, in 2014 SMGS and related Regulations were finalized and legal terms and conditions having regard to international carriage of cargos developed within the framework of the draft Convention.

In view of the foregoing the attendees of the meeting of the Commission responsible for resolving the issues having regard to SMGS held on October 14-17, 2014 agreed that the Ad-Hoc Working Group of OSJD Committee for Transport Law in terms of SMGS revision did achieve the goals prescribed and needed to be dissolved. The aforesaid Temporary Work Group was finally dissolved by resolution of the Conference of Duly Authorized Representatives of the Ministers and Conference of General Directors passed at the meeting thereof held on December 9-12, 2014.

In 2015 the Commission will continue its work aimed at improving SMGS and related Regulations.

Throughout 2014 two meetings of the Ad-Hoc Working Group were held in relation to the Rules for the Transportation of Dangerous Goods as well as a meeting of the dedicated expert panel and that of the Commission for the Rules for the Transportation of Dangerous Goods.

The work aimed at updating the Rules for the Transportation of Dangerous Goods (Annex 2 to SMGS) was continued at the aforesaid meetings in view of the amendments and supplements made to international and national regulations for carriage of hazardous cargos (UN Recommendations 18th Rev., RID, ADR etc) with due regard to railway operating conditions prevailing in OSJD member states.

The draft amendments and supplement to Annex 2 to SMGS were as well reviewed and approved as follows:

- Part 2. Classification
- Part 3. List of Hazardous Cargos. Special Terms and Conditions and Exemptions applicable to Restricted and Exempted Quantities
- Part 4. Terms and Conditions relating to Packing and Tank Wagon
- Part 5. Shipment Procedures



Workshop "Commissioning of Comprehensive Modifications and Amendments into SMGS and SI to SMGS since 1st July 2015" (12.03.2015, Moscow)

- Part 6. Requirements to Manufacturing and Testing of Packing Materials, IBC, Large-Capacity Containers and Tank Wagons
- Part 7. Carriage, Loading/Unloading and Handling Terms and Conditions.

Special emphasis was put on the development of the draft provisions of Clause 6.8 (Requirements to Manufacturing, Equipment, Type Certification, Verification, Testing and Marking of Metal Tank Wagons, Movable Tanks, Tank Containers and Movable Tank Bodies as well as Battery Wagons and Multi-Element Gas Containers) updated as appropriate. This work took a good deal of time and in addition to permanent experts of the Commission involved those experienced in designing tank wagons at the car building plants of Russia and Ukraine.

The aforementioned amendments and supplements to Annex 2 to SMGS have been approved as appropriate and shall become effective as from July 1, 2015.

The List of Principal Differences as between Annex 2 to SMGS and RID was further revised at the meetings specified hereinabove attended as well by OTIF duly authorized representatives. The data made available therein was used for harmonizing provisions thereof.

It was resolved to analyze the existing standards and GOSTs at the meeting of the Commission on the Rules for the Transportation of Dangerous Goods held on October 27-31, 2014. Similar to the List of Principal Differences as between Annex 2 to SMGS and RID a table had to be made available with the results of comparison of GOSTs and applicable standards for further harmonization purposes and proper amendments to be made to the Rules for the Transportation of Dangerous Goods.

In 2014 experts representing OSJD member states and a duly authorized representative of OSJD Committee were fully engaged in the work carried out at joint meetings of RID Expert Committee and Work Group WP.15 as well as those of RID Expert Committee held on November 17-21, 2014 in Madrid (Spain) where the principal differences as between Annex 2 to SMGS and RID were reviewed as part of Harmonization of RID and Annex 2 to SMGS using the data made available by the experts of the Commission.

The work for further harmonization of rules and regulations having regard to carriage of hazardous cargos will be continued in 2015 as well.

In furtherance of the resolutions adopted at the 41st and 42nd sessions of OSJD Ministerial Conference the Ad-Hoc Working Group for the Development of Annex 14 (Stowing and Securing of Goods in Wagons and Containers) to SMGS continued to develop draft Annex 14 to SMGS throughout 2014.

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

- Section 14. Stowing and Securing Tires and Wheels
 - Clause 3.8. Stowing and Securing of Goods
 - Clause 3.10. Stowing and Securing Loose Sheets, Section 11. Stowing and Securing Cargos in Covered Train Wagons.
- The following amendments and supplements were made to Annex 14 to SMGS:
- Section 1. Stowing and Securing Goods in 1,520 mm Gauge Open Rolling Stock
 - Section 2. Stowing and Securing Timber Cargos
 - Section 3. Stowing and Securing Metal Products and Scrap
 - Section 4. Stowing and Securing Construction Materials and Cargos
 - Section 9. Stowing and Securing Containers and Movable Loads.

Due to introduction of amendments and additions to SMGS on July 1, 2015 upon review thereof it was resolved at the meeting of the Commission for the Development of Annex 14 to SMGS held on October 6-10, 2014 that the rules governing positioning and securing of goods as provided by existing Annex 14 (Stowing and Securing of Goods in Wagons and Containers) to SMGS shall be made available in Annex 3 (Technical Specifications for Stowing and Securing of Goods) to SMGS.

Thus, the aforesaid provisions were made part of Annex 3 to SMGS which was approved as appropriate and should become effective on July 1, 2015.

In 2014 the dedicated Ad-Hoc Working Group commenced (and would continue in 2015) its work related to the development of Section 14 (Stowing and Securing Bulk Cargos) and Section 15 (Stowing and Securing Cargos in Containers), thus finalizing the project.

With due regard to the resolutions adopted at the 42nd session of OSJD Ministerial Conference the Ad-Hoc Working Group for the Development of Annex 14 to SMGS developed the final draft Technical Specifications for Stowing and Securing of Goods as provided



A new high-speed passenger train "Railjet" of the Czech Railways

by dedicated clauses of the draft General Terms and Conditions of the Freight Carriage Agreement in International Traffic attached to the draft Convention.

Pursuant to the resolutions adopted at the 41st session of OSJD Ministerial Conference in 2014 those participating in the CIM/SMGS Transport Law Harmonization project and representing OSJD continued to improve CIM/SMGS Consignment Note Guide and contributed to further promotion of CIM/SMGS in carriage by rail.

The proposals having regard to amendments and supplements to Annex 22 (CIM/SMGS Consignment Note Guide) to SMGS were made available and reviewed at the meetings of expert panels, legal, coordinating and supervisory groups held in the reporting year and finally approved at the meeting of the Commission responsible for resolving the issues having regard to SMGS held on October 14-17, 2014.

Due to introduction of amendments and supplements to SMGS on July 1, 2015 which were developed upon review thereof the Commission resolved to treat Annex 22 (CIM/SMGS Consignment Note Guide) to SMGS as Annex 6 (CIM/SMGS Consignment Note Guide) thereto with the relevant amendments and additions to be made thereto as appropriate, in particular:

- Table of Contents, Annexes and Introduction to be revised,
- Annex 2 to Clause 7 of the Guide (CIM/SMGS Consignment Note Guide) to be revised,
- Annex 6 to Clause 14.2.3 of the Guide (Packing Requirements) to be excluded with the identification number thereof reserved,
- Annex 7.1 to Clause 20 of the Guide (CIM/SMGS Consignment Note Completion and Content. Car Rails) to be revised,
- Annex 7.3 to Clause 20 of the Guide (CIM/SMGS Applicability and Content. Containers) to be revised,
- The heading and provisions of Annex 7.5 (Rail Car and Container Uncoupling from Routes or Groups of Wagons/ Containers) to be revised,
- Annex 8 to Clause 12 of the Guide (CIM/SMGS Carrier's Statement Guide, Subclause 3, Clause 1) to be revised and read as follows: "The data as to availability of CIM/SMGS Carrier's Statement shall be specified in field 62 of CIM/SMGS Consignment Note),
- The heading of Annex 9 to Clause 12.3.4 of the Guide to be revised and read as follows: "List of Addresses of the Carriers responsible for Settling Claims related to CIM/SMGS",
- The heading and provisions of Annex 22 to the Regulations (see Annex 8 to Annex 22 to SMGS) (CIM/SMGS Carrier's Statement Execution) to be revised,
- Annex 22.1 (Applicability of certain SMGS terms and conditions to CIM/SMGS Consignment Note) to be exclude.

The afore-mentioned materials were approved as appropriate and shall become effective on July 1, 2015.

The forms attached to the Guide have been scheduled to be revised as well for the purpose of harmonizing the same within The Transport and Legal Harmonization of CIM/SMGS project.

It should be noted that the volume of carriage effected without any re-issue of documents executed as appropriate in accordance with applicable transport law of any relevant territory (CIM/SMGS) has been growing continuously due to employment of CIM/SMGS Consignment Note by railways.



A teleconference bridge with participation of the President of the Republic of Kazakhstan N. Nazarbayev, held within the framework of the solemn ceremony devoted to the opening of new railway lines Zhezkazgan – Beineu and Arkalyk – Shubarkol in Kazakhstan, the length of which is 988 and 214 km, respectively (August 2, 2014, Zhezkazgan)



TE33A new locomotive of Kyrgyz Railway

For the purpose of promoting carriage with execution of CIM/SMGS Consignment Notes the relevant notices were repeatedly served with OSJD member states, namely, the People's Republic of China, Republic of Tajikistan, Turkmenistan and Republic of Uzbekistan in 2014 evidencing the advantages made available by the aforesaid carriage and specifying proposals as to the formal introduction of CIM/SMGS Consignment Notes throughout the entire rail network or with respect to specific routes only (as the case may be).

Unfortunately, the aforementioned OSJD member states have by now failed to accept those proposals for various good reasons.

The work aimed at improving the Guide and promoting application of CIM/SMGS Consignment Note in international carriage is continued in 2015 as well.

In view of the need for development of a consolidated approach to be employed by OSJD member states as to introduction of common law in the railway industry within the framework of UN ECE and related documents a meeting of an expert panel involving duly authorized representatives of OSJD member states was held on February 24, 2014 at the OSJD Committee. The attendees discussed introduction of common law in the railway industry.

The attendees suggested that the draft General Terms and Conditions of the Agreement for International Freight Carriage attached to the Convention should be considered when developing common law in the railway sector. This is because the aforesaid General Terms and Conditions were developed with due regard to the results obtained upon reorganization of railways in OSJD member states and modification of the structure and competences of public authorities in the railway industry. Besides, these included new legal entities (i.e. subsequent and contractual carriers and infrastructure managers).

Moreover, all available options of the railway industry reorganization were reviewed with due regard to the interests of any and all systems being part of the railway transport sector. The General Terms and Conditions may be successfully applied in the states where railways were divided into carriers and infrastructure as well as those where railways performed both functions.

Besides, the General Terms and Conditions allow it both to employ the existing system where a carrier performs the functions of railways within the territory of any relevant state and render carriage services engaging several carriers in any respective country or a single carrier employing infrastructure facilities available in various states.

The roles of infrastructure facilities and the manager thereof acting as the carrier's agent have been clearly defined providing for execution of contracts for employment of infrastructure facilities (if any) by the carrier. Given that the consignor and consignee shall not be obliged to enter into legal relations with the infrastructure manager.

The General Terms and Conditions provide for more opportunities in terms of regulating carriage terms and conditions on a contractual basis as compared with existing SMGS.

The development of the General Terms and Conditions allowed it to bring SMGS provisions in compliance with CIM guidelines, thus interaction with CIM railway legal system has been expanded.

The aforesaid approach developed by the attendees was asserted by OSJD Committee members at all meetings of work groups or expert panels for the unified legal provisions applicable to the railway sector (ITC UNECE) held in Geneva (Switzerland).

A member of the Commission was expected to attend those meetings in 2015, as well.



Brest railway station (Belarus) after reconstruction



TE33A new locomotive of Tajik Railway

1.3. Freight Traffic

In 2014 the OSJD Commission on Freight Traffic carried out its activities with the purpose of updating the existing international agreements and contracts in the field of combined traffic organisation in the direction of Europe - Asia, rules for use of freight wagons in the international traffic, applications of tariff conditions on transit freight traffic; updating of operating rules for mutual use of freight wagons in the international traffic for the purpose ensuring their harmonisation with the similar international standard documents; harmonisation of uniform system for the description and coding of goods carried by the OSJD railways in international traffic; planning and organisation of container block trains in communication Europe – Asia – Europe, including combined traffic; expansion of the practical application of the CIM/SMGS consignment note in the Asia-Europe-Asia traffic; cooperation with the international organisations in the field of railways operation connected with the increase in efficiency and competitiveness of the international rail traffic against other transportation modes.

The considered topics being part of the Commission's responsibility were discussed at the meetings, seminars and conferences in accordance with the confirmed Commission's Plan of Work for 2014.

The tariff issues were discussed within the framework of the following subjects: "Updating of the Agreement on the Uniform Transit Tariff (ETT) and the ETT Tariff", "Updating of the Agreement on the International Railway Transit Tariff (MTT) and the MTT Tariff".

According to the provisions of the Agreement on the ETT Tariff, the OSJD Committee, being a depository of the Agreement on the ETT Tariff, declared the co-ordinated changes and amendments into the Agreement on the ETT Tariff and the ETT to come into force since October 1st, 2014.

In accordance with the established order provided for by the provisions of the Agreement on the MTT Tariff, the co-ordinated changes and amendments into the Agreement on the MTT Tariff and into the MTT Tariff were declared by the OSJD Committee being an administrative body as concerned the MTT issues, has introduced them since September 1st, 2014 to come into effect since January 1st, 2015.

The OSJD Committee prepared and published the updated texts of the Agreements on the ETT Tariff and MTT Tariff, ETT and MTT Tariffs as of January 1st, 2014, taking into account of the adopted changes and amendments.

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

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

- the existing annexes to PGW have been updated and put into effect since October 1st, 2014: Annex 7 "List of addresses and phone/fax numbers to request and return spare parts for the repair of freight wagons" and Annex 7a "List of addresses, phone/telefax and telex numbers of the railways central bodies, wagon central administrative bodies and central accounting bureaux";
- voting principles in regard to the PGW Rules, as well as the inexpediency to establish the volumetric criteria for adhering to the Agreement have been



Chairperson of OSJD Commission on Freight Traffic
Z. Aspayaeva



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



Meeting of the representatives of the Parties to the ETT Agreement (5-8 May 2015, OSJD Committee)

unanimously agreed upon;
- a comprehensive list of issues requiring further study has been prepared.

The AWG continued to revise the PGW Rules. By the results of the AWG meetings:

- edition of the PGW draft new structure was specified;
- work on the terminology used in the PGW draft new edition was finalised;
- the basic text of all PGW sections continued to be developed according to the PGW new structure and taking into account the terminology used in the PGW draft new edition;



XVIII meeting of the Joint Working Group on PGW Revision (18-20.08.2015, OSJD Committee)

- work to revise the PGW annexes was continued, and the new edition of annexes with specified titles was coordinated;
- new annexes to the PGW Rules have been developed;
- proposals to modify the PGW Agreement have been developed and coordinated preliminary, which then were considered and approved at the meeting of representatives of the Parties to the PGW Agreement (September, 24-26, 2014, Sozopol, Republic of Bulgaria).

During meeting XIII of the AWG on PGW Revision (November 5-7, 2014, OSJD Committee) a discussion was held concerning possible options of coming into force of the comprehensive modifications into the text edition of the PGW Agreement being developed during the PGW revision.

It has been ascertained that in most OSJD member countries represented by the railways in the existing PGW Agreement there have been essential structural changes in the field of railway transport for the past few years. As a result, a number of the parties to the existing PGW Agreement do not fall under qualification as a railway company-carrier or wagon owner by the co-ordinated principles of the draft new edition of the PGW Agreement.

During 2014 the working staff of the OSJD Commission on Freight Traffic prepared and submitted for the railways - Parties to the PGW Agreement all changes into the Rules for the Use of Freight Wagons in the International Traffic (PGW) in the process of their coming into force.

The Harmonised Commodity Code (GNG) has been updated by the OSJD railways for the accounting period. The GNG leading developer in OSJD – Russian Railways JSC prepared draft amendments and modifications into GNG taking into account the proposals of the OSJD railways where the GNG is applied. Amendments and modifications into GNG were approved by the decision of CGD meeting XXIX to come into effect since 1 June 2014. The work was carried out in collaboration with the UIC.

The working staff of the Commission published an updated text of GNG as of 1st June 2014 which layout was presented by the leading developer and sent to the OSJD railways, concerned OSJD observers and affiliated enterprises OSJD.

Within the framework of collaboration between OSJD and UIC, representatives of OSJD railways from Russia (the leading developer), Lithuania, Poland, Romania, Czech Republic and the OSJD Committee took part in the annual meeting of the UIC Steering Committee concerning NHM/DIUM issues (5-6 March 2014, Paris, France) at which modifications and amendments into the NHM versions of 2014 were accepted. During the meeting a fruitful collaboration between OSJD and UIC regarding the harmonisation of GNG with NHM was noted.

The subject “Consideration of issues regarding the creation of a list of freight stations of OSJD railways” was discussed at the meeting of the Commission of OSJD railways representatives.

Experts of the Commission in cooperation with the specialists on coding and IT completed OSJD Leaflet O 405 “Procedures for creation and administration of the list of freight stations of OSJD railways” taking into account the proposals and remarks of OSJD railways by means of introducing amendments. The co-ordinated updated draft text of OSJD Leaflet O 405 the form of II-nd edition was confirmed by CGD meeting XXIX and came into force as of 1st June 2014.

For the initial filling-in of the List of freight stations of OSJD railways in accordance with OSJD Leaflet O 405, the information and updated data were presented by the railways of Azerbaijan, Belarus, Hungary, Georgia, Kazakhstan, Latvia, Lithuania, Moldova, Poland, Russia, Slovakia, Ukraine, Czech Republic and Estonia. The information of the railways is posted on the OSJD Web-site.

Within the framework of the subject “Organisation of large-container traffic in communication between Europe and

Asia" the following works have been performed.

Experts of the Commission presented the information about the work being done in the field of the container trains traffic organisation.

In 2014 the following amount of trains proceeded through the railway network of Kazakhstan: 1810 container trains, including in export direction - 253 container trains (from Kazakhstan to China - 136, from Kazakhstan to the countries of Europe - 19, from Kazakhstan to Russia - 98); in import direction - 543 container trains (from China to Kazakhstan - 285, from the countries of Europe to Kazakhstan - 139, from Russia to Kazakhstan - 113, from Uzbekistan to Kazakhstan - 6); in transit traffic - 1014 container trains (from China to the countries of Europe - 226, from the countries of Europe to China - 28, from China to Uzbekistan - 41, from Uzbekistan to China - 3, from Russia to the Chinese People's Republic - 2, from China to Russia - 2, from Russia to Uzbekistan - 376, from Uzbekistan to Russia - 336). In comparison with the similar period of 2013 the amount of container trains has increased by 94 trains (growth of 105.0%).



Departure of the first KZD container train from the station of Xiangfan on the route Harbin – Hamburg on June 13, 2015

Container trains proceeded in transit through the territory of Kazakhstan on following routes:

- Chengdu (China) – Lodz (Poland) - 45 trains (+15 trains by 2013, have been running since 19th December 2012);
- Zhengzhou (China) – Hamburg (Germany) - 71 trains (+60 trains by 2013, have been running since July, 17th, 2013);
- Chongqing (China) – Duisburg (Germany) - 91 trains (+56 trains, have been running since 19th March 2011);
- Wuhan (China) – Pardubice (Czech Republic) - 16 trains (a new route, have been running since 5th June 2014);
- Wuhan (China) – Lodz (Poland) - 1 train (a new route, was organised on 23rd April 2014);
- Wuhan (China) – Hamburg (Germany) - 1 train (a new route, was organised in December 2014);
- Wiu (China) - Madrid (Spain) - 1 train (a new route, was organised on 8th December 2014).

The Lithuanian Railways JSC pays much attention to the development project of the 'Viking' train of combined transport. A large-scale advertising campaign of this project was performed, a conference with potential customers was held, contracts with the representatives of the sea lines were signed. Joining in 2013 of a Turkish private transport company (which became an operator of the train in Turkey) to the project marked a successful result of the work done by the project participants. On 15th May 2014 the Romanian Railways joined the project and the operator on territory of Romania was confirmed. The technology of processing the 'Viking' train in Turkey and the plan of measures for the development of the 'Viking' project of combined transport till the end of 2014 and in 2015 have been working out. For the purpose of goods traffic increase through the territory of Lithuania a decision was taken to expand the spectrum of services provided by LG and to involve into the process other modes of transport: sea, road and air. In this connection the LG Expedition Department of the Directorate for Freight Traffic has been reorganised into an independent Department for Freight Traffic, which exerts every effort to attract new flows of goods in the direction of Europe – Asia – Europe. In collaboration with partners, regular container trains 'Saule', 'Baltic Wind', 'Baltica-Transit' in the direction of Europe – Asia – Europe have been developing, too.

Within this subject works were carried out in the following directions.

The Russian Railway JSC, being a leading duty holder, updated the database about container trains and contrailer transportation in international traffic on the basis of the data provided by the railways of: Belarus, Bulgaria, Hungary, Georgia, Kazakhstan, Latvia, Lithuania, Moldova, Mongolia, Poland, Russia, Slovakia, Uzbekistan, Ukraine, Czech Republic and Estonia.

It's necessary to note that nowadays 231 block container and contrailer trains have been running on the OSJD railways on the permanent basis, and 199 trains depart when ready.

The actual information about the running container block trains and combined transport on the OSJD railways was published in the "OSJD Bulletin" (Zeitschrift der OSShD) issue No. 6/2014 and posted on the OSJD Web-site, which was prepared by the Russian Railway JSC, being the leading duty holder, together with the working staff of the OSJD Commission on Freight Traffic.

The Railways of Ukraine (UZ), being the leading duty holder, carried out a considerable amount of work to produce a database on the goods transportation volumes carried in large-capacity containers on the OSJD railways in 2013, which was prepared on the basis of the data provided by the railways of Azerbaijan, Belarus, Bulgaria, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Moldova, Mongolia, Poland, Russia, Slovakia, Uzbekistan, Ukraine, Czech Republic and Estonia, as well as the comparative analysis of the data with the year of 2012.

The analysis shows that in 2013 the OSJD railways admitted for transportation 2543 thousand TEUs and is handed

over 2536 thousand TEUs that in comparison with 2012 is less by 1.4% and by 2.5% accordingly (without taking into account of KZD data).

The experts of the Commission noticed that when performing this task the KZD data are of great importance as for today China occupies a leading place in the field of container transport in the Eurasian railway space.

The Russian Railways JSC, being a leading duty holder, have updated and administered the electronic version of the Directory "Transportation of large-capacity containers and trailers in traffic Europe-Asia". The actual information has been presented by the railways of Azerbaijan, Belarus, Latvia, Lithuania, Moldova, Mongolia, Poland, Russia, Ukraine and Estonia.

Experts of the Commission adopted the "Recommendations for the development of goods transport in container trains along the Eurasian transport routes" which reflect the basic lines of activities of railway companies in regard to the development of goods transport in container trains along the Eurasian transport routes.

A large amount of work has been performed by the railways for the accounting period in the field of goods transport organisation with the use of CIM/SMGS consignment note. The purpose of this work is to expand the geography of practical application of the CIM/SMGS consignment note in the Eurasian railway space.

The representatives of railways noted that the CIM/SMGS consignment note had been actively applied since the moment of its introduction. The customers' concern towards transportation under this document has been increasing with every passing year. The amount of international traffic under the CIM/SMGS consignment note increases in such projects as: container trains from Chongqing to Duisburg, transportation of car accessories from the countries of Western Europe to Russia (Kaluga, Nizhni Novgorod, Vorotynsk).

According to the information of DB Schenker Rail, the company has been actively working to facilitate the application of the CIM/SMGS consignment note in the transportation from China to the European countries since the end of 2012. 3000 CIM/SMGS consignment notes had been issued in this traffic since November 2012 till the end of 2014.

It was noted that due to the reduced time spent on the borders, prevented mistakes in carriage documents and general improvement of quality in the organisation of transportation, the customers show an increased interest in applying the CIM/SMGS consignment note in the opposite direction as well: from the countries of Europe to China.

During 2014 the DB Schenker Rail company together with the 'TransEurasia Logistic' operator organised a number of container trains from the countries of Europe to China. By the end of 2014, already 19 container trains from Duisburg to Chongqing had been transported. The freight volumes, preliminary declared by the customers for 2015, equal 36 container trains. Other routes are also under the development, and there is a customer interest in applying the CIM/SMGS consignment note for the traffic between Europe and Asia in both directions.

The Byelorussian Railway (BC) is open for the carriage of goods under the CIM/SMGS consignment note in all directions. Most of the goods passing through the border crossing point of Brest/Terespol are carried under the CIM/SMGS consignment note.

In 2014, 48281 containers proceeded transit through the Byelorussian Railway, of which in the direction of West – East - 24489 containers (from Germany, Poland, Slovakia, Czech Republic and France in the direction of Russia), and 23792 containers in the direction of East – West.

In 2014, 3605 containers were shipped from the station of Brest-Northern (the Republic of Belarus) to the countries of Western Europe under the CIM/SMGS consignment note, of which 3239 empty private large-capacity containers, including 124 containers - to Germany, 185 containers - to Poland, 1053 containers - to Slovakia, 1877 containers - to the Czech Republic, as well as 366 loaded large-capacity containers, including 24 containers - to Poland, 52 containers - to Slovakia, 4 containers - to Slovenia, 286 containers - to the Czech Republic.

125 containers arrived in import communication under the CIM/SMGS consignment note from the countries of Western Europe to the Republic of Belarus with a final destination of the station Brest-Northern of which 73 containers - from Germany, 51 containers - from Poland, 1 container - from the Czech Republic.

In 2014, 157 CIM/SMGS consignment notes were issued for the wagon-load shipments from the station of Brest-Northern with a destination of the countries of Western Europe, of which 124 shipments - to Germany, 10 shipments - to Poland, 22 shipments - to Slovakia, 1 shipment - to the Czech Republic.

According to the "National Company 'Kazakhstan temir zholy'" JSC (KZH), 91 container trains or 3845 TEUs were organised and ran



Freight transportation on the Railways of Finland

in 2014 in communication China – Germany under the use of the CIM/SMGS consignment note along the route Chongqing – Dostyk – Duisburg.

20664 shipments were sent through the Railway of Moldova (CFM) in 2014 under the use of the CIM/SMGS consignment note, of which in transit directions - 18919 shipments, import from Poland and Romania made up 1745 shipments. The main types of goods transported with use of the CIM/SMGS consignment note have been:

- into the Republic of Moldova - fuel, gasoline, white spirit, glass, sugar;
- in transit traffic - ore and iron concentrates, coal, gas, sugar, fertilizers.

Application of the CIM/SMGS consignment note was declared by the Railway of Moldova SE in all export-import and transit directions without pre-coordination.

Container train No. 1152/1151 is planned to be sent in the direction of Poland – Ukraine – Moldova (via Slawkow – Izov – Mogilev-Podolski – Rybnitsa) with the use of the CIM/SMGS consignment note.

The main types of goods carried by the Russian Railways JSC under the use of the CIM/SMGS consignment note are as follows:

- to the Russian Federation: spare parts and accessories for motor vehicles; bodies for motor-cars and other motor vehicles designed for the transportation of passengers; empty railway wagons; parts and accessories of bodies; car bumpers and their parts; less-than-a-wagon loads; pallets, baffles and other loading boards; containers of large-carrying capacity;
- from the Russian Federation: tanks, barrels, canisters and similar vessels made of ferrous metals for any substances; empty containers of large-carrying capacity; boxes, cases, baskets and similar products made of plastic; boxes, packing cases and crates or baskets, drums and similar tare made of wood; other parts and accessories of bodies (including cabins); parts and accessories of motor vehicles; elevators or conveyors of continuous action; other products of ferrous metals, except wire products; less-than-a-wagon loads.

In total, in 2014 the Russian Railways JSC carried 66078 shipments with the use of the CIM/SMGS consignment note (container and wagon-load), including 94934 containers. As a whole, a slight decrease in the number of shipments and of carried containers is observed under the use of the CIM/SMGS consignment note, by 21.8% and 18.5% accordingly as compared to 2013. With a general decrease in transportation with the use of the CIM/SMGS consignment note, transit freight traffic showed positive dynamics and increased by 6.2% in 2014.

The export-import traffic under the use of the CIM/SMGS consignment note was underway in 2014 in the direction of the following countries: Hungary, Germany, Italy, Poland, Romania, Slovakia, Turkey, France, Czech Republic, Sweden. The maximum volume of transportation with the use of the CIM/SMGS consignment note was noted in the traffic with Germany (import - 881 shipments (wagon-load and container), including 9594 containers, export - 9345 container loads, which equals the number of the transported containers); with Romania (import - 17158 shipments (wagon-load and container), including 5229 containers); with Slovakia (import - 4029 shipments (wagon-load and container), including 20212 containers; export - 4262 container loads or 20513 containers); with the Czech Republic (import - 10477 shipments (wagon-load and container), including 10374 containers; export - 10188 container loads, which is equivalent to the number of transported containers).

Most notable in transit traffic of goods with the use of the CIM/SMGS consignment note are those in the following communication: Romania – Kazakhstan/Kyrgyzstan/Uzbekistan (302 shipments, including 301 containers), Slovakia – Kazakhstan (1389 shipments, which is equivalent to the number of containers), Czech Republic – Kazakhstan (2580 shipments, which is equal to the number of containers), China - Germany (3165 shipments, which is equivalent to 1389 containers).

According to the Freight One JSC (OSJD affiliated enterprise), the CIM/SMGS consignment note had been issued for the carriage of 114 Freight One wagons in the direction of West – East for 5 months of 2014. The main transportation route of Freight One covered wagons was as follows: departure station of Chop (export from Romania, transit via Ukraine) destination to the stations of the Moscow Railway of the Russian Railways JSC, cargo type - construction materials of natural stone. The transportations, organised under the application of the CIM/SMGS consignment note, make up 24% of the whole amount of the Freight One wagons loaded in the Chop/Batevo transfer area.

According to the TransContainer PJSC (OSJD affiliated enterprise), the container trains composed of the TransContainer wagons with the use of 40-foot containers, run under the projects of the Volkswagen and Peugeot-Citroen



Passenger rolling stock of Latvian Railway

companies. In the long term, whenever possible, application of the CIM/SMGS consignment note is planned. Under the CIM/SMGS consignment note 16695 shipments had proceeded for the 9 months of 2014 in the direction of East – West, in the direction of West – East - 10211 shipments, which proceeded as part of container trains.

More than 99% of the goods passing through the Polish Railways network under the CIM/SMGS consignment note, are carried by the PKP Cargo JSC in transit via Poland as intermodal in the direction from the countries of Europe to Russia and Kazakhstan.

In 2014 the PKP Cargo JSC carried under the CIM/SMGS consignment note in the direction of East – West 20176 shipments of timber products and intermodal loads, whereas in the direction of West – East - 11383 shipments with glass materials, cars and devices, intermodal loads.

According to the CD Cargo JSC, 11215 shipments were carried in 2014 under the CIM/SMGS consignment note (export - 5682, import - 5533). In the direction of Russia the application of the CIM/SMGS consignment note has reached: in export direction - 84%, in import direction - 90%; in the direction: of Belarus - import 68%; of Kazakhstan - export 89%; of Ukraine - export 1% and import 2.5%.

Transportation of goods under the CIM/SMGS consignment note on the Railways of Ukraine reached 69670 shipments in 2014 which exceeds by 1.2 times the amount of shipments carried in 2013 (57814 shipments). They included: 54453 wagon-load shipments (export - 39735, import - 1820, transit - 12898), and container - 15217 shipments (export - 626, import - 48, transit - 14543). The basic cargoes transported with the use of the CIM/SMGS consignment note by container shipments were as follows: empty containers for loading in Romania; wagon-loads - wood and timber products, metal rolling, chemical fertilizers, quartzite, sugar, etc. In 2014 under the CIM/SMGS consignment note the traffic was as follows: into Ukraine - from Germany, Romania, Slovakia, Czech Republic; transit through Ukraine - from Romania, Slovakia, Czech Republic to Kazakhstan and Russia, from Russia to Slovakia.

The main types of goods transported under the CIM/SMGS consignment note by containers: empty containers for loading in Romania, timber products, chip wood boards, spare parts for motor-cars, wooden tare (return). The basis of the wagon-load shipments make up the timber goods, metal rolling, chemical fertilizers, ore and concentrates, scrap paper, steel, gasoline, sugar, fissile dressing compound, return of own empty open wagons and tanks.

According to the Georgian Railway JSC, transportation of goods under the CIM/SMGS consignment note is not carried out for today on the Georgian Railway network. GR shows its interest to carry out in future such a transportation under the use of the CIM/SMGS consignment note along the railway line of Baku – Tbilisi – Kars (Turkey), the construction commissioning of which is planned for 2015.

According to the National Unitary Enterprise “Rohi Ohani Tojikiston” (TDZ), transition to the CIM/SMGS consignment note for the Tajik Railway has certain complexities as all TDZ Border Crossing Points in the international traffic are connected with transit traffic through the railway network of the Republic of Uzbekistan. Experts of the corresponding TDZ services and divisions carry out certain work towards the development of procedures for transition to the application of the CIM/SMGS consignment note in collaboration with the specialists of the State Railway JSC “Uzbek Railways” (O‘zbekiston temir yo‘llari - UTI).

According to the State Railway JSC “Uzbek Railways” (O‘zbekiston temir yo‘llari - UTI), as for today transition and application of the CIM/SMGS consignment note seems to be not possible. The question of the CIM/SMGS consignment note application when organising import, export and transit transportation is being studied, and when structural and linear UTI divisions are ready to apply this consignment note, the OSJD Committee will be informed additionally.

In 2014 experts of involved OSJD railways discussed a possibility to continue further working under the joint projects of UNESCAP/OSJD. The “Kazakhstan Temir Zholy National Company” JSC (KZH) being a leading duty holder presented materials about the work progress under the joint projects “Planning and organisation of demonstration runs of container trains along the Northern Corridor of the Trans-Asiatic Railway” (further on referred to as Project 1) and “Efficiency increase of the Eurasian routes giving special attention to the land-locked countries of Asia and the Caucasus region (stage III) (further on referred to as Project 2).

Project 1. According to the Ulan-Bator Railway JSC, in 2013 and in the 1st quarter of 2014 container trains were organised and ran in communication Europe – Asia – Europe on the following routes: Hamburg – Brest –



A passenger train on Mongolian Railway



A modernised electrical locomotive of Romanian Railways

Naushki – Zamyn Uud – Beijing/ Zhengzhou; Chengdu – Zhengzhou – Zamyn Uud – Brest – Duisburg/Lodz.

According to the “Kazakhstan Temir Zholy National Company” JSC (KZH), container trains organised and ran through the territory of Kazakhstan in communication Europe – Asia and Asia – Europe along the following routes: Czech Republic/Finland/Latvia/Lithuania – Kazakhstan; Aksu – Dostyk – China; Zhynishke – Riga-Krasta; Chengdu/ Wuhan/Zhengzhou/Chongqing – Dostyk – Lodz/Hamburg/Duisburg; Muuga – Saryagash – Ulugbek; Qingdao/Lianyungang – Ablyk/ Alamedin.

– Almaty”. Within the framework of the Economic Cooperation Organization (ECO) the “Kazakhstan Temir Zholy National Company” JSC carries out work to improve the container goods logistics coming from the Persian Gulf States, Turkey, Iran in the direction of Kazakhstan by means of composing container trains, which facilitate the process of goods delivery, covering distances by rail with minimum costs and time as compared to the sea transport.

KZH, as a concerned party, when completing preparation for the demonstration run of a container block train, has been repeatedly addressing the ECO Secretariat since 2001, with a request to facilitate the performance by other railway administrations of the decisions taken during the last meetings. However, it has not brought any visible results. The train time-table has not been coordinated yet. The issues regarding carriage tariffs and conditions for which KZH presented its proposals, have not been solved yet either.

The uncompleted works have affected the container trains departure. The trains with containers departing from Istanbul have been allocated the status of a container train with a train length of not more than 22 wagons. Due to the fact that the train time-table was not confirmed, trains departed at any time chosen. The time for crossing the railways on the route exceeded considerably the time planned for a container train. The trains were uncoupled on the way (in Turkmenistan), and only some individual containers arrived in Almaty as part of ordinary trains.

On 2 March 2014 the city of Teheran hosted a meeting of the High-Level Working Group (HLWG) dealing with the project of “Organisation of regular container trains on the route Bandar Abbas – Almaty” conducted within the framework of ECO with participation of the delegations from the countries, through which territories the route passes: Islamic Republic Iran, Republic of Kazakhstan, Turkmenistan and Republic of Uzbekistan, as well as representatives of ECO and OTIF.

The meeting discussed the primary goals and ways of development in the organisation of container trains traffic on the route Bandar Abbas – Almaty (train makeup plan, tariff conditions, use of route tracing system to ensure safety and security of goods, goods consolidating centers in both directions, technical specifications and train parameters, etc.).

As priority the existing basic transport routes have been defined in communication Asia – Europe – Asia through the Kazakhstan border crossing point with China (Dostyk/Alashanko) on the line Dostyk – Ilets-k-I, Russian border crossing points with Mongolia (Naushki) and China (Zabaikalsk), Far-East Russian ports (Nakhodka, Vladivostok, Vostochny), on which regular container trains run nowadays.

Further on the routes could be diversified by the railway administrations concerned taking into account favorable technical, economic and other conditions in the direction of overland border crossing points, Baltic or Black-Sea ports, etc.

When defining the basic consolidation regions of potential goods flows the project participants addressed the Railway Administration of the Chinese People’s Republic to provide information about the capacities of the Chinese Railways in the field of organisation and running of regular container trains in the direction Asia – Europe – Asia.

The timetables for freight trains of the European railways and the 1st group of OSJD railways in the international traffic have been drafted and agreed upon for 2014-2015. Work has been carried out within the framework of cooperation with the international organisation of Forum Train Europe (FTE).

The transportation volumes of the foreign-trade goods for 2013 have been summed up.

The railways of the Socialist Republic of Vietnam, Republic of Kazakhstan, Chinese People’s Republic, Democratic People’s Republic of Korea, Mongolia and Russian Federation with participation of representatives of the foreign trade organisations of these countries coordinated the transportation volumes of the export, import and transit goods for 2014 with their distribution by quarters and by types of goods for each border crossing point, as well as technical and organisational measures to provide the coordinated volumes were developed.

1.4. Passenger Traffic

In 2014 the activities carried out by OSJD Commission for Passenger Traffic were in compliance with the Work Schedule and Programme approved at the Conference of Authorised Representatives of the Ministers and Conference of General Directors and were related to arrangement of passenger train operation, development and approval of applicable timetables, rail transport schemes, rendering all the necessary services to passengers, development of passenger traffic and adherence to international train sheets.

OSJD Commission for Passenger Traffic managed to get an approval of applicable timetables, passenger rail transport and rail car provision schemes in international carriage in the reporting year for 2014-2015 in relation to Group I railways (BC, BDZ-EAD, MAV, KZH, LG, CFM, PKP, RZD JSC, CFR, ZSSK, UZ and CD) and for 2015-2016 with respect to Group II railways (VZD, KZH, KZD, ZC, UBZD and RZD).

Based upon materials made available at the aforesaid meetings EuroAsia Rail 2015 (International Passenger Train Timetable) was published.

The number of routes where passenger and through trains are used in international traffic continuously decreases. Due to significant reduction of passenger throughput and negative financial results as from December 14, 2014 Federal Passenger Company JSC cancelled Train No. 15/16 Moscow – Budapest and Train No. 59/60 Moscow – Sofia as well as direct coaches being part thereof and going to Bratislava and Belgrade, Train No. 51/52 Saratov – Varna including direct coaches being part thereof and going from Saratov to Sofia and Ungheni and from Rostov to Varna since the checkpoint at Krasnaya Mogila (Donetsk Railway) has been closed. Moreover, the situation has been complicated by withdrawal of UZ from the Agreement on the Rules for the Use of Passenger Coaches in International Traffic (Agreement on PPW). As a result, the coaches' transition to other gauge is to be regulated under bilateral agreements with a obligatory 100-percent payment for such a transition by the owners thereof. As well, CFR has notified of applicability of commercial terms and conditions to international trains running through Romania, thus considerably increasing the cost of carriage for passengers and challenging the feasibility of a train running from Varna to Sofia.

A great work was performed as to acceleration of the existing international trains composed by Federal Passenger Company JSC in relation to the timetable for 2014-2015.

The volume of international passenger traffic (Group II Railways) remained unchanged, but for cancellation of Train No. 309/310 Grodekovo – Sufenhe effective as from October 1, 2014.

An item having regard to adherence to the international passenger train timetable by border checkpoints was put on the agenda of the aforesaid meetings as well. Notwithstanding the progress made in general, most trains continued to run through PKP-BC and CFR-UZ border checkpoints with delays. Irrespective of the measures taken upon development of the timetable (i.e. the timetable has been amended as appropriate) Train No. 382/60 running from Sofia to Moscow continues to arrive to UZ with delays. The need to wait for a loco at Ruse Railway Station and customs work at Giurgiu Nord Railway Station etc are deemed the underlying reasons of those delays.

The following items were put on the agenda of the meetings held in relation to the Booking System, Passenger Information Support, Services and Mutual Accountings by railways experts:

- Development of electronic booking systems as a tool used to improve customer



Chairman of OSJD Commission on Passenger Traffic
V. Kashanau



Specialist of OSJD Commission on Passenger Traffic
Tran Phi Thuong



Meeting participants of the OSJD Commission on Passenger Traffic on the subject "Systems of seat reservation, reference and information service for passengers, provision of services and mutual accounting for transportation" (10-12.02.2015, OSJD Committee)

and information support services and passenger carriage management techniques;

- Information support and issue of travel documents for UZ trains in international carriage by foreign railways using UZ Passenger Traffic Automated Control System;
- E-tickets and applicability thereof in passenger traffic;
- Issuing tickets to Polonez train specifying the overall cost in a single form (ticket + seat);
- Reviewing the amendments made to OSJD/UIC Leaflets No. 918 concerning booking systems;
- Supplementing OSJD/UIC Leaflets No. 918-1 with Rail Car Owner component;
- Generating and handling a new component of OSJD/UIC Leaflets No. 918-1 (Restricted Cancellation Time);
- Generating and processing information related to Component No. 4 and No. 20 (Leaflets No. 918-1)
- Reviewing a list of OSJD/UIC Leaflets to be posted to OSJD Web site specifying responsible railways of OSJD member states per each Leaflet;
- Approving restrictions as to the number of seats to be booked in the international passenger trains running backwards upon timetable modification.



Participants of the solemn ceremony devoted to the arrival of the anniversary train Moscow – Nice marking the 150th year of railway connection between Russia and Nice (January 24, 2015, Nice, France)

In 2014 **Byelorussian Railway** issued 540K tickets online (5.79%) vs 3.26% in 2013. 420K tickets were issued with online check-in (77.7%), thus considerably decreasing work load on booking clerks.

A set of marketing initiatives was developed and introduced in cooperation with Federal Passenger Company JSC aimed at promoting demand for passenger carriage as follows:

- For the purpose of ensuring proper distribution of seats in the Wagons a reduction factor equal to 0.9 was introduced and applied to the ticket price for the passengers intending to buy side seats in the couchette Wagons;
- For the higher occupancy of Passenger Coaches a discount equal to 10 per cent was introduced for the passengers intending to buy round trip tickets in relation to specific trains and routes;
- The differentiated tariffs were applied (i.e. discounts and premiums) depending on the date of purchase.

The transaction self-service terminals used to sell tickets to the regional business class trains as well as interregional and international trains were tested at Minsk-Passazhirsky Railway Station in the mode allowing it to receive tickets previously paid online.

The work aimed at introducing automated boarding control system based on mobile ticket verification terminals is being carried out.

In June 2014 software allowing it to use graphic representation of vacant seat distribution in a rail car was introduced as well (regional business class trains No. 734/733 Minsk – Orsha, No. 738/737 Minsk – Orsha, No. 744/743 Minsk – Bobruisk, No. 746/745 Minsk – Bobruisk, No. 771/772 and No. 773/774 Minsk – Molodechno and international passenger train No. 805/806 Minsk – Vilnius).



A new double-decker passenger EMU of Slovakian Railways

As from July 1, 2014 BC joined the MERITS-PRIFIS project.

The **Hungarian State Railways** continue to develop the online segment. Any customer is in a possession to buy tickets either online or using his mobile phone. Each conductor has a mobile phone which along with verification of validity of train tickets allows it to supervise the route of any respective train, applicable timetable, contact telephone numbers of any respective service or agency, full name of the loco driver or any member of a train crew and call the police station, if neces-

sary. The train timetable is monitored online and information on any delay is displayed (if any).

The **Railway of Kazakhstan** implements a large-scale project providing for introduction of tickets sale and boarding techniques using fiscal e-tickets. The following milestones have been completed to date within the framework of the foregoing project:

- Express Automated Control System has been upgraded;
- The e-tickets have been made subject to overall fiscalization; the storefront has been upgraded and a transfer to a new fiscal e-ticket effected;
- The pilot fiscal ticket terminals have been mounted at 5 railway stations and 10 trains equipped with mobile terminals for passenger car attendants;
- Sales of fiscal e-tickets with online check-in commenced; boarding is ensured using an electronic sheet comprising 90 trains;
- As from March 12, 2014 the Center for Online Sales is functioning at Astana railway station (26 automated booking terminals);
- The interaction regulations have been approved by Federal Passenger Company JSC regulating online registration of passengers traveling by international passenger trains;
- A dynamic tariff regulation system has been introduced on October 1, 2014 used to modify tariffs depending on the booking pattern and demand;
- The e-ticket issuing and fiscal automated system follow-up functions have been outsourced as from October 2014.

As from June 1, 2014 JSC **Lithuanian Railways** and Byelorussian Railway agreed to render online check-in services to passengers traveling by international trains composed by LC and BC and running from Minsk to Vilnius and backwards. This service is rendered to passengers buying tickets online at BC Web site. In view of the distinguishing features of the customs and border control at Vilnius Railway Station as from August 22, 2014 the trains running from Vilnius to Minsk have been made subject to obligatory online check-in.

The **Polish State Railways** have upgraded the software allowing it to ensure interaction with Express Automated Control System to the extent of issuing tickets to groups of passengers without any restriction as to the number of seats (both adult and child fares).

As from December 15, 2014 the Polish State Railways have put into operation new high speed Pendolino ED250 Express InterCity Premium (EIP) trains which ensure higher level of service and represent a new generation of passenger trains in Poland.

The **Russian Railways** introduced new RIC Coaches in international train No. 31/32 Moscow – Helsinki and No. 21/22 Moscow – Prague as from June 1 and August 1, 2014 (respectively). Each new rail car includes eight 4-seat sleeping compartments (two lower and two upper berths). The tickets are sold on a mixed type basis (first or second class at the discretion of the passengers); provided that the fare applicable to aforementioned trains remained unchanged.

As from July 2014 the tickets for Lev Tolstoy train No. 32/31 running from Moscow to Helsinki have been sold at a discount within the period from September 6, 2014 to December 13, 2014. The discount depends on the date of purchase. The aforesaid discount applies neither to tickets bought to any of the railway stations located within the territory of a single state (i.e. Russia or Finland) nor to groups of passengers. The discount is not added to the child fare or any other benefit whatsoever.

As from May 15, 2014 tickets are sold 60 days prior to the departure date to 7 pairs of trains running to the Republic of Belarus.

In June 2014 a service was made available providing for online check-in to international trains running from Finland to Russia and to the Republic of Kazakhstan (No. 325/326 Novosibirsk – Almaty and No. 71/72 Astana – Moscow).

Tickets can also be purchased with a payment made upon expiry of a certain period of time. It allows it to book tickets online through the dedicated Web site and pay for them at the ticket offices. The tickets are paid as soon as



A passenger train of Vietnamese Railway



A new double-decker passenger EMU 'Stadler' for Azerbaijani Railways

the purchaser is issued the relevant travel documents at the ticket office. The Express system provides for another mode of payment allowing any intending buyer to pay for previously booked tickets within a specified period of time. Upon any failure to pay as appropriate the e-tickets so booked are cancelled without any penalty payable.

The **State Administration for Railway Transport of Ukraine** continues to develop online tools designed to buy train tickets. As from the beginning of 2014 7.4 mln. e-tickets were issued, including app 1.9 mln. boarding passes allowing it to board directly without any application to the ticket office. The boarding passes are

issued to 93 inland trains, including but not limited to, InterCity. Upon boarding using the aforesaid boarding passes a passenger car attendant verifies personal data and scans a QR-code using a mobile document verification terminal. 1,374 mobile document verification terminals are used in total to verify e-tickets.

E-tickets are sold using a dedicated automated workstation. These have been installed at 379 ticket offices. UZ as well intends to supplement a list of trains and increase the number of ticket offices for e-ticket issue purposes. Currently, there is a Memorandum made by and between UZ and Ministry of Education of Ukraine which regulates sales of e-tickets to the students with verification of validity thereof through the Unified database maintained by the Ministry of Education of Ukraine. As such, any use of invalid documents for the purpose of purchasing discounted tickets is prevented. Subsequently, this service will be made accessible as well through the official Web site of the State Administration for Railway Transport of Ukraine.

In July 2014 UZ executed a Memorandum of Cooperation with UIC which provided for accession of the former to MERITS-PRIFIS project, thus allowing it to increase the volume of sales of tickets to international trains.

As from December 14, 2014 the **Czech Railways** presented a new Railjet train running from Prague to Vienna. As a result, the travel time was reduced by 40 minutes. These trains run each two hours in the daytime.

CD ticket offices provide information as to the rail car, seat location and vacant seats. Currently, the work is underway to ensure interaction with OBB booking system, so that the information as to the vacant seats is made available as appropriate.

The international conference "Ticket Sales Using Up-To-Date Techniques" organised by the Federal Passenger Company JSC being OSJD observer was held on May 13-14, 2014 in Sochi (Russian Federation).

In 2014 one meeting was held at OSJD Committee as to improvement of the Agreement for International Fares.

The draft Agreement for International Fares as amended and the fares themselves were put on the agenda of the foregoing meeting and presented by JSC Russian Railways with comments provided by BC, RZD and UZ.

According to the application filed as appropriate LG withdrew from the Agreement for International Fares on October 1, 2014.

Pursuant to the Work Programme 2014 one meeting was scheduled with the improvement of the Agreement on the Use of Passenger Wagons in International Traffic and applicable Regulations put on the agenda thereof. However, due to unavailability of the necessary quorum, comments and proposals having regard to the aforesaid Agreement and Regulations the meeting was not held as scheduled. No proposals related thereto were submitted to the attendees of the summarizing meeting as well.

The State Administration for Railway Transport of Ukraine withdrew from the Agreement on the Use of Passenger Wagons in International Traffic upon request thereof on January 1, 2015.



Passengers boarding the new double-decker passenger train Moscow – Voronezh of the Russian Railways (31.07.2015, Kazanski railway station, Moscow)

1.5. Infrastructure and Rolling Stock

The OSJD Commission for Infrastructure and Rolling Stock continued its work in 2014 aimed at addressing pressing and long-run issues related to technical and engineering support. The focus areas thereof were determined based on the results obtained in 2013 and pursuant to the resolutions adopted at the joint meeting of the authorized representatives of the Ministers and Conference of General Directors. In 2014 the Commission continued its work focusing on the following five areas:

- Gauges and Dimensions of Railway Rolling Stock in International Traffic with due regard to Interoperability,
- Rail Track and Engineer Structures,
- Signaling, Interlocking and Communication Networks,
- Power Supply and Power Traction,
- Railway Rolling Stock. Technical Specifications.

In total, one annual meeting of OSJD Commission for Infrastructure and Rolling Stock and 11 meetings of expert panels were held in the reporting year.

As to the Gauges and Dimensions of Rolling Stock in International Traffic with due regard to Interoperability the work was performed in cooperation with UIC and OTIF.

The following Leaflets were developed by the dedicated expert panels:

- Establishment and Maintenance of Databases as to Practicability by Railway Directions in terms of Rolling Stock Dimensions and Allowed Axle Load per Meter of Track;
- Kinematic Calculation of Horizontal Restrictions applicable to the Rolling Stock, Obstruction Clearance and Track Centers;
- Approval of Roll-On Transportation of Rolling Stock in International Railway Traffic (West-East and East-West).

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

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

The following draft documents were reviewed, amended and approved at the meetings of dedicated expert panels in 2014: Elastic Rail Fasteners with Sk12, Sk14, Sk124 and Sk121 Terminals; Methods of Identification and Analysis of

Rail, Welded Joint and Rail Switch Component Defects using 3D Flaw Patterns (new draft Leaflets); Recommendations as to Definitions related to Track Construction and Maintenance Technical Specifications (updated draft Leaflets); Recommended Non-Ballast Upper Track Systems used to Design, Construct and Overhaul Engineering Structures (new draft Leaflets); Criteria for Evaluation of High Speed Track Under Ballast Mats and Methods of Identification of Qualitative Specifications thereof (updated draft Leaflets); Recommendations for



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



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



Expert meeting participants on the subject "Signaling, interlocking and communications networks" (25-27.08.2015, OSJD Committee)



Passenger EMU of the Railway of Moldova

Development of Repair Techniques applicable to Stone and Concrete Bridge Arms (updated draft Leaflets). Moreover, the Commission approved the Definitions for Rail Bonds and Crossings (updated draft Leaflets) and acknowledged that these should be used both as recommendatory and obligatory Leaflets.

The technical and engineering issues related to the structure, composition and redesign of tracks and engineer structures based on the recommendations made available by the railway experts once resolved in 2014 shall allow it to promote safety of train traffic, increase reliability of technical means and efficiency of investments.

The railway experts continued their work related to the “Interlocking, signaling and communication networks” in the reporting year. The dedicated expert panels developed and the Commission approved new Leaflets regulating the operation of rail automated and remote control systems and devices. These provide for higher reliability and safety of train traffic and allow it to select the most suitable pattern for mounting up-to-date management and control systems at the existing railroads depending on the train traffic and speed as well as introduce a new testing and monitoring system applicable to railway automated and remote control devices.

In 2014 the dedicated expert panels analyzed the existing signaling Leaflets and recommended to revoke five of them (these were cancelled upon approval thereof by the Commission).

As to the “Power supply and power traction” two new Leaflets were developed in 2014. These included recommendations made available by the relevant professionals. The aforesaid Leaflets were approved by the Commission as recommendatory. The introduction thereof by the railways shall allow it to increase reliability of power supply ground systems employed at the electrified tracks and use advanced over-voltage suppressors thereat.

The Commission revoked four existing Leaflets based upon recommendations of the dedicated expert panels since these were out of date due to changing operating environment.

As to the railway rolling stock and related technical specifications the dedicated expert panels developed the following new Leaflets: “Definitions applicable to electric and diesel-mechanical propulsion” (Part II. Traction Rolling Stock); “Recommended technical specifications of collector bows for electric traction rolling stock”; and “Recommended materials for collector bow inserts (sheets)”. The foregoing Leaflets were approved at the summing-up meeting of the Commission as recommendatory. The draft joint OSJD/UIC Leaflet (“Passenger coaches. Technical specifications of bogies with adjustable wheel-sets designed for 1,435-mm and 1,520-mm gauge tracks) was reviewed at the expert meeting as well.

As a result of effective work carried out by the experts representing 15 entities (railways) from OSJD member states and attending the relevant dedicated meetings of the Commission in 2014 (primarily, RZD, UZ, MAV, PKP and BC which contributed greatly to the work aimed at addressing the aforesaid issues) as well as experts representing international organisations and OSJD affiliated enterprises which in the course of the year were joined by other experts too the following deliverables were made available: 10 new and 12 updated technical specifications (Leaflets of recommendatory nature) and two new and three updated draft (both obligatory and recommendatory and obligatory) Leaflets were accorded for further approval by the 30th meeting of the Conference of General Directors to be held in 2015.



A high-speed electrical train 'Pendolino' of Polish Railways

1.6. Coding and Information Technology (IT)

In 2014 the OSJD Permanent Working Group on Coding and IT (PWGCI) carried out its work in accordance with the resolutions adopted by the Conference of General Directors (Authorized Representatives) of OSJD Railways in cooperation with UIC, CIT and CCTT for the purpose of ensuring further development of Eurasian railway traffic.

Coding and IT

Draft Leaflets No. O 920-11 "Unified digital coding of information related to any damage or malfunction of any part of a wagon caused thereto or discovered abroad" have been jointly developed by UIC and OSJD. The final PWGCI meeting has approved the aforesaid draft Leaflets and resolved to continue cooperation with UIC in relation thereto in strict compliance with the available procedure.

UIC Leaflets No. O 428-1 "International sorting system applicable to freight wagon-load traffic" has been adapted to terms and conditions available in OSJD member states, approved and posted to OSJD Web site as a project.

As a result of collaboration with the OSJD Commission on Transport Law as to the subject "Unification of the shipment IDs specified in the SMGS consignment note" PWGCI recommendations related to the completion of column 21 of the consignment note are expected to be taken into account.

In May 2014 the 68th meeting of the Joint UIC and OSJD Group for Coding and IT was held which was attended by duly authorized representatives of 14 entities. Eight items were put on the agenda thereof related to collaboration of the aforesaid organisations.

The work having regard to allocation of 4-digit codes upon application of railways has been carried out jointly with UIC. As of December 31, 2014 the overall number of codes either amended or allocated as appropriate totaled 51 pcs.

The "List of Coordinators of Joint UIC and OSJD Leaflets" has been reviewed and updated. The foregoing list has been resolved to be published both by UIC and OSJD.

The "List of companies managing infrastructure facilities and other legal entities participating in freight carriage by rail pursuant to RIC" has been updated together with the titles in Russian.

Paperless Freight Carriage in International Rail Traffic

Since development of the SMGS electronic consignment note specifications is related to the terms and conditions of the aforesaid SMGS Agreement and Service Instruction thereto as amended upon review thereof, PWGCI work was aimed at putting those documents specified in the SMGS Agreement into operation seamlessly. Given that PWGCI experts shared the similar vision that structured data shall be made available upon completion of all columns in the SMGS consignment note. The final meeting updated the application to be filed with OSJD Commission on Transport Law for certain amendments to be made to the Freight Carriage Regulations attaching notes as to data coding when completing an SMGS consignment note.

The meeting of PWGCI experts held in October 2014 reviewed information made available by railways of OSJD member states as to the progress in implementation of projects having regard to information support of international freight carriage.

Moreover, information having regard to implementation of projects by JSC "Kazakhstan Temir Zholy National Enterprise" (KZH) and State JSC Latvian Railway (LDZ), as well as updated data delivered by the State Administration for Railway Transport of Ukraine (UZ) has been made available at the final meeting of PWGCI. PKP Cargo stated that data exchange volumes were equal to those available in 2013. On December 15, 2014 the relevant data was as well updated by Byelorussian Railway (BC) as appropriate.

The final meeting of PWGCI emphasised that Holding BDZ, KZD, UBZD and CFR Marfa failed to make any relevant information having regard to the electronic data exchange available as appropriate in 2014 irrespective of several prior requests and resolutions of XXVII and XXIX meetings of the Conference of General Directors.

BC experts have developed and PWGCI reviewed and approved the Leaflet "General recommendations for transition to the electronic documents in international freight carriage" with a recommendatory status and ID R 942-1 assigned thereto.

JSC "Russian Railways" being the leading duty holder in terms of Leaflets O+R 943 has updated INVOICE and IFTMIN



Specialist of OSJD PWG
on Coding and IT
P. Šabik



Expert meeting of the OSJD Permanent Working Group on Coding and IT
(24-25.03.2015, OSJD Committee)

electronic documents as provided by the supporting data (i.e. invoice/commercial invoice and packing list, accordingly) with respect to preparation of preliminary briefing of the customs bodies of the Customs Union as of October 1, 2014. The aforesaid Leaflets have been coordinated and delivered to XXX CGD meeting for further approval.

PWGCI meeting has coordinated draft OSJD Leaflets O+R 944 "List of classifiers and data entry codes. Library of codes applicable to the freight traffic under the SMGS conditions" taking into account the modifications introduced by the leading duty holder from the Russian Railways. The Leaflet was coordinated and presented for the approval by the XXX CGD meeting.

Basing on the agreement between OSJD and CIT within the framework of the PWGCI expert meetings two meetings of the Joint Technical Group for Updating "Technical specifications applicable to the CIM/SMGS electronic consignment note" were held in April and October 2014. The aforesaid meetings were attended by CIT and RAILDATA representatives.

Safety of Information Resources and Information and Telecommunication Infrastructure

Within the framework of the subject the participating railways such as BC, LG, RZD, UZ and AED Rail Service, an OSJD affiliated enterprise, carried out activities to transfer two-way empty rolling stock and goods traffic onto the electronic legally binding carriage documents duly signed using electronic or electronic and digital signatures.

BC experts have developed and PWGCI meeting approved the Leaflet "Recommendations for Implementation of the Authorized Third Party Technique ensuring Legal Validity of Electronic Documents in Cross-Border Traffic" with ID R 941-3 assigned thereto.

RZD experts have developed and PWGCI meeting approved the Leaflet "Description of standard technical specifications applicable to cross-border interaction (Open Key Infrastructures) of the railways of OSJD member countries" with ID R 941-4 assigned thereto.

In 2013-2014 the RZD JSC being leading railway carried out work aimed at summarising data related to the development of specifications infrastructure of the projects PEPPOL and Open PEPPOL. It was resolved that further review of information having regard to the employment of PEPPOL and Open PEPPOL project specifications is expedient in terms of electronic document exchange support for international freight carriage purposes.

Following the decisions of the XXIX CGD meeting, the "Russian Railways" JSC established a data base comprising specifications related to cross-border cooperation schemes under review and applicable to the workflow of legally binding electronic documents. The foregoing data base is accessible through the test web portal at <http://83.234.76.12/eds/contacts.aspx> with the purpose of providing a possibility for testing purposes by other cross-border interaction participants.

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

OSJD and UIC jointly held a workshop at the OSJD Committee premises on the subject "Information Support of Freight and Passenger Traffic. Technical Specifications for Interoperability (TAF TSI and TAP TSI)". The workshop was attended by 26 experts representing 19 entities. 9 reports were delivered to the attendees and 17 items were discussed with the speakers. The OSJD Committee forwarded an Aide-Memoire hard copy to all OSJD railways attaching those reports in electronic format (CD ROM). All the aforesaid documents have been posted to the intranet portal of the OSJD Website.

OSJD Website

Continuously modernised home pages both in Chinese and English, regularly updated documents posted thereto and support of search engines require availability of proper and corresponding conditions for the purpose of ensuring continuous editorial support of OSJD Website. In 2014 OSJD supreme bodies approved the preliminary budget estimate with due regard to the aforesaid requirement.

As of June 30, 2014 OSJD Website User Manual was translated into Chinese and posted onto the OSJD Website in September. In November 2014 the aforesaid User Manual was issued in hard copy.

The convening, working and final meeting materials were not posted in full onto the OSJD intranet Website. PWGCI proposed and the OSJD Committee Chairman resolved in November 2014 to follow the obligatory requirements of Leaflet B6.

Following the proposal of PWGCI, the OSJD Committee accorded the updated OSJD Website User Manual and similar Leaflet B6 in two working languages of OSJD and authorized the same to be published in the regular working order, which was implemented in November 2014.

In 2014 PWGCI involved experts from 14 OSJD member states, 8 international organisations, OSJD observers, affiliated enterprises and IT companies.



Passenger EMU of Hungarian Railways

1.7. Finance and Accounting

In 2014 the activities carried out by the Permanent Working Group on Finance and Accounting (PWGF) were aimed at implementing the resolutions adopted by the Conference of General Directors and complying with the Work Programme thereof for 2014.

As provided by the Work Programme for 2014 two meetings were held involving railways being parties to the Agreement for Mutual Accountings in International Passenger and Freight Rail Traffic (the "Agreement for Mutual Accountings") and one meeting of the dedicated expert panel was held as well.

The activities carried out by the PWGF were primarily aimed at ensuring repayment and reduction of the amount of mutual debts of the railways involved. As of January 31, 2015 the overall indebtedness of railways being parties to the Agreement for Mutual Accounting totaled CHF 224.1 mln., thus by CHF 15.59 mln. or 6% less as compared with the indebtedness due and payable as of January 31, 2014.

Following the decision of the Conference of General Directors the PWGF notified railways being parties to the foregoing Agreement of the balance and indebtedness due and payable as of July 31, 2014.

In 2014 the PWGF continued its work aimed at implementing the resolutions adopted by the Conference of General Directors as to revision of the Agreement for Mutual Accounting with due regard to deregulation of the railway market and structural changes introduced by railways from OSJD member states. This item was continuously put on the agenda of several meetings of the Permanent Working Group; various options were proposed as to creating conditions for mutual accountings to be made as appropriate involving a variety of carriers representing one and the same country.

Dissenting opinions were offered by AZD, BC, GR, ZC, KZD, PKP, TDZ, UTI and UZ.

A dedicated editing group was established to address this issue and agree upon the relevant amendments and supplements to the aforesaid Agreement. These were reviewed by members of the PWGF in 2014. The following terms and conditions were conceptually approved upon the aforesaid review:

- All parties to the Agreement for Mutual Accountings representing one and the same country shall have one vote in aggregate;
- The allocation of vote shares inside any relevant state shall be made at the discretion thereof;
- The mutual accountings shall be effected in three ways as follows: directly as between the relevant parties, through any duly authorized party to the Agreement or by means of an accounting center;
- The criteria for accession of new parties to the Agreement for Mutual Accounting were approved;
- For voting purpose a unified approach shall be adhered to by those representing one and the same country.

Given that some parties to the Agreement for Mutual Accounting declared that the procedure for determination of vote shares shall be developed and applied when the parties to the Agreement representing one and the same country failed to agree as to the allocation thereof at their own discretion.

Upon discussion of the amendments to the Agreement for Mutual Accounting it was suggested that the principle of unanimous voting should be aborted or the provisions of the aforesaid Agreement and applicable Rules for Mutual Accounting in International Passenger and Freight Rail Traffic (the "Rules for Mutual Accounting") should be differentiated in terms when any respective amendment was to be approved by unanimous or majority vote (as the case may be).

The parties to the Agreement for Mutual Accounting failed to agree as to the aforesaid proposal.



Participants of the JWGF meeting for finalizing the Agreement on the "Rules for accounting in the international freight and passenger rail traffic" and the "Rules for accounting..." (28-30.01.2015, OSJD Committee)



Specialist of OSJD PWGF on Finance and Accounting
K. Kirkova

AZD, ZC, KZD, PKP and UTI objected to any modification of the principle of unanimous voting. ZC as well disagreed with a selection of issues to be resolved by unanimous or majority vote. BC, MAV, KZH, LG, CFM, RZD, ZSSK Cargo, UZ, CD, EVR and other railways favored modification of the aforesaid principle and considered it necessary for the higher efficiency of the PWGF activities.

In 2015 the editing group commenced operations related to the development of the relevant amendments to the Rules for Mutual Accounting for the purpose of introducing reasonable terms and conditions for mutual accountings with a variety of carriers representing one and the same country, including but not limited to, with due regard to revision of principal agree-



Passenger DMU 'Stadler' of Estonian Railway

ments and rules (SMGS, SMPS, PGW and PPW). The aforesaid activities will be continued in the course of 2015.

The PWGF continues to improve techniques and reduce the applicable deadlines in terms of accountings for carriage in international rail traffic. Certain amendments and supplements were discussed and introduced into the Rules for Mutual Accounting in the course of the year at the meetings of experts and parties to the Agreement for Mutual Accounting for the purpose improving the applicable techniques and reducing the term when those payments had to be effected. The most significant amendments to the foregoing Rules were related to development of a new procedure applicable to execution of balance statements (by freight and passenger traffic

and consolidated statement) and introduction of new calculation forms as part of the Rules for Mutual Accounting.

Moreover, in 2014 draft Annex B2 to the Rules for Mutual Accounting was developed comprising draft calculation form files.

In view of the amendments and supplements so made the Agreement and Rules for Mutual Accounting were reissued and revised as of February 2014 as well as OSJD Guide for Mutual Accounting in Passenger and Freight International Rail Traffic which included updated information, comprising bank details and registered offices of accounting authorities made available by railways being parties to the Agreement for Mutual Accounting.

In the course of cooperation with UIC in terms of finance and accounting the dedicated OSJD/UIC international conference was held in Burgas (Republic of Bulgaria) where reports were delivered by UIC CFO Mr. Thierry Bera and Ms. Svetlana Vnukova, CEO of the State International Traffic Accounting Center of Ukraine (State-Owned Enterprise) representing UIC and OSJD, respectively. The two different rail transport legal systems were analyzed and compared in terms of financial claim accounting.

The meeting of the Commission for Mutual Accounting among railways being parties to the Agreement for Mutual Accounting was convened only once on November 7, 2014 for the purpose of resolving a number of disputes having regard to finance, in particular involving the following:

- RZD and ZSSK Cargo,
- KZH and CFR Marfa,
- RZD and BDZ.



A passenger train Samarkand – Jizzax of Uzbek Railways

2. Activities of OSJD Governing Bodies

2.1. OSJD Ministers Conference

The XLIInd session of the OSJD Ministerial Conference was held in Vilnius, Lithuania on June 3-6, 2014 attended by duly authorized representatives of OSJD member states, OTIF, DG MOVE, CCTT, UIC and OSJD Committee.

Prime-Minister of the Republic of Lithuania Algirdas Butkevičius and Minister of Transport and Communications of the Republic of Lithuania Rimantas Sinkevičius addressed the attendees with the opening speeches and emphasized that OSJD played an important role in strengthening transport links within the continent, while JSC Lithuanian Railways were of great concern for the national transportation system.

The Ministerial Conference acknowledged that OSJD Work Programme and Plans for 2013 were implemented as appropriate and approved the Report on the Activities of the Organisation for Cooperation between Railways for 2013, OSJD Work Programme for 2015 and onwards, OSJD Auditing Commission Report for 2013 and OSJD Committee Budget (final - for 2014 and preliminary - for 2015).

In view of the declaration made by the Government of the Islamic Republic of Afghanistan as to admission and accession to OSJD, SMPS and SMGS the Ministerial Conference agreed to admit the Afghanistan Railway Authority (AfRA), a national agency responsible for the railway sector in the Islamic Republic of Afghanistan, to OSJD; and members of the Ministerial Conference, being both parties to SMPS and SMGS Agreements, approved the accession thereof to the foregoing agreements.

The members of the Ministerial Conference, being parties to the SMGS Agreement, agreed to approve the statement made by the Slovak Republic as to accession of the Ministry of Transport, Construction and Regional Development of the Slovak Republic to SMGS effective as from October 1, 2014.

The Ministerial Conference approved performance of OSJD Commission on Transport Policy and Development Strategy in 2013 and Comprehensive Plans of Carriage Improvement and Development of OSJD Railway Transport Corridors No. 1, 2, 3, 5, 7, 8 and 10 for the term up to 2020.

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

- Authorise OSJD Commission on Transport Policy and Development Strategy to monitor implementation of the Comprehensive Plans of Carriage Improvement and Development of OSJD Railway Transport Corridors for the term up to 2020;
- OSJD member states shall continue to collaborate with the relevant agencies thereof as to implementation of Annex 9 (Procedures for Facilitation of Border Crossing in International Rail Transport) to the International Convention on the Harmonization of Frontier Control of Goods (1982) within their national territories;
- OSJD member states shall commence activities providing for the implementation of Memoranda on Cooperation in terms of Technical, Operational and Commercial Development of OSJD railway corridors, to include eventual development of further collaboration to the extent of freight corridors of the European Union;
- OSJD Commission on Transport Law and Development Strategy shall continue to carry out activities performed in the course of 2013.

As to the transport law the Ministers Conference approved performance of the OSJD Commission for Transport Law in 2013 and resolved as follows:

- The activities aimed at improving SMGS and SMPS shall be continued;
- The Ad Hoc Working Group for SMPS Revision shall make available final drafts of the Rules for International Passenger and Baggage Carriage and Agreement for Interaction of Carriers in International Passenger Rail Traffic related to the development of the draft Convention;



Meeting of the heads of delegations of session XLII of OSJD Ministerial Conference (June 5, 2014, Vilnius, Lithuania)

- The Ad Hoc Working Group for SMPS Revision shall continue to develop amendments and supplements to SMPS based on the draft General Terms and Conditions of the Agreement for International Passenger Carriage approved as appropriate for the purpose of validating the same as provided by SMPS;
- The Ad Hoc Working Group for SMGS Revision shall within the framework of the draft Convention development make available the final drafts of the Rules for International Freight Carriage and Agreement for Interaction of Carriers in International Freight Rail Traffic;



Handing over of a symbolic cup for the head of Mongolian delegation to hold session XLIII of OSJD Ministerial Conference in 2015 (June 5, 2014, Vilnius, Lithuania)

- The Ad Hoc Working Group for the Transportation of Dangerous Goods regulations shall be duly authorized to continue its work aimed at updating Exhibit 2 to SMGS in view of the amendments and supplements made to both national and international regulations governing carriage of hazardous cargos;
- The Ad Hoc Working Group for development of Annex 14 to SMGS shall continue to work out and make available the final draft of the Rules for Stowing and Securing of Goods in Wagons and Containers as provided by the dedicated provisions of the General Terms and Conditions of the Agreement for International Railway Goods Transport currently under development as an Annex to the draft Convention;
- The information as to the relevant amendments and modifications to SMGS, SMPS and Service Instruction to SMPS effective as from July 1, 2014 shall be noted;
- The information as to the relevant amendments and modifications to be made to SMGS shall be noted as well.

The Performance Report of the Ad Hoc Working Group for Updating the OSJD Fundamental Documents for the reporting period (i.e. as from January 2013 to March 2014) was approved. As well, Annexes to the draft Convention for Direct International Rail Traffic regulating international carriage by rail were approved as appropriate.

The Ministerial Conference took note of the information having regard to the activities carried out by UNECE towards the development of a unified railway transport law in Europe and Eurasian transport corridors. It was resolved that cooperation with OTIF in terms of development of proposals as to the unified railway transport law should be continued within the framework of the Joint Declaration for the Development of Eurasian Railway Traffic and Unified Railway Transport Law.

The supreme governing body of OSJD adopted a number of administrative resolutions related to the operations carried out by the OSJD Committee, in particular:

- The capital of the Republic of Poland - Warsaw - shall be deemed the principal headquarters of the OSJD Committee for 2015-2019;
- OSJD Committee managerial board was appointed;
- posts in the OSJD Committee were distributed as appropriate;

By invitation of the Deputy Minister of Roads and Transportation of Mongolia the XVIIIth session of the Ministerial Conference was scheduled to be held in Mongolia in June 2015.

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

By invitation of the Minister of Railways of the Democratic People's Republic of Korea the XXIXth meeting of the Conference of General Directors (Authorised Representatives) of OSJD Railways was held in Pyongyang on April 24-28, 2014. It was attended by the representatives of 18 railways being members of the Conference of General Directors as well as OSJD observers and affiliated enterprises.

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

- amendments and modifications into the Harmonized Commodity Code (GNG) and OSJD Leaflet O 405 "Regulations for development and administration of the List of Freight Stations of OSJD Railways" were approved;
- members of the Conference of General Directors being parties to the Agreement for the MPT Tariff (VZD, KZH, KZD, ZC, RZD, UBZD) resolved to deem July 1, 2014 the effective date of seat reservation fares applicable to the



In hall of meeting XXIX of the Conference of General Directors (Authorised Representatives) of OSJD railways (April 24-28, 2014, Pyongyang, DPRK)

distance from 1 km to 30 km as specified in the Principal Table of Carriage Duties applicable to passenger traffic and sleeping coaches;

- as concerns infrastructure and rolling stock, coding and IT, several OSJD Leaflets were approved, and the out-of-date ones were revoked;
- the activity report of the joint UIC/OSJD Group "Automatic Gauge Control Systems" was approved;
- the OSJD Committee in cooperation with the UIC Secretariat was authorised to develop proposals for determination of terms and conditions of OSJD participation in the development of the UIC international railway standards (IRS).

The OSJD Work Programme (2015 and onwards) was approved to the extent falling within the competence of the Conference of General Directors.

The Conference of General Directors supported the admission of the Afghanistan Railway Authority (AfRA) to OSJD.

The General Directors Conference granted the status of an affiliated enterprise to eight companies.

The Conference of General Directors reviewed the materials to be delivered for the consideration of the OSJD Ministerial Conference and provided its recommendations related thereto, in particular, with respect to the Report on OSJD Activities for 2013, OSJD Committee Budget and proposals made available by the Ad Hoc Working Group for Updating the OSJD Fundamental Documents.



Pyongyang railway station

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

3.1. Cooperation with Observers

Active participation in OSJD activities, in the work of OSJD Commissions and in the expert meetings on individual topics, being part of the Plan of Work was noted from the part of OSJD observers. In particular it was remarkable in the field of working out and coordination of transport policy, updating of the transport law, improvement of border stations' operation, coordination of train schedules, organisation of large-capacity container transportation in communication between Europe and Asia, harmonisation of the Rules for the Transportation of Dangerous Goods, development of leaflets in the technical field, as well as tariff and commercial issues.



Passenger train of FPC JSC composition on the route Moscow – Paris passing the German Railway network

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

3.2 Cooperation with Affiliated Enterprises

This form of participation in the OSJD activities as an affiliated enterprise reflects the business character of the Organisation opened for cooperation with enterprises from any country, of various activity profiles, independently of the form of ownership or enterprise type.

A starting point and basis of cooperation as an OSJD affiliated enterprise is an application from the company, in which a proprietary interest is expressed.

Session XL of the Ministerial Conference took a decision to provide access for the OSJD affiliated enterprises to participate in the activities of the OSJD working bodies not only on the CGD level, but on the level of the Ministerial Conference as well.

In the previous periods the OSJD affiliated enterprises, as a rule, were companies in the field of technical equipment manufacturing, transport construction and services for railways.

For the past few years notable has become association with a number of enterprises which are licensed carriers, operators of rolling stock or forwarding companies. Due to this the affiliated enterprises participate more and more in the fields of freight and passenger transportation and aspire to participate in consideration of the transport law issues.

Some national railways participate in OSJD cooperation projects as affiliated enterprises due to unavailability of a uniform approach and unanimous support in terms of OSJD membership thereof.

The affiliated enterprises participated in the work and attended the meetings carried out or held (as the case may be) by OSJD working bodies and from time to time arranged the same as well. The duly authorized representatives of affiliated enterprises regularly attend the meetings of the Conference of General Directors.

The number of affiliated enterprises being parties to the OSJD Cooperation Agreement changes with every passing day. By the end of 2014 it totaled 38.



Signing ceremony of 'Seoul Declaration' within the framework of the OSJD Railway Summit and 10th OSJD International Freight Conference (May 27, 2015, Seoul, Republic of Korea)

4. Cooperation with International Organisations

4.1 Cooperation with UN Economic Commission for Europe (UNECE)

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

- Working Party on Rail Transport (SC.2),
- Working Party on Transport Trends and Economics (WP.5),
- Working Party on Intermodal Transport and Logistics (WP.24),
- Working Party on the Transport of Dangerous Goods (WP.15),
- Working Party on Customs Questions Affecting Transport (WP.30).

One of the main directions of cooperation has been to bring the OSJD transport corridors in conformity with the requirements of the European Agreement on Main International Railway Lines (AGC), as well as to work out joint actions to facilitate border crossing in the international transport by rail in the framework of which Annex 9 "Facilitation of border-crossing procedures in the international transport by rail" to the International Convention on the Harmonization of Frontier Controls of Goods of 1982 was developed. The OSJD member countries worked hard to implement this Annex in 2014. UNECE ITC and OSJD Committee interviewed member states in order to clarify the situation having regard to the implementation of the aforesaid Annex.

The informal expert meeting under the auspices of and subject to prior authorization granted by the UNECE ITC commenced its activities in 2014, which main aim is to develop the draft Convention for Facilitating Passenger and Baggage Cross-Border Carriage by Rail.

OSJD actively participated in the work towards the Unified Railway Transport Law initiated by the UNECE in 2010. As such, a preliminary uniform legal regime based on terms and conditions of SMGS and CIM and Joint Declaration for the Development of Eurasian Railway Carriage and Activities aimed at promoting the Uniform Railway Transport Law approved in 2013 was developed, thus allowing it to carry cargos voluntarily in Eurasia based on any respective agreement or contract. Actually, it is another step on the way towards the uniform law along with the foregoing Joint Declaration.

For the purpose of coordinating OSJD activities related to the harmonisation of the Rules for the Transportation of Dangerous Goods, an OSJD Committee representative responsible for the same attends the meetings of the Working Party on the Transport of Dangerous Goods (WP.15).

The OSJD Committee Chairman actively participated in the 76th session of the UNECE ITC and informed the attendees as to the work carried out by OSJD in terms of international carriage development, existing bottlenecks and activities performed by OSJD in relation to cooperation with UNECE.

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

The work under bilateral projects of UNESCAP/OSJD "Planning and organization of demonstration runs of container block trains along the Northern Corridor of the Trans-Asian Railway" and "Ensuring High Efficiency of Euro-Asian transport routes with special attention paid to the landlocked countries of Asia and Caucasus region" was continued.

The UNESCAP proposed to take part in the works towards the development of transport corridors in the countries of Asia, and their prolongation into non-OSJD countries, to organise joint seminars for the purpose of introduction OSJD experience to the Asian countries in the field of producing general and joint standards, technical requirements on the organization of international rail transport and propagation of their participation in the international rail transport development. Deputy Chairman of OSJD Committee Dong Jianmin and UNESCAP duly authorised representative discussed performance in the aforesaid field and resolved that OSJD Committee should delegate an expert to attend the dedicated workshop expected to be held in Bangkok in 2015.



Informal group meeting under the auspices of the United Nations for the preparation of the draft Convention for Facilitation of Cross-Border Transport of Passengers and Luggage by Rail (27-28.04.2015, OSJD Committee)

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

In 2014 OSJD and OTIF co-operated in the field of work towards the Unified Railway Law initiated by UNECE. The parties regularly shared information related to the aforesaid issue. The OSJD Committee and OTIF representatives met on March 24, 2014 in the OSJD Committee. The agenda of the aforesaid meeting included items having regard to coordination of activities carried out by OSJD and OTIF as to further performance of work initiated by UNECE and related to the harmonisation of international railway transport law for the purpose of establishing a uniform regulatory environment for railway carriage from the Atlantic to the Pacific oceans.

The OSJD Commission on Transport Policy and Development Strategy and OTIF continued to share information as to the progress made in the development of measures aimed at facilitating cross-border international railway carriage in Eurasia, interoperability among railways and transport corridors.

In 2014 OSJD and OTIF regularly shared information having regard to the work carried out in terms of harmonisation of international transport law regulating both passenger and freight traffic (East-West).

The OSJD Commissions on Transport Policy and Development Strategy, on Infrastructure and Rolling Stock continued to exchange information about the performed activities and work prospects with the OTIF Committee of Technical Experts.

Cooperation in order to update the Rules for Transportation of Dangerous Goods according to the changes and amendments occurred in the international and national regulations of the rules for transportation of dangerous goods (Annex 2 to SMGS, United Nations Recommendations – 18th edition, RID Rules, L'Accord europeen relatif au transport international des marchandises dangereuses par route - ADR, etc.) taking into account operational peculiar features of the railways of the OSJD member countries.

Throughout the year OTIF representatives took active part in the meetings organised by the OSJD Commission on Transport Law and OSJD experts participated in the meetings convened and held by OTIF.

In 2015 the OSJD Commission on Transport Law and OTIF intended to continue cooperation in terms of the Rules for the Transportation of Dangerous Goods.

The work in the field of harmonisation of transport law (CIM/SMGS) was continued in cooperation with CIT aimed at improving CIM/SMGS Consignment Note Manual.

The experts and representative of the OSJD Commission on Transport Law participated in the activities carried out by CIV/SMPS working group established by CIT. CIT supported by OTIF and in cooperation with OSJD and DG MOVE developed an online map of passenger traffic (East-West and West-East) specifying basic data in pop-up windows having regard to applicable legal regimes. The relevant references thereto have been posted onto the OSJD Website.

The OSJD Committee and OTIF management met on October 13, 2014 in the OSJD Committee. The attendees agreed to continue cooperation towards the development of the unified railway law, facilitation of cross-border traffic, promotion of transport corridors, harmonisation of technical specifications, improvement and further harmonisation of the two legal systems and rules of transportation of dangerous goods, rolling stock performance etc., thus ensuring stable and efficient development of railway transport.



Signing of the Memorandum on Cooperation between OSJD and CIT by OSJD Committee Chairman Tadeusz Szozda and CIT Secretary General Cesare Brand (04.06.2015, Ulan Bator, Mongolia)



Meeting with OTIF delegation headed by Secretary General François Davenne (October 13, 2014, OSJD Committee)

4.4 Cooperation with European Railway Agency (ERA)

Under the General Section of OSJD working bodies' Activity Plan for 2014, and within the framework of the OSJD Commission for Transport Policy and Development Strategy, four meetings were held of the OSJD/ERA Contact Group on the subject: "Collaboration between ERA and OSJD on the analysis of the relationship between 1520-mm/1524-mm and 1435-mm rail systems of EU and non-EU states.

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

- review of technical requirements as to the continued technical and operational compatibility of the 1520-mm system on the CIS-EU border;
- comparison of this requirement with the main parameters of 1435-mm gauge railway systems;
- Drafting of 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 of measures to preserve and improve the existing technical and operational compatibility at the border between the CIS and the EU.



33 OSJD/ERA Contact Group meeting (27-29.01.2015, OSJD Committee)

The OSJD/ERA Contact Group has finalized the following:

- Document 1 'Subsystem: Infrastructure, Rail Track and Engineer Structures',
- Document 2 'Power Supply',
- Document 3 'Signaling, Interlocking, and Communications',
- Document 5 'Passenger Coaches',
- Document 6 'Locomotives and Multiple-Unit Rolling Stock',
- Document 7 'Operation'.

Development of Document 4 (Freight Wagons) and *Analysis of Subsystem Specifications: Availability to Disabled and Persons with Reduced Mobility* has commenced.

The completed Documents 1, 2, 3, 6 and 7 have been posted to OSJD Website.

The deliverables made available upon analysis of technical specifications were employed by ERA for TSI revision purposes with 1520-mm/1524-mm track parameters included in the following TSI:

- TSI INF (Infrastructure, Rail Track and Track Facilities),
- TSI ENE (Power Supply),
- TSI LOC-PAS (Locomotives, Multiple Unit Rolling Stock and Passenger Coaches).

For the purpose of improving the existing technical and operating interoperability on CIS and EU borders "Interoperability and CIS-EU Frontier Traffic Terms" have been defined.

A long-term Memorandum of Understanding has been developed and approved by OSJD and ERA this year (2015-2019).

4.5. Cooperation with International Union of Railways (UIC)

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

The task titled "Working out of UIC International Railway Standards (IRS) by clusters Rolling Stock - Infrastructure - High-Speed Traffic and others' required for IRS" and to create a joint UIC/OSJD Coordination Group to accomplish this task proposed by UIC was further discussed by OSJD in the reporting period.



UIC Director General Jean-Pierre Loubinoux addressing the XXX-th CGD meeting in Prague (23 April 2015)

of Members of OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD railways. The meeting has addressed the OSJD Committee with a request to prepare, in cooperation with UIC, a proposal for the consideration of the XXIX-th CGD Meeting which should include the following information:

- work purpose,
- feasibility report on IRS creation, status and international recognition of IRS,
- OSJD and UIC rights and duties in regard to IRS creation,
- expected results - advantages for all participants of the railway market, including OSJD and UIC,
- ways of work organisation,
- intellectual property aspects.

The meeting recommended that while working out a 1520-mm IRS component the following documents should be taken into consideration:

- joint OSJD/UIC leaflets developed by the OSJD Commission on Infrastructure and Rolling Stock,
- documents prepared by the OSJD/ERA Contact Group,
- documents developed by the Commission on technical issues of the Council on Railway Transportation of the CIS States,
- technical regulations of the Customs Union having regard to railway transport.

Upon review thereof it was resolved at XXIX session of the Conference of General Directors that the OSJD Committee should be notified once again of the aforesaid decision.

In December 2014 it was resolved at the Joint Meeting of Plenipotentiary Representatives of Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways that any relevant work should be commenced by the railways concerned.



Meeting participants of the AWG on Updating OSJD Fundamental Documents (16-20.03.2015, OSJD Committee)

The UIC has decided to initiate since 2013 creation of international railway standards on the basis of UIC Leaflets being in effect and being updated, on the basis of financial support from all the UIC members - the world association of railway enterprises.

UIC has suggested that a component on 1520-mm railway system norms should be developed together with OSJD, to include it into the UIC International Railway Standards of a world scale. It is thus provided that OSJD will render a long-term support of 1520-mm component.

This proposal was considered in December 2013 at the Joint Meeting of Plenipotentiary Representatives

5. Activities of the OSJD Committee

5.1. Key Issues

In 2014 the activities carried out by the OSJD Committee were focused on achieving the goals specified in the principal documents and resolutions of OSJD governing bodies. The OSJD Committee as an executive body held coordinating events designed to arrange and implement the Work Programme and Plans of OSJD working bodies.

The performance of dedicated Commissions and Permanent Working Groups in the reporting year was reviewed at 10 OSJD Committee meetings (including 3 extraordinary meetings), in particular, reports having regard to the meetings of OSJD working bodies and other international organisations attended by the members of the OSJD Committee and draft resolutions related to transport policy and law, passenger and freight carriage, technical, economic and operating issues to be addressed by OSJD governing bodies.

The OSJD Committee also performed the functions of Secretariat responsible for arranging and holding the XXIXth meeting of the Conference of General Directors (Authorised Representatives) and XLIInd session of the Ministerial Conference as well as Joint Meeting of Plenipotentiary Representatives of Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways where work Programmes for 2015 were finalised.

The OSJD Committee worked closely with the international organisations, observers and affiliated enterprise pursuant to the agreements made as appropriate and on a mutually beneficial basis. Following the resolution adopted by the XXIXth Conference of General Directors, the OSJD Committee concluded eight agreements with the affiliated enterprises.

In 2014 the OSJD Committee included representatives from 24 countries being members of OSJD. Still there was no one representing Turkmenistan. The term of office of the duly authorized representative of the Republic of Tajikistan terminated on May 15, 2014. Georgia, the People's Republic of China and Czech Republic as well appointed new representatives to the OSJD Committee in the course of 2014.

In 2014 93 meetings of OSJD working bodies were held, including 57 meetings at OSJD Committee.

The representatives of KORAIL (Korea Railroad Corporation, Republic of Korea) headed by its President Choi Yeon Hye visited OSJD on March 21, 2014. OSJD and KORAIL made an agreement granting the latter the status of an OSJD affiliated enterprise. During the aforesaid visit upon delivery of presentations as to the activities carried out both by OSJD and KORAIL both parties exchanged views and emphasised that cooperation between OSJD and KORAIL should promote the development of international rail traffic in the Eurasian space.

The meetings with OTIF



OSJD Committee Chairman T. Szozda and Deputy Chairman V. Zhukov meeting with Minister of Railway Transport of Turkmenistan Bairam Annameredov and other officials



Meeting participants with the delegation of the Republic of Korea in the OSJD Committee (June 12, 2014)



Meeting participants with the delegation of the State Administration of Railways of the Chinese People's Republic (24.09.2014, OSJD Committee)



A working meeting with the delegation of the Embassy of the Russian Federation in the Republic of Poland headed by HE Ambassador Extraordinary and Plenipotentiary S. Andreev (16.12.2014, OSJD Committee)



In hall of the Joint Meeting of Plenipotentiary Representatives of the Members of OSJD Ministerial Conference and the Conference of General Directors (Authorized Representatives) of OSJD Railways (9-12.12.2014, OSJD Committee)

Secretary General Francois Davenne were held in March and October 2014 where issues having regard to cooperation as between OSJD and OTIF in the field of transport law and policy were discussed.

The delegation of the State Railway Administration of the People's Republic of China led by the Deputy Head Fu Xuanyi made a working visit to the OSJD Committee on September 24, 2014 where information having regard to achievements and outcomes of the structural reform in the railway industry of China was made available to OSJD. As well further cooperation was discussed.

Ambassador Extraordinary and Plenipotentiary of the Russian Federation in the Republic of Poland Sergey Andreev paid a working visit to the OSJD Committee on December 16, 2014 and met with the OSJD Committee managerial board, where cooperation with OSJD and contribution made by the Russian experts participating in the activities carried out by the organisation were discussed.

A meeting with TRAKO International Railway Fair Project Director Dorota Daszkowska-Kosewska was held on December 16, 2014 as to the arrangement of the VIII-th Interagency Conference for Facilitation of Border Crossing Procedures in International Passenger and Freight Traffic scheduled to be held on 22-23 September 2015 in Gdansk (Republic of Poland) in parallel with TRAKO 2015 fair.

5.2. Publishing Activities

In 2014, publication of the 'OSJD Bulletin' journal was carried out in accordance with the schedule. 4 single and 1 coupled (No. 4-5) issues were published in Russian, Chinese and German languages with the total number of 3000 copies. German translation was provided by DB AG. In accordance with the initiative of the DB AG followed by the corresponding decision of the Meeting of OSJD Committee Members, it was resolved to commission publishing the OSJD Bulletin in English instead of German starting from 1 January 2015.

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

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

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

- mobile stands dedicated to the OSJD activities were designed and produced;
- the OSJD Website materials in Russian, Chinese and English were updated and expanded;
- 2-nd issue in Russian and 1-st issue in Chinese of the 'Manual for OSJD Website User' was prepared and published typographically in cooperation with the working staff of PWGCI;
- the biannual OSJD Information Guide was published in Russian, Chinese, German and English;
- 'Report on the Activities of the Organisation for Cooperation between Railways for 2013' in Russian, Chinese, and English was prepared for posting onto the OSJD Website and printed typographically;
- 'OSJD Bulletin of Statistical Data on Railway Transport for 2013' was published in 4 languages: Russian, Chinese, German and English in cooperation with the Commission on Transport Policy and Development Strategy;
- 'EuroAsia Rail 2015' timetable for international passenger trains was published in cooperation with the Commission on Passenger Traffic;
- calendars with the OSJD meetings schedule for 2015 were posted to the OSJD website and issued in hard copies;
- a collected works of "Best practices of efficiency increase in international railway traffic in the Eurasian space" was prepared and published in cooperation with the working staff of the OSJD Commission on Transport Policy and Development Strategy;
- in cooperation with the working staff of the OSJD Commission on Freight Traffic preparation works started for publishing a 'Guide on container and contrailer traffic'.
- The OSJD Website continued to be run in Russian, Chinese and English languages.

As part of activities for the creation of the RailLexic glossary in collaboration with UIC under the OSJD-UIC Cooperation Programme, a representative of the OSJD Bulletin editorial staff took part in a meeting of the UIC Terminology Group held between October 15-16 in Bratislava (Slovak Republic) and organised by ZSSK.



Diplomas and a medal of the III-rd International Agon of Publications for High Schools "University Book – 2015", where the OSJD Committee became a winner in the direction of "Engineering and Technology of Land Transport" in the nominations "Best Polygraphic Publication" and "Best Foreign Periodical Publication on Railway Transport"



Participants of the UIC Terminology Group Meeting (15-16.10.2014, Bratislava, Slovakia)

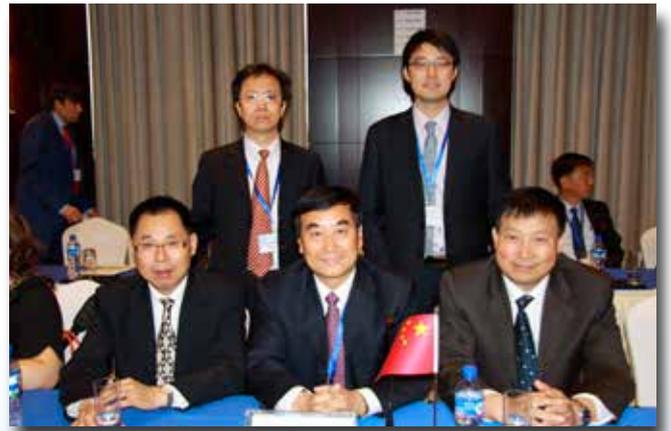
REFERENCE

on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework (as of 16.02.2015)

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

Session XLIII of OSJD Ministerial Conference
(2-5 June 2015, Ulan Bator, Mongolia)







**Meeting XXX of the Conference of General Directors (Authorized Representatives) of OSJD Railways
(20-24 April 2015, Prague, Czech Republic)**







Statistics

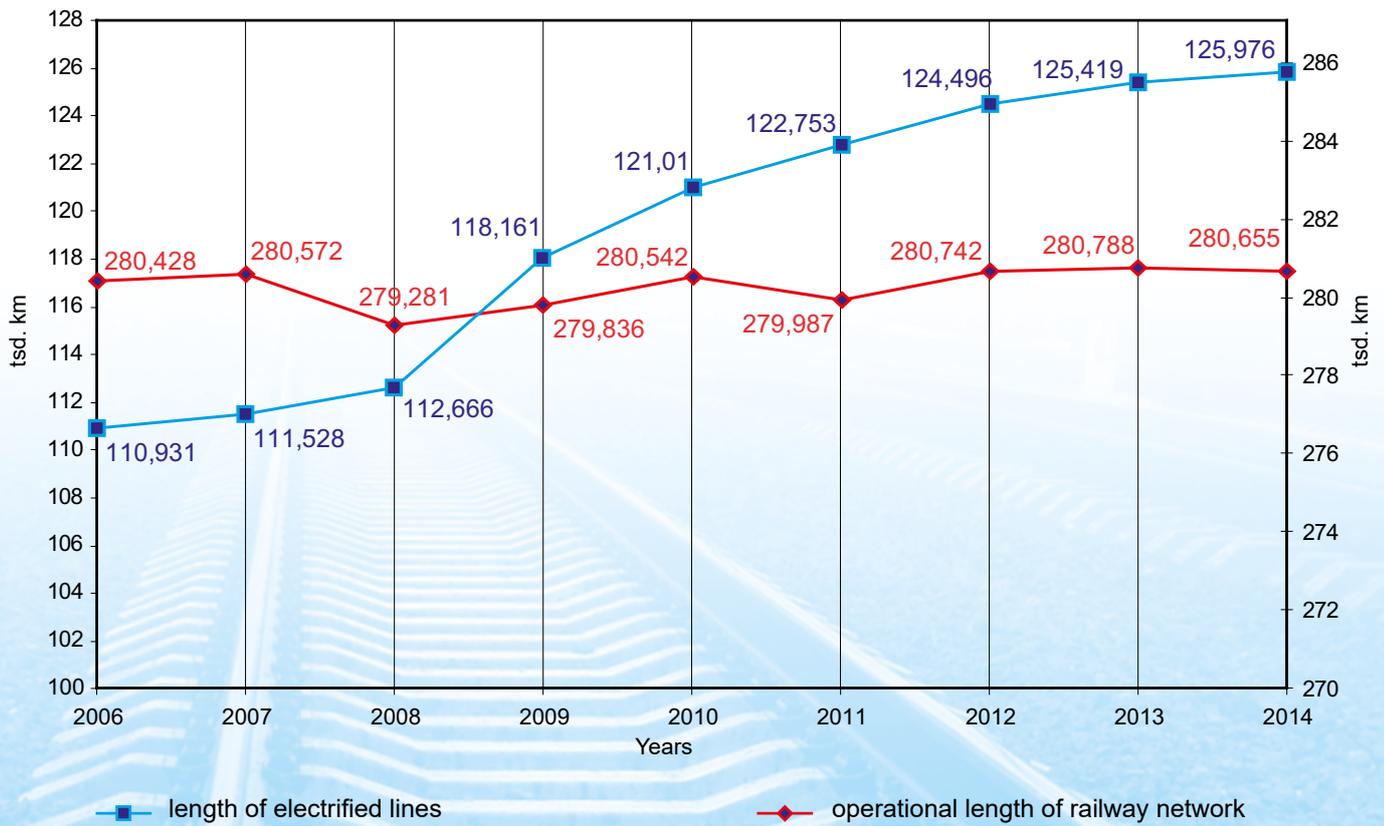
Main indices of railways of the OSJD member countries in 2014

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	2066,4	1229,5	2517,2	612,0	21795,6	7370,9
2	Belarus	BC	0021	5491,1	1012,3	91594,3	7759,8	141437,4	44997,4
3	Bulgaria	BDZ	0052	4023,0	2869,0	24627,2	1702,3	8658,2	1778,3
4	Hungary	MAV	0055	7120,1	2968,5	146000,0	7724,0	50367,0	10170,0
5	Vietnam	VZD	0032	2347,0	0,0	11845,0	4253,0	7120,0	4252,0
6	Georgia	GR	0028	1575,9	1490,8	2725,4	549,8	16673,3	4987,5
7	Iran**	RAI	0096	6073,0	224,0	28560,0	17877,0	33104,0	20247,0
8	Kazakhstan**	KZH	0027	14767,1	4170,6	24712,0	19125,0	293602,0	231248,0
9	China	KZD	0033	66989,0	36851,0	1640900,0	807065,0	2612440,0	2306095,0
10	PDRK**	ZC	0030	4400,0	0,0	0,0	0,0	0,0	0,0
11	Kyrgyzstan	KRG	0059	417,2	0,0	318,2	42,9	7384,3	1010,0
12	Latvia*	LDZ	0025	1859,2	250,9	19222,0	649,0	57039,0	19441,0
13	Lithuania	LG	0024	1767,6	122,0	4577,1	372,5	49000,1	14306,8
14	Moldova	CFM	0023	1155,8	0,0	3838,2	256,9	5008,4	1179,4
15	Mongolia	UBZD	0031	1815,0	0,0	3305,8	1194,5	21118,6	12473,7
16	Poland	PKP	0051	18942,0	11779,0	140353,0	11865,0	120363,0	32017,0
17	Russia	RZD	0020	85266,0	43357,0	1070325,0	128820,0	1378415,0	2298564,0
18	Romania	CFR	0053	10777,0	4029,0	56122,0	4525,7	27809,1	5326,6
19	Slovakia*	ZSR	0056	3627,1	1585,9	47285,6	2503,1	36308,0	6888,0
20	Tajikistan	TDZ	0066	587,4	0,0	449,3	17,5	6808,6	391,0
21	Turkmenistan	TRK	0067	3839,9	0,0	5595,0	2326,0	23928,0	13327,0
22	Uzbekistan	UTI	0029	4201,7	698,2	19846,7	3759,5	82290,6	22931,1
23	Ukraine	UZ	0022	20969,1	9990,0	398548,0	37065,0	389702,0	211233,0
24	Czechia*	CD	0054	9559,0	3216,0	176039,0	7795,0	90925,0	14501,0
25	Estonia	EVR	0026	1018,0	132,0	5904,7	280,1	19230,1	2947,9
	TOTAL	OSJD		280654,6	125975,7	3925210,7	1068140,6	5500527,3	5287683,6

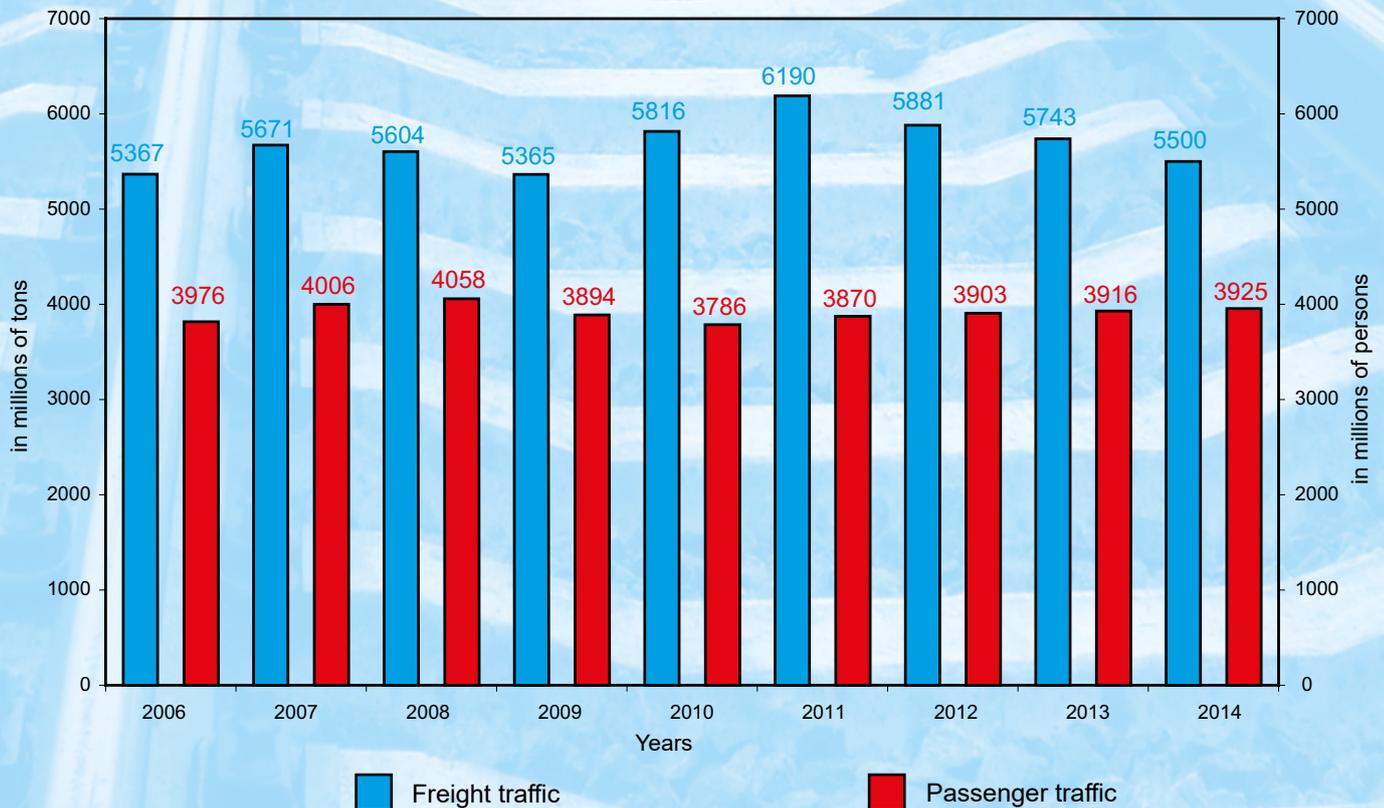
* - including data received from carriers and infrastructure managers

** - data received before 2014

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



The dynamics of changes in the traffic volume



Members of OSJD

As of 1 September 2015

The Countries and Railways - Members of OSJD

Countries	Railways
Azerbaijani Republic	AZD - Azerbaijani Railways CJSC
Republic of Albania	
Islamic Republic of Afghanistan	AfRA - Afghanistan Railway Authority (AfRA) Ministry of Public Works
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
Republic of Cuba	
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 - JSC “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 LLC (Austria)	Freight One JSC (Russia)
AXTONE JSC (Poland)	Train Ukraine LLC (Ukraine)
Railtech International JSC	Kazphosphate LLC (Kazakhstan)
Railtech Slavjana LLC (France/Czechia)	Freightliner Group LLC (Great Britain/Poland)
CTL Logistics JSC (Poland)	Tines JSC (Poland)
TransTeleCom CJSC (Russia)	E.R.S. JSC (Estonia)
Servtrans Invest JSC (Romania)	AED Rail Service LLC (Latvia)
OLTIS Group JSC (Czechia)	Scientific-Technical Transport Enterprise RAIDO LLC (Ukraine)
Murom Switch Works JSC (Russia)	South Caucasus Railway CJSC (SCR CJSC) (Armenia/Russia)
„RDM” Research and Production Enterprise (NPP RDM) (Moldova)	V.I.P. Service JSC (Russia)
Grup Feroviar Roman JSC (Romania)	Faiveley Transport Witten LLC (Germany)
Electro-Thermit GmbH&Co.KG (Germany)	KORAIL Korea Railroad Corp. (Republic of Korea)
Unicom Tranzit JSC (Romania)	Research and Production Corporation “United Wagon Company” (RPC UWC) (Russia)
Kertch Switch Works LLC	Eurosib CJSC (Russia)
PESA Bydgoszcz JSC (Poland)	„Track Tec” JSC (Poland)
CTM LLC (Russia)	Northeast Asia Railway Corporation CJSC (China)
PLASKE JSC (Ukraine)	Non-Commercial Organisation “Association of Transport High Schools” (Russia)
Railway Research Institute JSC (Výzkumný Ústav Železniční - VÚŽ) (Czechia)	PJSC Center for Cargo Container Traffic “TransContainer” (Russia)
Dnepropetrovsk Switch Works JSC (Ukraine)	CJSC “Firma TVEMA” (Russia)
Betamont LLC (Slovakia)	SIGIS Ltd. (Latvia)
Rail Cargo Hungária CJSC (Hungary/Austria)	
MostGeoCenter LLC (Russia)	

