

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



**Организация сотрудничества
железных дорог (ОСЖД)**

**铁路合作组织
(铁组)**

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

**REPORT
ON THE ACTIVITIES OF THE ORGANISATION
FOR CO-OPERATION BETWEEN RAILWAYS
FOR 2018**

Members of OSJD

As of 1 August 2019

The Countries and Railways - Members of OSJD

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

Railways – OSJD observers

DB AG – JSC "German Railway"	ZS – JSC "Serbian Railways"
OSE – Organisation of Greek Railways	GySEV – CJSC "Győr - Sopron - Ebenfurt Railway" (Raaberbahn) (GySEV - ROEE)
SNCF – National Society of French Railways	
VR – Finnish Railways	FPC – JSC "Federal Passenger Company" (Russia)

OSJD Affiliated Enterprises:

AXTONE JSC (Poland)	E.R.S. JSC (Estonia)
Railtech Slavjana LLC (Czechia)	AED Rail Service LLC (Latvia)
CTL Logistics LLC (Poland)	V.I.P. Service JSC (Russia)
Servtrans Invest JSC (Romania)	United Transport and Logistics Company (UTLC) JSC (Russia)
OLTIS Group JSC (Czechia)	Research and Production Corporation "United Wagon Company" PJSC (RPC UWC) (Russia)
Murom Switch Works JSC (Russia)	Eurosib CJSC (Russia)
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PESA Bydgoszcz JSC (Poland)	PJSC Center for Cargo Container Traffic "TransContainer" (Russia)
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Kazphosphate LLC (Kazakhstan)	South-West Jiaotong University (SWJTU)
Freightliner Group LLC (Great Britain/Poland)	Sinotrans Limited
Scientific-Technical Transport Enterprise RAIDO LLC (Ukraine)	Baltijas Ekspreis JSC
Faiveley Transport Witten LLC (Germany)	Baltijas Tranzita Serviss JSC
South Caucasus Railway CJSC (Armenia/ Russia)	Euro Rail Cargo LLC
Tines JSC (Poland)	

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List of Abbreviations Used in the Text

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



Heads of delegations at session XLVII of the OSJD Ministerial Conference
(04-07.06.2019, Tashkent, Republic of Uzbekistan)



Heads of delegations at meeting XXXIV of the Conference of General Directors
(Authorized Representatives) of OSJD Railways
(08-12.04.2019, Seoul, Republic of Korea)

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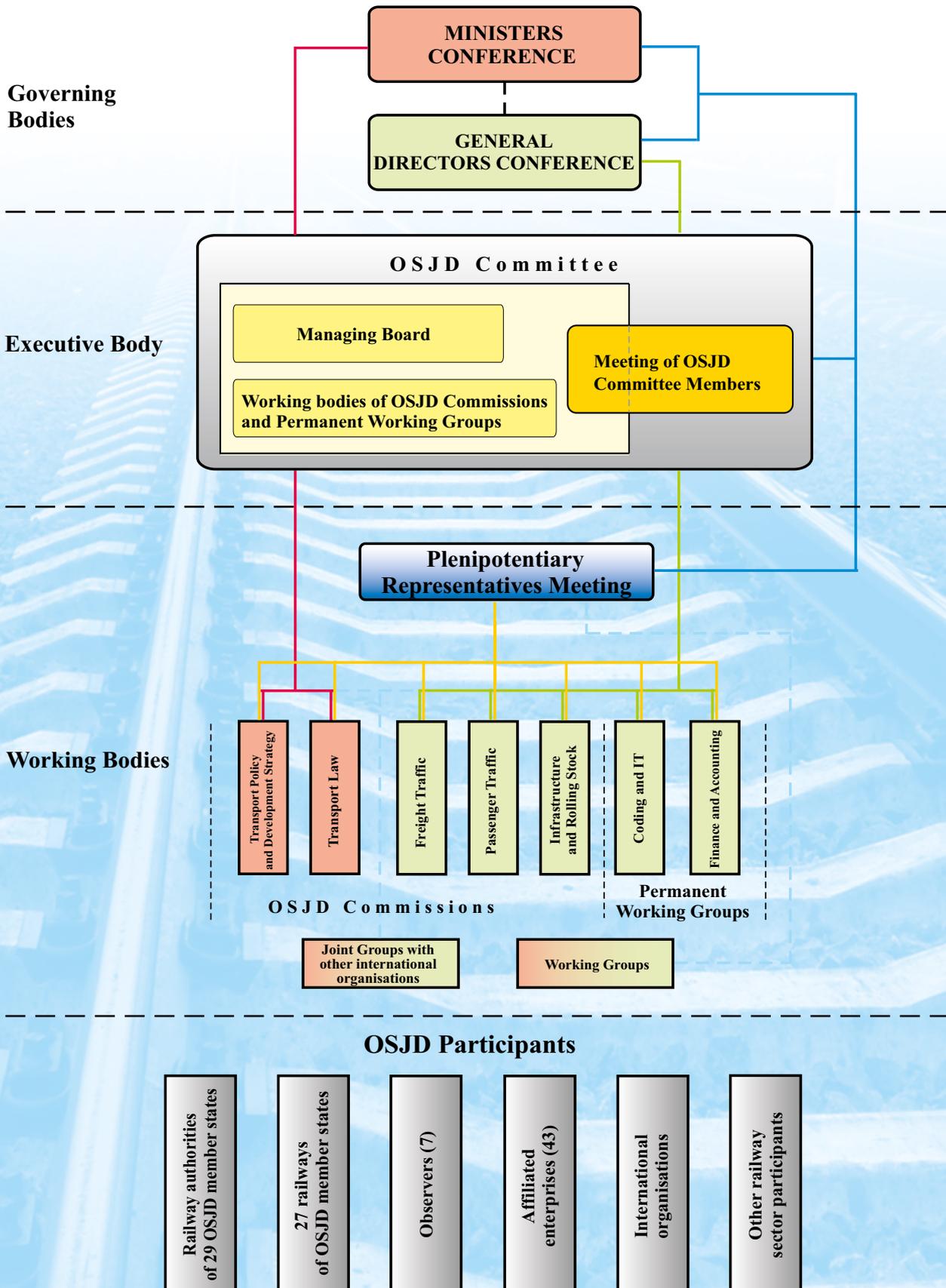
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Structure of the Organisation for Co-Operation between Railways

(As of 1 August 2019)



Introduction



The first train on the new Qazvin-Rasht railway line in Iran (photo by Hossein Javadi, Iran)

At the present moment, the global market of transport services is characterized by a transition to closer international cooperation among its participants. To build logistics chains it is required to combine the capabilities of several types of transport, contributing to the development of trade relations between countries, forming stable international economic relations.

The harmonious, well-balanced work of all modes of transport contributes to the growth of world trade and the solution of a significant part of social problems.

In 2018 the activities of the Organisation for Cooperation between Railways (OSJD) were aimed at tackling the tasks of improving and developing the international railway transport of passengers and goods, increasing their competitiveness in the Eurasian region, strengthening the regulatory framework and achieving greater efficiency in the operation of the railway transport in the OSJD member countries.

In recent years, the OSJD, incorporating 29 countries in Europe and Asia, has made significant progress in ensuring, developing and improving international railway transport.

In 2018, about 5,4 billion passengers and about 5,5 billion tons of goods were transported by OSJD member countries and OSJD railways. Works have been performed to reconstruct the railway network and to modernize the infrastructure being part of the system of 13 OSJD transport corridors.

Today, the OSJD has laid the solid legal ground for a smooth and efficient organisation of international railway transport, taking into account the interests of all participants in the transportation process, and well-established work has been carried out as regards the OSJD international transport corridors. The success in solving the tasks facing the OSJD today can be achieved only by the consolidated actions of all railway companies of the OSJD member countries, as well as international Organisations working in the field of transport.

On 7 June 2018, a landmark event took place in the international railway community – the Republic of Korea became a full member of OSJD. This decision on accession was unanimously adopted by the OSJD member countries during session XLVI of the OSJD Ministerial Conference in Kyrgyzstan. Thus, an international basis has been laid down for connecting the railways of the DPRK and the Republic of Korea and further expanding the transport links in the Eurasian space.

The railways of the OSJD member countries achieved the following key performance indicators in 2018.

Last year, 13,954.0 thousand tons of goods were transported on **Azerbaijani Railways** (95.85% against 2017), including in international traffic – 10,098.0 tons of goods (96.2% against 2017). In 2018, 2833.3 thousand passengers were transported (113.77% against 2017), including 194.7 thousand people in international traffic, which is 118.86%.

In 2018, the overhaul repair of 594 km of tracks was completed, 12 new electric power substations were commissioned, 340 km of overhead catering trunk lines were renewed.

2 four-unit double-decker electric trains of the “Stadler Rail Group” Swiss company have been procured.

In December 2018, the Baku-Ganja-Baku fast-speed passenger train was launched.

As part of consistent work to facilitate border crossing procedures by rail, Azerbaijani Railways CJSC simplified the border crossing procedures on the boundary with the Russian Federation having organised a joint inspection



Chinese high speed electric train Fuxinghao en route



New passenger train of AZD CJSC for the international traffic on the line Baku – Tbilisi – Kars

of the international passenger trains in collaboration with the State Border Service and the State Customs Committee of the Republic of Azerbaijan en route on the Khachmaz-Yalama section, which has made it possible to eliminate the train stops on the border between the stations of Yalama and Samur in both directions and reduce the time spent by the trains en route.

In 2018, eight new container trains and one container-contraileer train were in operation in international traffic on the territory of the Republic of Azerbaijan, namely: Iran – Azerbaijan – Russia, Belarus – Russia – Azerbaijan, EU countries – Ukraine – Georgia – Azerbaijan, Poland – Ukraine – Georgia – Azerbaijan – Iran, Georgia – Azerbaijan, China –

Kazakhstan – Azerbaijan – Georgia, China – Kazakhstan – Russia – Azerbaijan, China – Kazakhstan – Russia – Azerbaijan – Georgia and Azerbaijan – Georgia – Ukraine – Belarus – Lithuania (container-contraileer train).

According to the results of 2018, the volume of freight traffic through the **Byelorussian Railway** amounted to 157.2 million tons (107.4% against 2017), to include: in export - 53.4 million tons (100,0%), in import - 19.3 million tons (94.8%), in domestic traffic - 35.8 million tons (106.9%), in transit - 48.7 million tons (124.5%). The freight turnover of the Byelorussian Railway amounted to 52,573.7 million t-km (108.3% against 2017), including 41,682.6 million t-km in international traffic or 108.3% against 2017.

The Byelorussian Railway network operates mainly the container trains linking Chinese and European freight owners. Container traffic in communication with China is organised along the main routes through the following stations: Zabaikalsk (in transit through Russia), Naushki (in transit through Mongolia), Dostyk and Altynkol stations (in transit through Kazakhstan).

In the framework of the Eurasian Economic Union (EAEU), together with the railways of Russia and Kazakhstan, the United Transport and Logistics Company (UTLC ERA, OSJD affiliated enterprise), established on a parity basis, provides logistics in the '1520 area' for container train projects in the traffic Asia – Europe – Asia, including China – Belarus – China.

In 2018, the volume of container freight traffic in communication China – Europe – China amounted to 314.7 thousand containers in TEUs, or 128.0% against 2017, including China – Europe - 178.8 thousand TEUs, or 120.1%, Western Europe – China - 135.9 thousand TEUs, or 140.2%.

In the short term, the growth dynamics of container traffic between China and the European Union is predicted to continue. In 2019, the traffic is predicted at a level of 390 thousand containers in TEUs.

In 2018, 40,456 containers proceeded in transit through the Byelorussian Railway using the uniform CIM/SMGS consignment note, of which 17,860 containers ran in the direction "West – East" (from the Czech Republic, Germany, Slovakia to the Russian Federation, Kazakhstan and China), and in the opposite direction "East – West" - 22596 containers.

1463 containers were sent from the stations of the Byelorussian Railway to the countries of Western Europe under the application of the CIM/SMGS consignment note (to Slovenia, the Czech Republic), as well as 3653 loaded wagons, of which 3605 were registered with the destination in Romania.

In 2018, 79,857.0 thousand passengers, or 99.1% against 2017, took advantage of the railway transport services. Passenger traffic amounted to 6215.3 million passenger-km, or 98.7% against 2017. In international traffic, 3767.2 thousand passengers were transported, which is by 28.3 thousand people more, or by 0.8% against 2017.

Together with the PKP Intercity JSC, a daily interchange passenger service has been successfully organised and implemented on the route Minsk – Brest – Warsaw.

The electrification of the Molodechno – Gudogai railway section carried out as part of the infrastructure development of the OSJD transport corridor No. 9 made it possible to organise the train traffic Minsk – Vilnius by the electric trains of an increased capacity.

Within the framework of the joint project implemented in collaboration with the railway administrations of Ukraine, Lithuania and Latvia the four-capital train service has been organised between Kiev – Minsk – Vilnius – Riga.

In view of the preparation for the II-nd European Games in the Republic of Belarus in 2019, the Byelorussian Railway pays much attention to the development of the railway transport infrastructure objects in order to better fit it for servicing the participants in the sport events, organising all kind of services, as well as reference and information services.

In 2018, 20 passenger coaches and 423 freight wagons were procured.

The **Bulgarian State Railways** in 2018 transported 14.6 million tons of goods (-9.4% against 2017), including

that in international traffic -4.2 million tons (by preliminar estimation -7.2% against 2017). The volume of passenger traffic amounted to 20.5 million passengers (-3.2% against 2017), incl. in international traffic -804 thousand passengers (-2.4% against 2017).

As part of the modernization project of the existing railway lines, railway sections, stations and railway infrastructure facilities, the project "Reconstruction of the railway infrastructure of the Plovdiv-Burgas railway line, phase 2" has been updated and the railway section Straldzha – Tserkovsky has been put into operation which length is 13 km, as well as 3 traction substations have been built and commissioned – Burgas, Karnobat and Yambol.



KTX high speed train of the KORAIL Corporation (Republic of Korea)

The **Hungarian Railways** (MAV Start CJSC and GySEV CJSC – OSJD observer) transported 147.8 million passengers in 2018, to include:

- MAV Start CJSC – 141.9 million passengers (3.07 million - in international traffic, 0.02% against 2017 and 138.7 million - in domestic traffic, 0.3% against 2017;
- GySEV CJSC carried 6.0 million passengers (106 thousand in international traffic, -6.4% against 2017 and 5.9 million in domestic traffic, -1.02% against 2017).

The freight turnover amounted to 23.8 billion t-km, including: in international traffic – 15.7 billion t-km (-0.8% against 2017) and in domestic traffic – 8.1 billion t-km (+3.2% against 2017).

As part of the plan to modernize the existing railway lines, sections, stations, railway infrastructure facilities, the reconstruction of the single-track suburban line Budapest – Esztergom and of the line Santhod – Köröshed – Balatonteryer on the southern shore of the Lake Balaton has been completed, which has made it possible to increase the throughput capacity for the trains, ensure traffic safety, improve the quality of services and significantly reduce the travel time.

As part of the state programme for the lighting modernization, relevant works have been carried out to improve the indoor and outdoor lighting of buildings at 17 railway stations.

In 2018, at the Hungarian-Slovak border crossing the old 29-meter bridge over the Leita River was replaced, which was of great importance for the railway traffic on the Budapest-Warsaw railway line. The new bridge meets the requirements of the load and other applicable standards.

During the past year works were continued to fully reconstruct the Püshpökladán-Debrecen section on the Budapest-Záhony railway line, located in the OSJD railway transport corridor No. 5, as well as the Budapest-Pustasabolč section, for the train speeds of up to 160 km/h and axle loads of up to 22,5 tons. As part of the renovation, it is planned to upgrade the facades of the station buildings, waiting rooms and other infrastructure facilities.

As part of the rolling stock modernization programme, a contract was signed with the Swiss company Stadler Rail AG for the supply of 8 KISS double-decker electric multiply units and 9 electric locomotives of the Vectron type, manufactured by Siemens AG.

In the train schedule for 2018/2019 new international routes have been opened: Budapest – Berlin (Budapest – Bratislava – Breclav – Wrocław – Berlin), under the name "Metropol EuroNight" and Cluj – Napoca – Budapest – Vienna, under the name "Transilvania EuroCity"; and the new route Budapest – Zahony – Mukachevo provides a direct railway service between Ukraine and Hungary by using a 1435-mm track gauge.

The **Railway of Kazakhstan** transported goods in transit in the amount of 17,559 thousand tons last year. The increase in transit traffic by 9.7% as compared to 2017 is due to the growth in the transportation of the following goods:

- iron ore (a 4-time increase) from Russia to Uzbekistan;
- crude oil to Uzbekistan;
- construction materials (+12%) from Russia to the countries of Central Asia, from China to Uzbekistan;
- grain (+74%) from Russia to Iran;
- chemicals and soda (+2%) from China to Uzbekistan, from Uzbekistan to Russia, from Russia to the countries of Central Asia;
- fertilizers (+12%) from Uzbekistan to Ukraine and from Russia to Kyrgyzstan and Turkmenistan;
- ferrous metals (+27%) from Russia and China to the countries of Central Asia;

- other goods (+10%), machinery and equipment from China to Uzbekistan, Poland and Russia, from the Republic of Korea to Uzbekistan, from Poland to China, food staff from China to Italy, vegetables and fruits from Uzbekistan to China, paper and cardboard from Russia and Ukraine to the countries of Central Asia, sugar from Russia to Uzbekistan.

The volume of container traffic in international (export, import and transit) segment amounted to 864.8 thousand TEUs, which is by 253.9 thousand TEUs more than in 2017 (611 thousand TEUs), including:

- in export traffic - 162.9 thousand TEUs, which is by 41.8 thousand TEUs more, than in 2017 (121.1 thousand TEUs);
- in import traffic - 164.5 thousand TEUs, which is by 22.2 thousand TEUs more than in 2017 (142.4 thousand TEUs);
- in transit traffic - 537.4 thousand TEUs, which is more by 189.9 thousand TEUs than in 2017 (347.5 thousand TEUs).

In 2018, 4,486 container trains were organised in international (export, import and transit) traffic, which is by 1560 container trains more than in 2017 (2926 container trains), of which 369 trains were organised along the new routes, including:

- in export traffic – 23 container trains along new routes (Dzhaltyr – Alashankou, Novo-Ust-Kamenogorsk – Qingdao, Novo-Ust-Kamenogorsk – Lianyungang, etc.);
- in import traffic – 14 container trains along new routes (Brest-North – Kartaly-1 – Oskemen-1, Nakhodka-East – Lokot – Oskemen-1, Vladivostok – Lokot – Oskemen-1, etc.);
- in transit traffic - 332 container trains (Chongqing – Dobra, Dobra – Chongqing, Kolyadichi – Chendu, Rotterdam – Chendu, Nakhodka – Kulunda – Sergeli, Chendu – Kleschycha, etc.).

In August 2018, as part of the development of transit and transport potential of Kazakhstan, a solemn event was held on the occasion of the presentation of a multimodal transport hub – the port of Kuryk.

In 2018, 782 vehicles of new rolling stock were procured.

At present, the cooperation prospects are under consideration jointly with the government bodies regarding the project of creating a high-speed cargo-passenger railway corridor 'Eurasia', which will make it possible to establish a high-speed cargo-passenger link between China and Europe. A Kazakhstan-Russian Working Group has been established at the level of authorized state bodies for the elaboration of the 'Eurasia' project.

In 2018, **Chinese Railways** carried 3.37 billion passengers, which is by 290 million passengers more (or 9.4%) than in previous year. Passenger turnover made up 1414.658 billion passenger-km, which by 5.1% more than the 2017 level.

In 2018, 4.03 billion tons of goods were transported, which is by 340 million tons more than in 2017 (+ 9.2%). Freight turnover amounted to 2880.5 billion t-km (+6.8% or 186.2 billion t-km).

In 2018, 4128 container trains were organised in China-Europe-China traffic (excluding the routes China – Russia and China – Belarus), which is by 59% more than the level of 2017, to include: China – Europe - 2418 trains (+ 50% against 2017) and Europe – China - 1710 trains (+76% against 2017).

1653 trains (+29%) proceeded through the border crossing Alashankou/Dostyk in the direction of China – Europe, and in the direction of Europe – China - 1130 trains (+54%).

222 trains (+693%) proceeded through the Khorgos/Altynkol border crossing point in the direction of China – Europe, and in the direction of Europe – China - 181 trains (+5933%).

284 trains (+52%) proceeded through the Erlian/Zamyn-Uud border crossing point in the direction of China – Europe, while in the direction of Europe – China - 363 trains (+88%).

259 trains (-23%) proceeded through the border crossing point of Manchuria/Zabaykalsk in the direction of China – Europe, while 36 trains (+ 200%) - in the direction of Europe – China.

The transportation volumes of imported and exported goods by using the CIM/SMGS consignment note amounted to 14000 TEUs in 2018.

By the end of 2018, container trains had departed from 59 cities in China to 49 cities in 15 European countries, including the following newly added in 2018: 21 Chinese cities (Urumqi, Linyi, Shijiazhuang, etc.), 2 European countries (Austria , Italy), 13 European cities: Vienna (Austria), Milan (Italy), Durge (France), Kaliningrad (Russia) and others.

In 2018, the total investment in the Chinese railway industry amounted to 802.8 billion yuan (about 117 billion US dollars), the implementation of 26 new projects started, 4683 km of railways were commissioned, incl. 4100 km of high-speed railway lines as follows:



'Lastochka' electric train of the Russian Railways JSC on the Moscow Central Ring

Chengde – Shenyang, Beijing – Harbin, Hangzhou – Huangshan, Hangzhou – Nanchang; Xinmin – Tongliao, Harbin – Mudanjiang, Jinan – Qingdao, Nanping – Longyan, Huaihua – Hengyang, Tongren – Yuping, Chengdu – Ya’an, Qingdao – Yancheng.

In 2018, the **Latvian Railway** transported 49.260 million tons of goods (112.5% against 2017), incl. 47.896 million tons in international traffic (113.7% as compared to 2017). 18,242 thousand passengers were transported (104.3% against 2017), including 166 thousand passengers in international traffic (99.4% against 2017).

In 2018, the Bolderāja – Krievu-sala section was built and put into operation in the Riga hub, with the opening of the Krievu-sala station for freight and commercial operations. A new station was built near the cargo terminals to reduce the distance for supplying and cleaning the wagons, as part of Krievu infrastructure development activities to transfer port activities from the city center.

In 2018, overhaul repair of 17.54 km of railway tracks and 5 railway crossings was performed. 5 modernized 2M62UM diesel locomotives were procured.

The **Lithuanian Railways** transported 56.775 million tons of goods last year (107.9% against the level of 2017), including 41.672 million tons in international traffic (112.3% against the level of 2017).

5169 million passengers were transported (111.0%), including 0.869 million passengers (108.2%) in international traffic.

Last year, 41 container trains using the CIM/SMGS consignment note transited through the Lithuanian Railways network (1763 containers, 1685 CIM/SMGS consignment notes). The main container traffic in container trains using the CIM/SMGS consignment note included the transportation of computer equipment and car spare parts from China (Chongqing station) to Germany (Duisburg) through the Gudogai/Kena – Kybartai/Chernyshevskoye border crossing points.

In 2018, 33.74 km of railway tracks underwent major overhaul repair and 66.14 km underwent routine repairs. 27.1 km of outdated rails were replaced, 8 engineer objects (bridges and overpasses) were repaired.

In 2018, works were continued on the implementation of the Rail Baltica project. Within the framework of the project a feasibility study was carried out to define possible options for building a railway line with a track gauge of 1435 mm from the state border with Poland to Kaunas, a feasibility study was completed to define possible options for building a railway line with a track gauge of 1435 mm Vilnius – Kaunas. The railway line parameters are as follows: speed – up to 249 km/h, double track, axle load - 25 tons, a mixed traffic for passenger and freight trains is planned.

In 2018, the **Railway of Moldova** transported 4.9 million tons of goods (102% as compared to 2017), including: transit - 1.5 million tons (83%), export - 1.3 million tons (123%), import - 1.7 million tons (106%), in domestic traffic - 0.5 million tons (112%).

1.7 million passengers were transported (94% against 2017).

Last year, 31080 wagons were transported using the CIM/SMGS consignment note through the territory of the Republic of Moldova, of which: 28,287 wagons in transit, import - 1,368 wagons, export - 1,425 wagons. The main types of the goods transported under the application of the CIM/SMGS consignment note included: diesel fuel, cast iron, rolled iron, iron ore and concentrates, oil and oil products, wood, calces, sugar, fertilizers, wheat, salt, automobiles.

In 2018, container transportations were carried out along previously organised container routes. In 2019, together with the Ukrainian Railways JSC, the possibility of launching a container train traffic on the route Odessa port - Chisinau is being considered.



In 2018, the PKP PLK JSC upgraded a number of the most significant railway infrastructure facilities in Poland, including the E 65 line on the Warsaw-Gdynia section (pictured: Pendolino high-speed train at the Gdansk-Glowny station)

In 2018, the implementation of the first large-scale investment project continued “Restructuring of Moldavian Railways”, funded by the European Bank for Reconstruction and Development (EBRD) together with the European Investment Bank (EIB) and the European Union. Within the framework of the railway infrastructure rehabilitation project, SYSTRA (France) developed a feasibility study for assessing the needs of the railway infrastructure of the Republic of Moldova. After the approval of the feasibility study, the development of tender documentation began for the selection of the contractor for the capital reconstruction of the Bender-Basarabask-Etulia-Giurgiulesti railway line being 233 km long.

In 2018, 25.8 million tons of goods were transported by **Ulan-Bator**

Railway, which is 13.2% higher than in 2017. 499 container trains ran through Mongolia in the direction Asia – Europe and 356 container trains in the direction of Europe – Asia (+ 60% against 2017).

2.6 million passengers were transported.

A new terminal has been opened at the Olon Ovoo station.

In 2018, a new cargo terminal was commissioned at Zamynd-Uud station capable of receiving container trains running in the direction of China – Mongolia – Russia – Europe.

A major overhaul of 50 km of railway tracks was performed on the sections of Bayan – Khairkhan, Ulaan-Uul – Nomt – Tsagaan Had – Sumangiin Zoo – Avgyun gol.

Last year the PKP Intercity JSC being part of the **Polish State Railways** carried 46.1 million passengers (an increase of 8%), including in international traffic - 1.4 million passengers (an increase of 27%).

The PKP Intercity continues to implement a large-scale investment programme being the largest in the entire history of the Company under the title “PKP Intercity as a railway of large capital investments”.

The PKP Cargo JSC and the PKP LHS LLC transported 119.7 million tons of goods, which is 3% higher as compared to the level of 2017 (116.2 million tons).

The total volume of freight traffic by PKP Cargo JSC amounted to 109 million tons, including: in domestic traffic - 67.1 million tons, in international traffic - 41.9 million tons (growth 2.8% as compared to 2017).

Due to the diversification of routes and the launch of regular traffic through the border crossing points of Kuznica Bialostocka – Bruzgi and Braniewo – Mamonovo in the framework of the traffic development on the New Silk Road, the PKP Cargo JSC delivered by 30% more containers in 2018 as compared to 2017.

The total volume of freight traffic by the PKP LHS LLC amounted to 10.7 million tons, to include: in domestic traffic - 72 thousand tons, in international traffic - 10.6 million tons.

In 2018, the PKP Cargo JSC procured 3 locomotives of ET25 series (E6ACTa construction type), 17 platforms of special series (N-238-00 construction type) and upgraded 20 locomotives of SM48 series to ST49 series.

Last year, the PKP LXC LLC organised a trial run of a container train on the route Slawkow (Poland) – Urumqi (China) along the TMTM route (Trans-Caspian International Transport Route - TCITR). Work is underway to launch a regular service on the China-Europe route using a broad-gauge railway line of the PKP LHS LLC. In addition, as part of the preparation for the launch of a regular freight traffic on the South-West route, a test run of one container was organised by using the PKP LHS line on the route Slawkow (Poland) – Astara (transshipment terminal on the Azerbaijani-Iranian border) – Slawkow (Poland).

In 2018, the PKP LHS LLC upgraded 10 locomotives of M62 type with a 14D40 engine.

The PKP PLK, managing the national railway infrastructure network, continued to implement the largest investment programme for the modernization of the country’s railway infrastructure.

In particular, the following major railway lines were modernized:

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

In 2018, 1,414,681 thousand tons of goods were transported on the **Russian Railways** (2.3% against 2017), of which 828,962 thousand tons in international traffic (1.8% as compared to 2017).

According to the results of the work during the year, 1157.2 million passengers enjoined the services rendered by the railway transport, that is 39.3 million passengers more against the level of 2017 (+3.5%), 110.3 million passengers were carried in long-distance traffic (+7.9%), 1046.9 million passengers - in suburban traffic (+3.1%). The overall volume of international railway traffic amounted to 6,795,405 passengers, which is 4.8% less than in 2017.

The volume of container traffic has increased by 14.4% and amounted to 4441 thousand TEUs – generally due to the increased volume of international traffic (+22.5%, 2542 thousand TEUs). Maximum growth has been observed in the import and transit traffic – 22.0% and 35.1% respectively.

In total, in 2018, the Russian Railways transported 35.658 shipments using the CIM/SMGS consignment note (container and wagon), including 100546 containers, which is 2.1% and 25.5%, more as compared to 2017, respectively,



A sleeping coach of the Byelorussian Railway for international traffic

of which:

- in export traffic - 21,567 shipments (+10.3%), including 47,219 containers (by 26.5% more);
- in import traffic - 8445 shipments (-17%), including 37,205 containers (by 25.7% more);
- in transit traffic - 5646 shipments (+ 5.4%), including 6558 containers (by 17.8% more).

The volume of transit traffic in the communication China – Europe – China through the territory of Kazakhstan, Russia and

Belarus, performed by the “UTLC ERA” JSC container operator (OSJD affiliated enterprise) in 2018, amounted to 280.6 thousand TEUs, which is by 60% more than in 2017. A total of 3342 container trains were sent.

The number of regular routes in the services of the “UTLC ERA” JSC reached 57 last year. The transit services of the “UTLC ERA” JSC are associated with more than 20 terminals in EU countries.

In connection with the increase in freight traffic of container trains in the direction of China – Europe – China in March 2018, a new route for container trains through the Siemianowka/Svisloch border crossing point was opened.

On 24 March 2018 the first container train set off from the station of Lodz in the direction of the Chinese city of Chengdu. This was the first container train on this route loaded with 41 40-foot containers with mixed consignment. Since April 2018, the new route has been used on a regular basis.

In 2018, 48 container trains loaded with 41 containers each proceeded along the route China – Kaliningrad – Europe. 41 trains of 41 containers each proceeded in the traffic Europe – Kaliningrad – China. The total volume of transported containers amounted to 7238 TEUs.

As part of the improved container traffic technology, the “XL Train” project has been implemented: in 2018, 609 long-haul trains were organised, which included up to 100 conditional wagons. This technology makes it possible to increase the operational efficiency of the infrastructure throughput capacity and reduce the costs in the transport process organisation.

In 2018, 631 locomotives were procured (382 electric locomotives, 249 diesel locomotives) and 115 track vehicles. 35 ‘Lastochka’ electric trains were delivered. 724 passenger coaches were procured and 584 coaches were upgraded.

According to the data of the National Railway Company “CFR”-SA, the passenger traffic on the **Romanian Railways** amounted to 63.1 million train-km (98.56% as compared to 2017) last year. The volume of freight traffic amounted to 22.9 million train-km (109.02% to the level of 2017).

During 2018, the “CFR”-SA implemented several categories of projects aimed at upgrading the existing railway lines, sections, stations, railway infrastructure facilities, namely:

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

In 2018, “CFR Marfa” - SA transported 24.6 million tons of goods (-9.8% against 2017), including: 795 thousand tons in export traffic (-1.6% against 2017), in import traffic - 1.51 million tons (53.4% against 2017), in transit traffic - 5 thousand tons (-87.3% against 2017), in internal traffic - 22.3 million tons (-12, 4% against 2017).

The total volume of goods transported using the CIM/SMGS consignment note was 648,016 tons (17,100 consignments, 22,416 wagons).

In 2018, “CFR - Kalatori” - S.A. transported 53.7 million passengers (-5.6% against 2017), and the passenger turnover amounted to 4.9 billion passenger-km (-3.2% against 2017).

In 2018, the **Slovak Railway** carried 34.4 million tons of goods (35.6 million tons in 2017), which is 3.5% lower as compared to the level of 2017, including: in international traffic – 3.0 million tons, in domestic traffic - 3.4 million tons. 73.8 million passengers were transported, which exceeds the level of 2017 by 1.8%.

In 2018, new container routes were created from China via TKD Dobra (TKD Dobrá, Slovakia) - transshipment:

- from Xi’an (China) to Budapest (Hungary, MAHART terminal) via Kazakhstan, Russia, Ukraine and Slovakia;
- from Changsha (China) to Budapest (Hungary, terminal BILK) via Kazakhstan, Russia, Ukraine and Slovakia;
- from Chengdu (China) to Vienna (Austria) via Kazakhstan, Russia, Ukraine and Slovakia.



Double-decker passenger electric trains of the Georgian Railway JSC

Using the CIM/SMGS consignment note, 2127 wagons (2509 consignment notes) were transported, of which: import - 973 wagons, export - 659 wagons, transit - 495 wagons.

In 2018, the reconstruction and future development of railway transport infrastructure facilities was continued that ensure the functioning of the passenger complex (first of all, railway stations and station buildings) aimed at achieving passenger traffic safety, high level of comfort and service.

In 2018, the **Tajik Railway** carried 5.3 million tons of goods, which is 115.1% as compared to the level of 2017, to include: export - 1.3 million tons (173.0%), import - 3.9 million tons (106.0% by 2017). 545 thousand passengers were carried, which is 102.8% against the level of 2017.

The modernization of the Vakhdat-Yavan and Vakhsh-Yavan railway lines continued last year.

In 2018, the **Railways of Uzbekistan** transported 947,898.6 thousand tons of goods (86,405.6 thousand tons in 2017) and 22,623.2 thousand passengers (21,591.1 thousand passengers in 2017). The freight turnover amounted to 22941.6 million t-km, while the passenger turnover - 4329.0 million passenger-km.

Since October 2018, a new containerized express train has been running on the route "Tashkent – Pap – Raustan – Margilan – Andijan" in domestic traffic.

The following investment projects have been implemented:

- "Construction of the Urgench-Khiva railway line";
- "Electrification of the Karshi-Kitab railway line with the organisation of high-speed passenger traffic" (the construction and installation works have been completed, and the train traffic has been organised).

The Tashkent-South railway station was reconstructed and put into operation capable of setting off and receiving local and suburban trains.

515 freight wagons have been built, 29 sections of locomotives have undergone overhaul reconditioning repair, 3254 freight wagons have been modernized, 186 km of railway tracks restored, 2 new Russian-made electric locomotives have been purchased.

Preparatory work is underway to open the route Bukhara – Khiva serviced by passenger coaches produced by TashWRZ with a design speed up to 160 km/h. A high-speed section (124 km) was built in the direction of Karshi – Shakhrisabz. The route of the high-speed train in the direction of Tashkent – Karshi has been extended to the station of Shakhrisabz.

In 2018, the **Ukrainian Railway** transported 322.34 million tons of goods, which is 17.21 million tons, or 5.1% less than in 2017. The decrease in traffic volumes in comparison with the previous year occurred in all modes of transportation: export amounted to 107.42 million tons (-8.71 million tons or -7.5%), import – 43.62 million tons (-0.25 million tons or -0.6%), transit – 16.35 million tons (-3.21 million tons or -16.4%). Including, in international traffic (export, import, transit) 167.39 million tons of goods were transported, which is 93.2% as compared to 2017.

Passenger turnover in long-distance traffic amounted to 28,615.2 million pass-km, which is 2.2% more as compared to the previous year, to include in international traffic - 1214.8 million pass-km, which is 5.6% more than in 2017.

8 new passenger coaches have been procured and 118 passenger coaches have been modernized.

During 2018, 6 international container trains ran through the territory of Ukraine. Since February 2018, a container train has been organised along the route China – Kazakhstan (Dostyk/Altynkol – Kanisai) – Russian Federation (Iletsk – Suzemka) – Ukraine (Zernovo – Chop) – Slovakia (Chierna nad Tisou – Dobra Terminal), as part of which forty-foot containers with groupage cargo (mainly consumer goods) are transported. In addition 8 container trains in domestic traffic were organised last year, the routes of which connect the port stations of the Black Sea region with the major industrial cities of Ukraine.

During the reporting period, 52,981 shipments of goods were performed with the use of the unified CIM/SMGS consignment note, which is 21% less than the number of shipments in 2017 (67,161 shipments). Of these, 47,579 wagons (export - 36090, import - 3041, transit - 8448) and 5402 containers (export - 10, transit - 5392).

In 2018, the construction of a new Beskyd double-track railway tunnel was completed, which is part of the 5th international transport corridor, on the Beskid-Skotarsky section. The movement of trains has been opened since 25 May 2018.



A passenger train of the "Ukrzaliznytsya" JSC at the Lvov-Central station



'Afrosiyob' high-speed train of the Railways of Uzbekistan at the Tashkent-Central station

Reconstruction and technical re-equipment of 284 km of railway tracks and major repairs of 273 km of railway tracks have been completed.

15 new locomotives and 3351 freight wagons have been purchased. 115 locomotives and 12 track maintenance vehicles have been upgraded and 36,344 freight wagons have been repaired with planned types of repairs.

The passenger transportation volumes on the **Czech Railways** amounted to 179.230 million passengers (+2.6% against 2017) last year. Passenger turnover reached 8.2 billion passenger-km and became a record figure over the past 10 years.

In 2018 20993 wagons were transported with the use of the CIM/SMGS consignment note (export 10607, import 10386), which is 32% higher than the level of 2017. The main routes for the carriage of goods are as follows: Mlada Boleslav – Perspektivnaya and Mlada Boleslav – Nizhny Novgorod. The share of transportation under the application of the CIM/SMGS consignment note has amounted to: with the Russian Federation: export - 99%, import - 44%, with the Republic of Belarus: export - 83%, import - 36%, with Ukraine: export - 1%, import - 1%, with Kazakhstan: export - 68%.

The total investment volume for the development and modernization of the railway infrastructure amounted to 19 billion CZK (about 741 million euros) in 2018.

The **Estonian Railway** transported 13.535 million tons in 2018, which is by 9.1% more than in 2017. 10.763 million tons were transported in international traffic, which is by 17.4% more than in 2017.

During 2018, 7.764 million passengers were transported, which is by 4.4% more than in 2017 and 417.302 million passenger-km were performed (an increase of 13.9% against 2017). In the international (direct) traffic 105.9 thousand passengers were transported, which is by 0.5% less than in 2017.

The new container routes on EVR (according to the train formation plan) are as follows:

- 1432 (1-5) «Amber Train»: Estonia – Latvia – Lithuania (Muuga – Valga – Jelgava – Meite, Radviliškis – Kaunas/Šeštokai);
- 1391/1392: China – Russia – Estonia (Zabaikalsk – Narva – Paldiski).

The railway tracks underwent overhaul repair in the following sections last year:

- Tallinn – Keila – Paldiski and Keila – Riisipere - 14.542 km;
- Sonda – Kabala and Tapa – Kadrina - 11.424 km.

The railway platform was reconstructed at Narva station - 400 meters, as well as 3 railway crossings were repaired. 4 switches were dismantled and 8 switches were replaced.

1.

Status of OSJD Activities by Subjects



Development and improvement of international passenger and freight railway transport

1.1. Transport Policy and Development Strategy

In 2018, works were continued to shape a joint railway transport policy of the OSJD member countries, taking into account the implementation of integrated measures aimed at improving transportation and developing OSJD transport corridors, facilitating border crossing procedures in international railway passenger and freight traffic, as well as improving the competitiveness of railways to attract additional volumes of transit international freight flows, increase the share of railways in the transport market.

In the reporting year, experts from the OSJD member countries monitored the Comprehensive Plans to Improve Traffic and Develop the OSJD Railway Transport Corridors Nos. 4, 6, 8 and 11 until 2020.

At the initial stage, the Commission decided to prepare a draft Memorandum on the formation, filling and monitoring of the Comprehensive Plans to Improve Traffic and Develop the OSJD Railway Transport Corridors Nos. 1-13 for a ten-year period.

At the same time, the Commission's meeting supported the proposal of the OSJD member countries to monitor the Comprehensive Plans to Improve Traffic and Develop the OSJD Railway Transport Corridors Nos. 1-13 until 2020.

The OSJD member countries decided to continue their work on the exchange of information on the implementation of the Memoranda on Cooperation in the field of technical, operational and commercial development of OSJD railway transport corridors Nos. 1-13.

Work was continued in the field of introducing amendments and additions into the text of a typical Memorandum on the basis of proposals received from the OSJD member countries.

As a result of the discussions, the OSJD member countries agreed on point 7 of the above Memorandum at session XLVI of the OSJD Ministerial Conference.

Pursuant to the decisions session XLVI of the OSJD Ministerial Conference to complete the work and present the draft text of the Memorandum at session XLVII of the OSJD Ministerial Conference, the OSJD Committee invited the OSJD member countries to present their positions on those clauses of the draft typical Memorandum which have variations.

The Republic of Belarus, People's Republic of China, Republic of Latvia, Republic of Lithuania, Republic of Poland and Czech Republic have presented their positions.

The OSJD member countries that did not submit answers stayed with their positions expressed at session XLVI of the OSJD Ministerial Conference.

In addition, the draft typical Memorandum was discussed at the final meeting of the Commission. Following the discussion, voting was held in regard to the items of the draft typical Memorandum which contained variations.

At the final meeting of the Commission, the OSJD member countries did not reach consensus on paragraphs 9 and 11 of the draft model Memorandum. In this connection, the Commission decided to instruct the OSJD Committee to send the reviewed draft typical Memorandum to the OSJD member countries with their further submission to the Ministerial Conference for consideration and approval.

At the same time, the delegations of the OSJD member countries present at the final meeting of the Commission, with the exception of the delegation of the Russian Federation, stated that before signing new typical Memoranda the work shall be continued in the field of the existing Memoranda in respect of the new lines' connection to the OSJD railway transport corridors, taking into account the objectives of the OSJD main activities. The Russian Federation presented a special opinion on this issue.

Up to now, clauses 9 and 11 of the draft typical Memorandum have not been agreed.

The proposal from the Islamic Republic of Afghanistan on the possibility of connecting new lines to the OSJD railway corridor No. 10 of the following lines of the Islamic Republic of Afghanistan railway was considered:

- railway section of Mazar-e-Sharif – Khairaton – state border of Uzbekistan;
- railway section of Akina – state border with Turkmenistan;
- railway station Turgundi – state border with Turkmenistan.

Following the appeal of the OSJD Committee to the participating countries of the OSJD railway transport corridor No. 10 and due to the lack of objections, the countries participating in the railway corridor agreed to connect the above mentioned lines to the OSJD railway corridor No. 10.

In this connection, the Commission's meeting instructed the working staff of the OSJD Commission on Transport Policy and Development Strategy to enter the data on the connected lines into the relevant documents on the OSJD railway transport corridor No. 10.



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



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

Meanwhile, during the expert meeting, the Russian Federation appealed to the OSJD Commission on Transport Policy and Development Strategy with a request to continue the work in accordance with the existing practice to consider the inclusion of the branch Minsk – St. Petersburg/Ust-Luga into the OSJD railway transport corridor, taking into account the proposal, submitted by the Russian Party at the previous expert meeting of the OSJD Commission on Transport Policy and Development Strategy on the subject “Development and implementation of comprehensive measures to improve railway traffic and develop the OSJD railway transport corridors” (1-3 March 2017, OSJD Committee), and the information subsequently submitted in regard to the new lines.



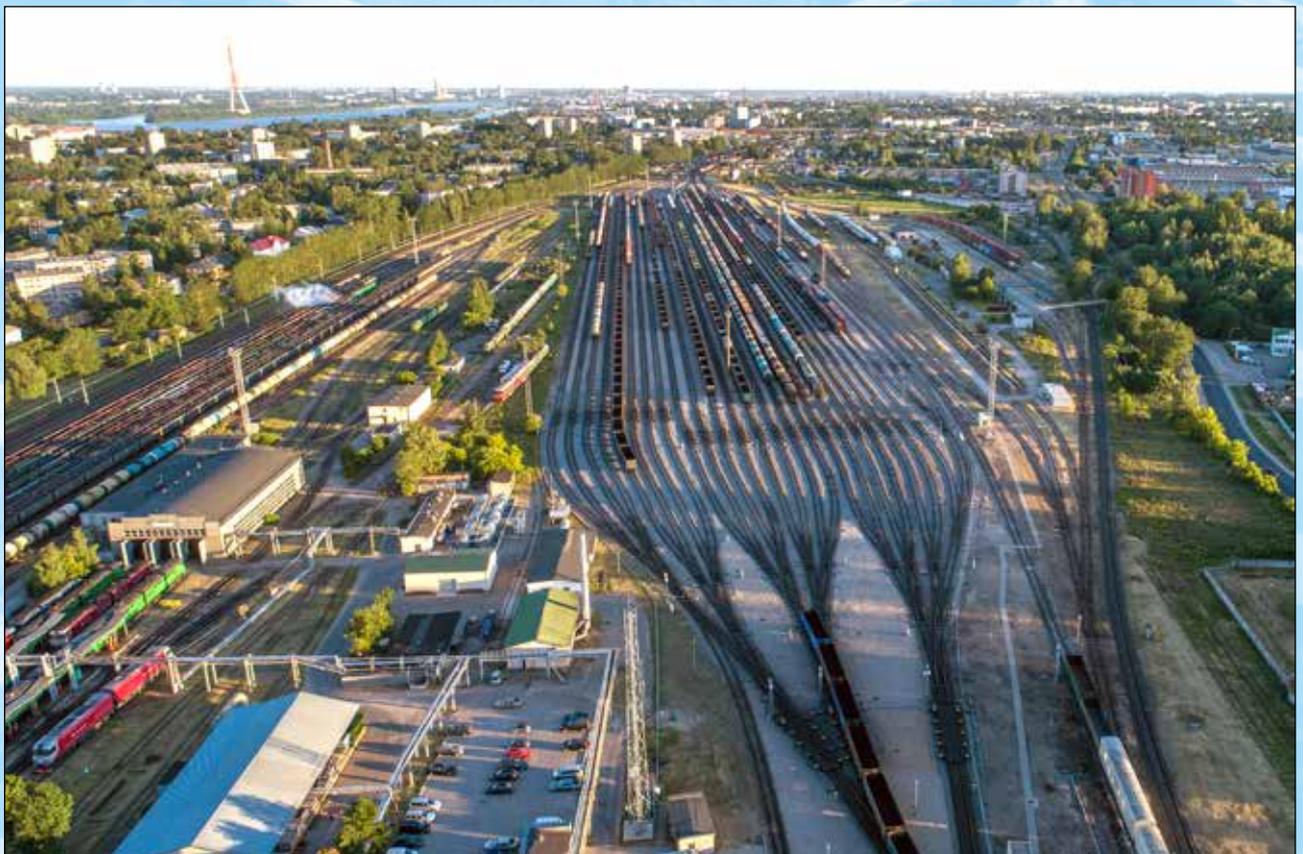
Presidium of the final meeting of the OSJD Commission on Transport Policy and Development Strategy (06-09.11.2018, OSJD Committee)

In its turn, the OSJD Committee invited the participating countries of the OSJD railway transport corridor No. 9 to present their positions on this issue.

The Republic of Belarus has agreed on the proposal of the Russian Federation on the inclusion the new railway line Minsk – St. Petersburg/Ust-Luga into the OSJD railway transport corridor No. 9, under the condition and taking into account the possibility of extending this corridor by the railway line Minsk – Zhlobin - Kalinkovichi – Slovechno – Berezhest – Ovruch – Korosten – Zhytomyr – Berdichev up to Odessa.

In respond to the proposal of the Russian Federation, the Republic of Lithuania proposed, as an alternative, to consider the issue of connecting the line Orsha – Vitebsk – St. Petersburg/Ust-Luga to the OSJD railway transport corridor No. 1.

In view of the proposal received from the Republic of Belarus, the participants of the OSJD railway transport corridor No. 9 appealed to the delegation of Ukraine with the request to consider the extension of this corridor by the railway line Minsk – Zhlobin – Kalinkovichi – Slovechno – Berezhest – Ovruch – Korosten – Zhytomyr – Berdichev up to Odessa. The delegation of Ukraine took note of this proposal and shall express its opinion further.



The station of Skirotava on the Riga-Daugavpils railway line (Latvian Railway)

The countries participating in the OSJD railway transport corridor No. 9 decided to hold additional consultations with the participation of the OSJD Committee representatives, basing on the results of which a decision on this issue shall be taken.

In order to reflect the newly included lines, the Commission's working staff have prepared draft updated technical and operational passports of OSJD railway transport corridors No. 10 and 12.

The Commission meeting, having reviewed the submitted drafts, approved the updated technical and operational passports of the OSJD railway transport corridors No. 10 and 12.

The leading duty holders from Georgia, Ukraine, and the Republic of Kazakhstan prepared a draft document regulating the procedure for filling in the technical and operational passports of the OSJD railway transport corridors, taking into account the proposals and comments received from the Republic of Azerbaijan, Belarus, Republic of Kazakhstan, People's Republic of China, Republic of Lithuania, Republic of Moldova, Russian Federation, Romania, Republic of Tajikistan, Republic of Uzbekistan and Ukraine.

Having reviewed the draft document regulating the procedure for filling in the technical and operational passports of the OSJD railway transport corridors, the expert meeting considered it appropriate to:

- develop a document in the form of an OSJD Leaflet;
- assign an obligatory - 'O' or an obligatory-recommendatory - 'O+R' status to this document;
- give the following title to this document "Regulations in regard to the formation of technical and operational passports of the OSJD railway transport corridors".

The participants in the final meeting of the Commission, having considered the issue of developing the draft leaflet, supported its development and decided to continue this work in 2019.

Reports and presentations were made by the representatives of the OSJD member countries concerning the analysis of the reasons of passenger trains delays and freight wagons idling at border transfer stations, as well as regarding the implementation of measures aimed at facilitating the border crossing procedures.

Basing on the summed-up data received from each railway administration at the border (transfer) stations, it should be noted that railway companies, when developing train schedules, shall coordinate with the border and customs services the technological time standards for carrying out the necessary control operations at the border transfer stations. Regular joint meetings with border and customs authorities are held, where the reasons of passenger trains delays, freight wagons idling at border (transfer) stations and the measures to eliminate them/prevent them are considered.

There are bilateral Agreements with neighboring countries that help to reduce train idleness at border transfer stations, including between certain countries, passenger trains run without changing locomotives, and the control authorities are informed in advance about the expected number of passenger trains and passengers in them.

The volumes of trains' traffic are agreed by the parties, basing on the effective use of the capacity of the border transfer stations and adjacent areas.

Bilateral investigations are conducted on a regular basis between the neighboring railway administrations concerning passenger and freight train delays (railway administrations exchange information and analyze the reasons of train delays, including those caused by personnel of railway services).

Agreements between the railway administrations are concluded to consider the electronic data interchange during the carriage of goods in international traffic with the purpose of delivering the preliminary information regarding the composition of trains, wagons, containers, transportation equipment and devices on these trains, etc.

The application of the SMGS electronic consignment notes in the carriage of goods in international traffic is being introduced.

In some countries, the process of commercial inspection of freight train wagons and recognition of the wagon numbers has been becoming automated at the stations.

During the discussion, the meeting concluded that the main factors affecting the delays of passenger trains are as follows:

- border and customs control operations, including an increase in the time necessary for its implementation (due to an increase in the seasonal passenger traffic);
- lack or insufficient number of modern technical equipment for carrying out border and customs control operations;



New 160-series electric train of the Czech Railways JSC (České dráhy)

- insufficient follow up of the timetable;
- technical reasons (technical and operational malfunction of the infrastructure facilities, maintenance and repair works carried out without taking into account the standard traffic schedule);
- other circumstances (independent of the carrier).

The main reasons affecting the delays (uncoupling) of freight wagons at border (transfer) stations are as follows:

- technical faults of wagons;
- commercial reasons;
- lack of financial assets on the accounts of freight forwarders to pay for transit;
- partial or complete absence of preliminary information transmitted by the neighboring railway administration in the volume of the invoice and other documents;
- failure to fully provide the documents necessary for carrying out the customs and other formalities;
- non-admission of wagons due to the exceeded daily rate of wagons which the adjacent side is capable to receive;
- border and customs procedures;
- maintenance and repair works carried out on the infrastructure facilities;
- violation of the agreed schedule of goods loading;
- insufficient infrastructure development;
- delays by other regulatory authorities.

The meeting recommended that the OSJD member countries:

- to ensure the interaction of carriers with regulatory authorities in order to provide passengers with a complete information about the border crossing procedures;
- the participants in the transportation process should pay more attention to the uneven supply of trains and, accordingly, the agreed freight volumes to the border (transfer) stations. In order to avoid the accumulation of wagons, countries are invited to consider the possibility of increasing the daily wagon acceptance rate, while ensuring a coordinated supply of trains, taking into account the traffic-carrying and train-handling capacities of border (transfer) stations;
- to consider, if necessary, the issue of improving bilateral agreements between the participants in the transportation process in order to synchronize joint actions when moving goods and vehicles through border (transfer) stations;
- to draw the attention of wagon owners and participants in the transportation process to the expediency of taking measures to guarantee reliable and safe operation of the rolling stock;
- to carry out necessary activities (workshops, technical classes, etc.) for the implementation of unimpeded freight transportation in order to reduce delays and uncoupling of freight wagons due to the improper paperwork at the border (transfer) stations in the OSJD member countries;
- to perform agreed activities for the development of border infrastructure and railway approaches to it in order to increase the traffic-carrying and train-handling capacities.

Participants of the meeting of the Commission supported the decision of experts to develop a draft document on a unified methodology for calculating the downtime and delays of wagons at the border (transfer) stations/a classifier for determining the reasons for the delays of freight wagons at the border (transfer) stations with the participation of concerned OSJD member countries.



Participants in the final meeting of the OSJD Commission on Transport Policy and Development Strategy (06-09.11.2018, OSJD Committee)



Expert meeting on the subject "Facilitation of border crossing procedures in international railway traffic in the Euroasian space" (16-18.04.2019, OSJD Committee)

principles and procedure for resolving the issues of facilitating the procedures of crossing the borders by rail) have been successfully implemented:

It was recommended that the OSJD member countries continue their work towards the implementation of the provisions of the Gdansk Declaration and exchange the information on the implementation of its provisions.

The information of the OSJD member countries' activities in the field of practical implementation of Annex 9 "Facilitation of border crossing procedures in international traffic by rail" to the International Convention on the Harmonization of Frontier Controls of Goods Carriage by Rail of 1982 was presented at the meeting.

Regarding the application of the provisions of Annex 9 in the daily practice, it can be concluded that the principles and procedure for resolving the issues of facilitating the procedures of border crossing by rail are applied at present in a varying degree.

Active work has been being carried out for the implementation of the "single window" mechanism with the application of the information and telecommunication systems. The necessity of organising the exchange of carrying and accompanying documents in scanned and electronic format was noted.

The delegation of the Russian Federation informed the participants in the Commission meeting that the draft Convention on the Facilitation of Railway Carriage of Passengers, Luggage, Goods Luggage was considered at the 150th session of the UNECE ITC Working Party on the Customs Issues Affecting Transport (WP.30) (16-19 October 2018, Geneva).

The works were also continued in the field of railway transport policy issues, the strategic objective of which is to coordinate the development of the OSJD railway system and to improve the competitiveness of railways in order to attract additional volumes of transit international traffic.

The meeting of the Commission took note of the reports made by the representatives from the OSJD member countries illustrating the directions of strategic development and reforms in railway transport.

The meeting participants discussed the information presented in the presentations and exchanged experiences and opinions on the key *strategic directions for the development of railway transport in the OSJD member countries*.

Moreover, the expert meeting participants expressed their views on the need to identify and develop common approaches to the strategic development of railway transport basing on their national strategic policy documents.

To this end, it is necessary to prepare proposals on the format of a unified presentation of information from the strategic documents related to the development of railway transport in the OSJD member countries.

In this connection, the working staff of the OSJD Commission on Transport Policy and Development Strategy prepared a draft Format for the presentation of information on the strategic development of railway transport in the OSJD member countries, taking into account the proposals received from the OSJD member countries.

The meeting of the Commission, having considered the draft Format for the submission of information on the strategic development of railway transport in the OSJD member countries, has approved it.

The participants in the Commission's meeting supported the proposal of the working staff of the OSJD Commission on Transport Policy and Development Strategy to publish in 2019 a Collected Book on the "Strategic Development of Railway Transport of the OSJD Member States" in Chinese, Russian and English languages.

At the Commission meeting the delegation of the Republic of Kazakhstan made a proposal to change the procedure for providing information (data list) in terms of railway sector reforms.

The Commission meeting supported this proposal and agreed to follow the proposed format when providing information.

In pursuance of the provisions of the Memorandum of Understanding between OSJD and ERA for 2015-2019, as well as in accordance with the approved Work Plan, the OSJD/ERA Contact Group conducted 4 meetings in 2018 during which the following topics were addressed:

Meanwhile, the Commission meeting decided to discuss the issue of organising and increasing the effectiveness of preliminary information delivery on freight traffic in the volume of consignment notes and accompanying documents with the participation of concerned OSJD member countries and to include this issue in the draft Commission's Work Plan for 2019.

The OSJD Committee conducted a survey among the OSJD member countries on the implementation of the provisions of the Declaration adopted at the VIII-th International Inter-Agency meeting.

Basing on the information provided by the OSJD member countries, it can be concluded that the provisions of the Declaration (principles and procedure for resolving the issues of facilitating the procedures of crossing the borders by rail) have been successfully implemented:

- analysis of parameters that are crucial for maintaining technical and operational compatibility in the field of the subsystem "Telematic Applications for Passenger Traffic" (TAP);
- analysis of parameters that are crucial for maintaining technical and operational compatibility in the field of the "Noise" subsystem;
- analysis of the parameters of the subsystem "Telematic Applications for Freight Traffic" (TAF).

The analysis of measures to preserve and improve the existing technical and operational compatibility at the CIS - EU border. Border 1520/1524. Border 1520/1435.

As part of this work, the information was exchanged on the requirements of regulatory documents of the EU and non-EU countries:

- The introduction of 1520 standards into the tools of international certification;
- Railway safety culture of in the EU;
- Updated information on the implementation process of the 4th railway package of EU railway legislation;
- Ad Hoc Working Group on vocational education/training in the field of railway transport;
- Regulatory requirements for railway personnel in Latvia;
- Management of railway personnel competence in the EU countries;
- "Reform of the national conformity assessment system: key aspects and purpose" and "System of conformity assessment of products in the field of railway transport of Ukraine";
- "Conformity assessment of railway products in the 1520 area";
- "Progress of work of Interstate Technical Committee for Standardization 524 "Railway Transport";
- "4th Railway Package. The authorization process for the rolling stock".

Given the expiration of the Memorandum of Understanding between OSJD and ERA for 2015-2019, the final meeting of the OSJD Commission on Transport Policy and Development Strategy supported the elaboration and signing of the Memorandum of Understanding between OSJD and ERA for the next five years (2020-2024).

The participants in the Commission's meeting reviewed the consolidated materials "**Basic statistics data on railway transport for 2017**", prepared by the leading duty holder from the "Uzbekiston Temir Yollari" JSC based on the primary data provided by the countries.

The consolidated statistics data for 2017 have been agreed for publication in the "OSJD Bulletin of Statistical Data on Railway Transport for 2017".

The Commission meeting, having reviewed and agreed upon the submitted data for 2017, decided to publish the operational performance indicators for each of the OSJD railway transport corridors Nos. 1-13 in the "OSJD Bulletin of Statistical Data on Railway Transport for 2017" in the form of a table and a chart.

The leading duty holder from the Republic of Latvia, Romania and Ukraine presented a summary of the draft new templates for group IV "Mileage of rolling stock" of tables Nos. 41, 42, 43 and "Explanation for filling out spreadsheets of statistical data of OSJD member countries" taking into account the comments and proposals received from the OSJD member countries.

The participants in the Commission meeting have agreed on the draft new templates for group IV of tables No. 41, 42, 43 and "Explanation for filling out statistical data spreadsheets of the OSJD member countries".

In the reporting year, the development of draft new templates of statistical data tables and explanations on their filling in groups No. 1-4 (tables 11, 21, 22, 23, 31, 41, 42, 43, 51, 61, 69, 80) was completed.

New draft spreadsheets of statistical data and explanations on their completion in groups Nos. 1-4 (tables 11, 21, 22, 23, 31, 41, 42, 43, 51, 61, 69, 80) were approved by the Commission meeting.

Starting from 2019, indicators of statistical data of OSJD member countries for the publication of the "Bulletin of OSJD Statistical Data on Railway Transport" will be compiled and summarized according to the approved templates of statistical data spreadsheets and explanations on their completion.

By the decision of session XLVI of the OSJD Ministerial Conference, the title of Leaflet R 305/1 "Recommendations for terminology 'Statistics of railway transport. Concise Glossary'" has been changed to "OSJD Glossary".

The meeting of the AWG and statistical experts reviewed and tentatively agreed on the draft OSJD Leaflet R 305/1 "OSJD Glossary" (the next 100 terms).

The Commission meeting decided to



Passenger diesel train of the "Railway of Moldova" State Enterprise



Meeting of the OSJD/ERA Contact Group on the subject "Cooperation between OSJD and ERA in the field of the analysis of the relationship between the EU and non-EU railway systems, with a track gauge of 1435 mm and 1520/1524 mm" (22-24.01.2019, OSJD Committee)

consider in 2019 the following 75 terms of the OSJD Leaflet R 305/1 "OSJD Glossary".

In 2018, the STEI Centers of the OSJD member countries continued to carry out their activities on the formation and development of national databases of **scientific, technical and economic information**, the summation of which is a distributed international data bank - the OSJD ADB.

The leading duty holder from the Russian Federation carried out the analysis of the acquisition and application of the distributed international data bank on STEI in 2017 basing on the data received from the STEI centers of the OSJD member countries

participating in the subject.

According to the STEI centers, as of 30 December 2017 the total information resource of the international distributed data bank of scientific and technical information amounted to 5,870,636 documents (according to the data of 2016 - 4,278,864 documents).

Thus, the total volume of the OSJD ADB increased in 2017 by 1,591,772 units.

During 2017, the subscribers of the international distributed data bank of the STEI centers of the OSJD countries were 12,376 specialists (in 2016 - 13,053) - (-5%);

- the total number of references to the OSJD ADB was 314,733 (in 2016 - 319,072) - (-1.4%);
- the total volume of issued documents from the OSJD ADB (the number of documents found in the database and issued at the request of users) in 2017 amounted to 3,447,822 documents (in 2015 - 3,570,052) - (-3.5%).

The results show the work carried out by the STEI centers in terms of the development and availability of electronic resources.

Taking into account the above, we can talk about the stability of user interest in the information resources of the STEI centers of the OSJD member countries.

However, it should be noted that the above analysis cannot be considered completely objective for several reasons:

- the dynamics of changes in the OSJD ADB indicators can be assessed only with a systematic assessment of the indicators of all the participating countries or, in extreme cases, with constant sampling. The annual change in the number of countries that submitted data for analysis, with objectively different scales of information activities relating to the number of railway companies, does not make it possible to compare correctly the changes in indicators distributed by the database as a whole;
- the analysis of the absolute indicators of the use of the OSJD ADB does not take into account the processes of optimization of the number, which take place in one way or another in almost all the participating countries. Indicators of use of the data bank, reduced to the regular number (for example, in relation to 100 or 1000 employees of the national company, within which the STEI center (library) operates, would more objectively reflect the picture of the OSJA ADB functioning.



Expert meeting on the statistical issues in railway transport (11-14.09.2018, Busteni, Romania)

It is necessary to note, that an objective picture of the development dynamics of the scientific and technical information activities in the OSJD member countries, as well as the degree of use of the scientific and technical information potential of the industry by specialists, can only be determined by providing information on the acquisition of national data banks by all participating countries.

Thus, the feasibility of conducting an annual analysis of the international distributed OSJD data bank functioning is determined by the discipline of the participants in the subject and their implementation of the decisions of the STEI expert meetings.

The meeting participants noted the need for conducting an annual analysis of the acquisition of the OSJD international distributed ADB, as it provides an opportunity to determine the dynamics in the development of information activities in the OSJD member countries, as well as the degree of use of the scientific and technical information resource by specialists.

The leading duty holder from the Republic of Kazakhstan presented for the meeting participants a summary of the activities of the technical libraries of the OSJD member countries, basing on the data received from the OSJD member countries.

Basing on the data provided, it can be stated that technical libraries operate within all railways: within the RZD OJSC - 288, within the "KTZ NC" JSC - 36, within the Byelorussian Railway - 7, in Moldova - 3, in Kyrgyzstan, Slovakia, Czech Republic, Poland and China - one technical library in each country. The Azerbaijani Railways are currently building a museum library.

The total library fund according to the reporting data is 3 million 685 thousand storage units, while the number of digitized storage units is a little over 120 thousand items. The number of traditional readers is more than 2 million people, the number of visits to technical libraries is about 11 million, while the issuance of units of the book fund and periodicals amounted to more than 9 million.

The Automated Library Information Systems (ALIS/ABIS) have been implemented in 6 countries (in Belarus – BIT2000, in China – GDLIS NET VERSION 7013, in Slovakia – ProfLib, in Czech Republic – Kpwin, in Poland – Libra 2000, Micro ISIS, in Russia and Kazakhstan – Irbis 64).

At the same time, open access Web-sites have libraries in 4 countries: in China, Czech Republic, Belarus, Poland; technical libraries of the Russian Railways OJSC are accessible in a corporate mode. The number of officially registered users is about 68 thousand people, while in China 35 corporate IP addresses have been registered. The total number of references to the electronic resources of technical libraries is more than 8 million.

The library activities are an integral part in the process of providing information to the employees of railway companies. In order to increase the efficiency of the exchange of scientific, technical and economic information between the railways of the OSJD member countries, the railway administrations are recommended to:

- to make full use of the potential of technical libraries taking into account the role of information and library services in the process of knowledge management and improvement of the efficiency of business processes;
- to support the introduction of modern information technologies (automated integrated library systems) into the library activities and their timely updating in order to ensure the availability of scientific and technical information;
- to ensure, together with the information resources and technologies, the availability of scientific, technical and economic information, in particular, by constantly updating the collections of technical libraries with priority technical literature and periodicals.

Having considered the submitted material, the meeting participants consider it appropriate to continue the work on the issue of library activities of the STEI Centers.

The leading duty holders from the Republic of Belarus and the Russian Federation prepared summary bibliographic lists on the subject "Organisation of heavy-haul traffic" and "Organisation of fast-speed and high-speed train traffic", basing on the data provided by the STEI centers.



Expert meeting on the subject "Drafting and implementation of measures aimed to improve the traffic and to develop OSJD transport corridors" (04-06.03.2019, OSJD Committee)

The work on the compilation of a joint bibliography on the subject of “Organisation of heavy-haul traffic” was headed by the Center for Scientific and Technical Information and Libraries – a branch of the Russian Railways OJSC. The consolidated bibliographic list was compiled on the basis of the materials received from the STEI centers of the Republic of Belarus, Republic of Kazakhstan, People’s Republic of China, Republic of Poland, Russian Federation, and Ukraine. The selection included a list of articles on this subject for the period of 2015-2017. The bibliography is provided with brief abstracts.

The work on the compilation of a joint bibliography on the subject “Organisation of fast-speed and high-speed train traffic” was headed by the Center for Scientific and Technical Information of the “Byelorussian Railway” State Association. The consolidated bibliographic list was compiled on the basis of the materials received from the STEI centers of the Republic of Belarus, Republic of Kazakhstan, People’s Republic of China, Republic of Poland, Russian Federation, and Ukraine. The selection included a list of articles on this subject for the period of 2015-2017. The bibliography is provided with brief abstracts.

All prepared consolidated bibliographic lists are available on the Web-page of the Center for Scientific and Technical Information on the OSJD Website.

The expediency of continuing this work was stated. In this connection, the following subject of joint bibliographies has been adopted: “Digitalization in the railway industry”.

The information was provided on the work progress in the field of administration and development of the Web-page of the STEI centers on the OSJD Website basing on the data obtained, and this information resource was demonstrated.

The participants in the expert meeting stated that the protocol of the previous expert meeting on this subject had been implemented in general.

In 2018, the following works were carried out:

1. Acquisition of the OSJD international distributed data bank on transport by the STEI centers at the national level.
2. Exchange of scientific, technical and economic information between the STEI centers of the OSJD member countries.
3. Compilation of information materials as regards the activities of the technical libraries of the OSJD member countries.
4. Formation of joint bibliographies on the following subjects “Organisation of heavy-haul traffic” and “Organisation of fast-speed and high-speed train traffic”.
5. Development and administration of the Web-page of the STEI centers of the OSJD member countries on the OSJD Website in the Internet.
6. Updating of the electronic version of the Address Directory of the STEI Centers of the OSJD member countries.

The participants in the expert meeting decided to form a consolidated list of information resources (periodicals, electronic databases, etc.) used in the information and library activities. In this connection, the expert meeting has developed and approved a matrix for providing the information.

The countries participating in this subject have expressed their concern and noted the need to continue the work towards the integration of the STEI data banks of the OSJD member countries on the basis of the STEI uniform search system (USS).



Participants in the 50th jubilee meeting of the OSJD/ERA Contact Group (05-07.03.2019, Lille, France)

1.2. Transport Law

The activities of the OSJD Commission on Transport Law in the reporting year were carried out in accordance with the Commission's Work Plan for 2018, approved by the joint meeting of the Plenipotentiaries of the OSJD Ministerial Conference and the Conference of the General Directors (Authorised Representatives) of the OSJD Railways held on 12-15 December 2017, as well as the Programme of Work for 2018 in the field of the following subjects:

1. Improving the SMPS Agreement and the Service Instruction (SI) to SMPS.
2. Updating the OSJD leaflets on international railway passenger traffic.
3. Improving the SMGS Agreement and the Service Instruction to SMGS.
4. Works in the field of the rules for the transport of dangerous goods.
5. Development of technical conditions for stowing and fastening of goods.
6. Improvement of Annex 6 to SMGS "Guidelines for the uniform CIM/SMGS Consignment Note".



Chairman of OSJD Commission on Transport Law
Mykola Nosenko

In 2018, two expert meetings of the Commission and a meeting on the Commission's level **on the SMPS issues** were held.

The issues of improving the SMPS Agreement and SI to SMPS were considered at all these meetings.

As a result of consideration of the proposals submitted by the SMPS participating parties, the amendments and additions to the SMPS Agreement were agreed upon. The changes and amendments have been introduced into the following Articles and Annexes:

- Article 2 "Basic concepts";
- Article 5 "Contract of carriage";
- Article 6 "Travel Documents";
- Article 9 "Conditions of validity of travel documents";
- Article 13 "Interruption or discontinuity of the trip";
- Article 26 "Baggage claim";
- Article 27 "Transport documents";
- Article 28 "Items allowed and prohibited for carriage as goods luggage";
- Article 29 "Conditions for goods admission for transportation";
- Article 32 "Term for the delivery of goods luggage";



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



A freight train on the Tajik Railway

- Article 35 "Return of carriage charge";
- Article 37 "Carrier's liability for damage caused to the passenger's life or health";
- Article 39 "Liability for the delay in the delivery of luggage and goods luggage";
- Article 42 "Claims";
- Article 52 "Validity of the Agreement";
- Annex 2 "Address book of organisations considering claims".

At these meetings, the amendments and updates into the SI to SMPS were considered and agreed, namely:

- § 2 "Registration of travel documents";
- § 3 "Features in registration of travel documents";
- § 6 "Luggage admission for transportation";
- § 7 "Carriage of luggage";
- § 8 "Baggage claims";
- § 9 "Admission of goods luggage for transportation";
- § 11 "Goods luggage claim";
- § 15 "Commercial Act";
- § 16 "Carriage of passengers, transfer of luggage and goods luggage at border stations";
- § 17 "Payment for the carriage of passengers, luggage and goods luggage";
- § 19 "Claim for the return of paid compensation between carriers";
- Annex 10 "Sample of SMPS Commercial Act"
- Annex 11 "Explanations on the completion of the SMPS Commercial Act".

The amendments and additions to the SMPS Agreement and SI to SMPS agreed and adopted in accordance with the established procedure have come into effect since 1 May 2019.

In 2019, the Commission has continued its work aimed at improving the SMPS Agreement and SI to SMPS.

Session XLVI of the OSJD Ministerial Conference entrusted the Commission to start in 2018 the development of a draft reference document containing information on existing OSJD documents, as well as other papers regulating the international passenger transport (paragraph 5.3 of the session minutes).

The leading duty holders (OSJD members from the Republic of Kazakhstan, Republic of Latvia and Russian Federation) prepared and submitted to the OSJD members and the OSJD Committee a draft of this document, which was considered at an expert meeting on the SMPS issues, held from 20 till 23 March 2018. The participants in this meeting agreed upon and adopted the structure of this paper as a basis having noted that the draft document being developed was of a referential nature and was intended for internal use by the OSJD members. They appealed to the leading duty holders to continue their work in the field of this project.

The expert meeting on the SMPS issues that took place on 4–7 September 2018 reviewed the draft document finalized by the leading duty holders and agreed on its provisional title "Information Guide. Documents regulating the international railway passenger traffic".

The work for drafting the Information Guide has been continued in 2019.

In the course of 2018, in the field of the SMPS issues the working staff of the Commission exchanged information on the ongoing work towards the improvement of the international transport law documents regulating the carriage of passengers in international railway traffic performed in collaboration with OTIF, CIT and DG MOVE.

On 1 May 2018, amendments and additions into Leaflet O 110 "Rules for inspecting the international passenger trains and coaches running in the cross-border traffic between the OSJD member countries" – IX-th edition, and Leaflet O 111 "Rules for issuing and using the OSJD free service passes and single-use tickets" – XII-th edition, agreed in 2017

and approved in accordance with the established procedure. The Commission's working staff have posted on the OSJD Website edition IX of Leaflet O 110 and edition XII of Leaflet O 111, which entered into force on 1 May 2018.

In the reporting year, Leaflet O 111 continued to be updated. The aspects of revising the provisions of Leaflet O 111 were included into the agendas of all expert and Commission meetings on the SMPS issues held in 2018.

The participants in these meetings considered it advisable to supplement Leaflet O 111 with an annex containing information



Meeting of the Commission on Transport Law on the SMPS issues (13-15.11.2018, OSJD Committee)



Meeting of the OSJD Commission on Transport Law on the SMGS issues (23-26.10.2018, OSJD Committee)

provided by the OSJD members on limiting the use of OSJD free service passes and single-use tickets by individual carriers or in some trains and coaches. The OSJD members from the Czech Republic, Hungary and Republic of Latvia prepared some options of the draft annex containing this information and proposals for changes to the relevant provisions of Leaflet O 111. The consideration of these proposals resulted in the approval of amendments and additions into Leaflet O 111 at the Commission meeting in 2018. These amendments and additions have passed the established procedure and have come into effect since 1 May 2019.

In 2019 the work on updating Leaflets O 110 and O 111 has been continued.

In the reporting year, two expert meetings of the Commission and a meeting of the Commission were held **in the field of the SMGS issues**.

During the preparation and conduct of these meetings, the development, discussion and coordination of changes and amendments into the SMGS Agreement and SI to SMGS were carried out respectively.

Intimately at the meeting of the Commission on SMGS issues, changes and amendments into the following paragraphs of Annex 1 "Rules for the transport of goods" to SMGS were reviewed and agreed on:

- 6. "Transfer of goods to the carrier";
- 8. "Explanations for filling in the invoice";
- 37. "Procedure for issuing the goods".

Meanwhile, amendments and additions into the following clauses of SI to SMGS have been agreed on:

- 2. "Delivery bill";
- 10 "Transfer of goods between carriers".

In addition to that, the Commission expert meetings on SMGS issues have carried out active work on preparing, reviewing and coordinating the amendments and modifications into SI to SMGS regarding the use of electronic documents for the carriage of goods in international traffic.

This work has resulted in the approval of amendments and modifications by the Commission meeting on SMGS issues into the following clauses of the Service Instruction to SMGS:

- 4. "Commercial Act";
- 9. "Consideration of claims".

These amendments and modifications into Annex 1 to SMGS and SI to SMGS have passed the established procedure and have come into effect since 1 July 2019.

The legal possibility of considering claims by using electronic documents after the abovementioned amendments and modifications into SI to the SMGS have come into effect is another step towards digitalisation of the SMGS documents for the purpose of their effective use for the carriage of goods in international traffic.

In 2019, the work for improving the SMGS Agreement and SI to SMGS has been continued.



Expert meeting of the OSJD Commission on Transport Law in the Field of the Rules for the Transport of Dangerous Goods (16-17.10.2018, OSJD Committee)

In the reporting year, the work was continued to update Annex 2 to SMGS ***“Rules for the Transport of Dangerous Goods”*** in accordance with the changes and amendments occurred in the international and national regulations regarding the rules for the transport of dangerous goods, taking into account the operating peculiar features of the OSJD member countries’ railways.

During 2018, two meetings of the Ad Hoc Working Group (AWG), two expert meetings of the Commission and a Commission meeting were held in the field of the Rules for the Transport of Dangerous Goods

Session XLVI of the OSJD Ministerial Conference instructed the AWG in the field of the Rules for the Transport of Dangerous Goods to continue its work on updating Annex 2 to SMGS in 2018 and to consider as a priority the revision of the list of documents that can be additionally applied in order to meet the requirements of Annex 2 to SMGS.

Following the decisions of session XLVI of the OSJD Ministerial Conference, the participants in the Commission meeting in the field of the Rules for the Transport of Dangerous Goods agreed on the proposal of the Commission’s expert meeting in the field of the Rules for the Transport of Dangerous Goods to create a List of regulatory and technical documents, which are additionally used to meet the requirements of Annex 2 to SMGS. This document will be provided for in section 1.1.6 of Annex 2 to SMGS. It will contain additional technical requirements applied by the SMGS member countries on their territories to ensure the safety of the transport of dangerous goods and will be used to meet the requirements of Annex 2 to the SMGS Agreement.

The regulatory and technical documents indicated in the List are to be applied in the SMGS participating countries, which are indicated in column 5 “Country of Application” of the List. For those SMGS member countries that are not listed in column 5 of the List, these regulatory and technical documents are of advisory nature.

The Commission meeting in the field of the Rules for the Transport of Dangerous Goods agreed on the edition of the List (as of 1 July 2019) and decided to post it onto the OSJD Website simultaneously with the updated version of the text of Annex 2 to the SMGS Agreement.

The changes and amendments into the List, as well as their publication, were to be executed in accordance with the procedure specified in Article 56 of the SMGS Agreement. The changes and amendments into the List will come



Expert meeting of the OSJD Commission on Transport Law on the SMGS issues (16-18.04.2019, OSJD Committee)



Participants in the meeting of the OSJD Commission on Transport Law on the development of technical conditions for stowing and fastening of goods (06-09.11.2018, OSJD Committee)

into force simultaneously with the relevant changes and amendments into Annex 2 to the SMGS Agreement.

The List is continued to be updated in 2019, as well.

The amendments and updates were prepared, reviewed in drafts and agreed on at all of the above mentioned meetings, related to the issues of the Rules for the Transport of Dangerous Goods, in particular as regards the following parts of Annex 2 of SMGS:

- 1. "General Provisions";
- 2. "Classification";
- 3. "List of dangerous goods, special provisions and exemptions for limited and exempted quantities";
- 4. "Provisions concerning packaging and tanks";
- 5. "Departure procedures";
- 6. "Requirements for the manufacture and testing of containers, containers of medium capacity for bulk cargo (CMB), large-size tare and tanks";
- 7. "Provisions concerning the conditions of carriage, loading, unloading and cargo handling".

All the listed amendments and updates to Annex 2 to SMGS have passed the established procedure and, together with the List of regulatory and technical documents, have been put into effect since 1 July 2019.

In 2018, experts from the OSJD members and a representative of the OSJD Committee actively participated in joint meetings of the RID Committee of Experts and the Working Party - WP.15, as well as in the meeting of the RID Committee of Experts, at all of which, *inter alia*, the issues of harmonization of the RID and SMGS legal documents were discussed dealing with the transport of dangerous goods.

The harmonization of legal documents relating to the transport of dangerous goods has been continued in 2019, as well.

At two meetings of the AWG, experts and the Commission for the development of **technical conditions for stowing and fastening of goods**, held in the course of the reporting year, the amendments and updates into the following chapters of Annex 3 to SMGS "Technical conditions for stowing and fastening of goods" to the SMGS Agreement were prepared and reviewed:

- Chapter 1 "Requirements for stowing and fastening of goods in the open rolling stock";
- Chapter 2 "Stowing and fastening of timber";
- Chapter 3 "Stowing and fastening of metal products and scrap metal";
- Chapter 10, "Stowing and fastening of packages";
- Chapter 12 "Stowing and fastening of long vehicles, cars, semi-trailers, trailers, towing vehicles, demountable automobile bodies".

Despite the fact that the new edition of Chapter 9 "Stowing and fastening of containers and swap bodies" of Annex 3 to SMGS was agreed at the Commission meeting in the field of the issues relating to the development of technical conditions for stowing and fastening of goods after two years of its development, and then also approved by meeting 7/2018 of the OSJD Committee members (18 December 2018), the participant of the SMGS Agreement from the Republic of Latvia, taking advantage of the law in accordance with § 1 of Article 56 of the SMGS Agreement, expressed his written objection to the entry into force of the new edition since 1 July 2019.

The Latvian party explained the reason for its objection by the absence in the agreed and approved text of Chapter 9 of information about the load capacity of the open wagons for which tables of combinations of gross masses of containers of 70 tons or more were developed.

Considering the above said and according to the established procedure, the text of Chapter 9 of Annex 3 to SMGS in the new edition has not entered into force since 1 July 2019, but will be retained in the current (acting) edition.

The Commission's work plan for 2019, approved by the meeting of the Plenipotentiaries (11-14 December 2018), provides for the revision of paragraph 1.11 of Chapter 9 of Annex 3 to SMGS regarding the stowing and fastening of containers on open wagons of different carrying capacities.

The status and place in the OSJD system of legal acts of the document regulating the conditions for stowing and fastening of containers, planned for development, have been discussed at the Commission meetings for several years.

As a result, the Plan mentioned



Joint OSJD and CIT workshop "Legal aspects of the use of the CIM/SMGS consignment note when transporting goods in international traffic" (03-04.09.2018) and 23rd meeting of the CIM/SMGS Steering Group (05-06.09.2018, OSJD Committee)

above provides for the development of draft recommendations in regard to the stowing and fastening of goods in containers. These recommendations will not be included in the SMGS Agreement.

Guided by subparagraph 7 of paragraph 5 of the decision of session XLVI of the OSJD Ministerial Conference, the Commission prepared a justification for special financing in accordance with paragraph 2 of Article 2 "Methods for preparing and developing subjects requiring special financing" (A-12) in order to complete the work on the subject "Development of technical conditions for stowing and fastening of goods".

Implementing this decision of session XLVI of the Ministerial Conference in accordance with clause 3 of Article 3 of the Methodology (A-12), the OSJD Committee sent out to all OSJD members a justification for special funding with a request to send a written opinion to the OSJD Committee on determining their interest in implementing the financing, as well as on their readiness to take financial part in paying for these developments.

Further actions of the Commission aimed at Organising and implementing special financing for the completion of the work on "Developing technical conditions for stowing and fastening of goods" will be carried out in accordance with the requirements of the Methodology (A-12).

Within the framework of the OSJD and CIT Project "**CIM/SMGS Transport and Legal Harmonization**", meetings of the CIM/SMGS expert group, the CIM/SMGS Steering Group and the joint OSJD and CIT Seminar were held in the course of the reporting year.

The issues relating to new routes in the CIM/SMGS international railway and railway-ferry traffic, legal aspects of Internet postal items in the CIM/SMGS traffic, improvement of the CIM/SMGS consignment note and promotion of its wider implementation were discussed at those meetings and the Seminar,

In the course of the above mentioned meetings held in 2018, a great deal of work was done to prepare, review and adjust the amendments and addenda to Annex 6 to SMGS relating to bringing the CIM/SMGS document forms into compliance with the SMGS ones.

At the Commission meeting on the SMGS issues, these changes and amendments were agreed upon and, after passing the established procedure, have come into effect since 1 January 2019.

From 3 till 4 September 2018, the OSJD Committee in Warsaw hosted a joint OSJD-CIT Workshop on the subject "Legal aspects of using the CIM/SMGS consignment note for the carriage of goods in international traffic. The Workshop was attended by the representatives of 23 railway companies and transport enterprises who were offered presentations and reports made by 16 speakers.

The objectives set forth for the Workshop were achieved, which included the exchange of information in regard to the national legal conditions for applying the CIM/SMGS consignment note, the capacities of railway companies, the issues that arise and the experience in their solution when organising the international traffic under the CIM/SMGS consignment note.

Summing up the outcomes of the Workshop, the participants expressed their interest in:

- increasing the volume of international freight traffic under the CIM/SMGS consignment note throughout the Eurasian space;
- expanding the scope of application of the CIM/SMGS consignment note covering the railways of the Islamic Republic of Afghanistan, Republic of Uzbekistan, Republic of Tajikistan, Turkmenistan, Republic of Turkey, Republic of Finland and Republic of Serbia;
- overcoming domestic administrative and legal barriers on the way to further development of international freight traffic under the application of the CIM/SMGS consignment note;
- in the further implementation of the electronic consignment note CIM/SMGS;
- exchanging the experience in the application of the CIM/SMGS consignment note on an ongoing basis and

assisting in solving problems arising in the organisation of transportation under the CIM/SMGS consignment note by means of workshops and seminars and professional training of personnel.

The OSJD Committee received a letter No. UNECE/2018/TPNS/169 dated 16.11.2018 signed by Mr. Yuwei Li, Director, Sustainable Transport Division at UNECE with a request to involve the experts from the SMGS participating parties, working under the OSJD and CIT project "Transport and legal harmonization of CIM/SMGS", in the development of the regulations concerning the Unified Railway Law (URL)



Expert meeting of the OSJD Commission on Transport Law on the SMGS issues
(07.30-01.08.2019, OSJD Committee)

1.3. Freight Traffic

In 2018, the activities of the OSJD Commission on Freight Traffic were carried out in the following areas:

- organisation of combined, intermodal and multimodal transportation in international traffic;
- updating the international agreement in the field of combined transport organisation in the direction of Europe – Asia – Europe;
- updating international agreements regarding the transit tariffs and tariff conditions for the transit freight traffic;
- updating the existing rules on mutual use of freight wagons in the international traffic for the purpose of ensuring their harmonization with similar international regulatory documents;
- harmonizing the unified system for the description and coding of goods during their transportation in international traffic across the OSJD railways;
- harmonising the uniform system of cargo description and coding in the international traffic across the OSJD railways;
- planning and organising container block trains in international traffic;
- developing and organising the delivery of postal items by rail;
- organising the transportation of goods under the application of the uniform CIM/SMGS consignment note in international traffic;
- developing and coordinating the timetables of freight trains in international traffic;
- coordinating the volumes of international freight traffic;
- collaborating with international organisations in the field of railway freight transport in the field of the aspects connected with the efficiency and competitiveness increase of the international railway traffic against other modes of transport.

The subjects being considered within the framework of the Commission were discussed during the meetings, seminars and conferences held in accordance with the approved Work Plan of the Commission for 2018.

The subject **“Organisation of combined transport in international traffic”** was considered at the expert meeting by the Parties to the “Agreement on the Organisational and operational aspects of combined transport in the Europe-Asia traffic”. The meeting was attended by the representatives of concerned railways, observers and OSJD affiliated enterprises.

The proposals of the Parties to the Agreement on updating the Agreement and the annexes to the Agreement were agreed on and amended. The amendments were approved by the decision of session XLVI of the OSJD Ministerial Conference (5-8 June 2018, Bishkek, Kyrgyz Republic).

The railways of the OSJD member countries carried out their work on the development and organisation of combined, intermodal and multimodal transportation of goods.

The volume of container transit through Kazakhstan is largely determined for the “Kazakhstan Temir Zholy National Company” JSC (“KTZ NC” JSC) by the competitiveness of services for exporting consignors from China and European countries regarding the route of sea transportation.

The availability of high-quality logistics infrastructure and services contributed to the stimulation of the container traffic growth in intermodal traffic.

The ongoing infrastructure projects and the completed consolidation and cargo handling centers have become the new growth factors for these type of transportation which has made it possible to offer competitive transportation products in the global market.

The new ferry service allows for multimodal transportation of general and bulk cargoes, having significantly increased the flows of transit traffic and export potential in the western direction through the Caspian Sea.

According to the information of the “KTZ NC” JSC, a feeder container traffic has been launched in the Caspian Sea. On 5 April 2018, the Mahmud Ragimov feeder vessel, owned by the “Azerbaijan Caspian Shipping Company” CJSC (ACSC CJSC), moored in the seaport of Aktau to serve the regular feeder container traffic on the Trans-Caspian



Chairperson of OSJD
Commission on Freight Traffic
Zubaida Aspayeva



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



Kang Hyeonsoo
Specialist (seconded)

International Transport Route (TITR). The next day, after loading 70 twenty-foot containers (TEU) with wheat and lentils of Kazakhstani production, the ship was sent to the seaport of Baku (Alyat), the containers were reloaded onto the fitting wagons belonging to the Azerbaijani Railways CJSC (AZD CJSC) and Georgian Railway JSC (GR) and then sent to the Turkish port of Mersin located on the Baku-Tbilisi-Kars railway route opened in 2017.

This is the very first ever export transport of containers from Kazakhstan by a feeder vessel that has entered the seaport of Aktau. So far, the “National Company Aktau International Sea Trade Port” JSC (“NC AISTP” JSC) served dry cargo vessels for general cargo (grain, metals, etc.), as well as processed ferries in communication with the seaport of Baku (port Alyat).

According to the plans for the development of the sea traffic, the vessel’s handling time in the ports of Aktau and Baku (Alyat port) will not exceed 24 hours in each of them, while the container delivery directly from the Aktau sea port (Kuryk port) to Baku port (Alyat port) will be no more than 36 hours.

In the future, the schedule provides for running the feeder vessels on the route between the sea ports of Baku and of Aktau and back on a weekly basis.

In 2018, TITR attracted new volumes of freight traffic that were previously transported along alternative routes and TITR as a whole (these are super-oversized machinery and equipment from the People’s Republic of China, container traffic from the PRC, Turkey). In addition, the so-called “anchor” clients have emerged, this is KAZZINC (Glencore), KazAtomProm, the service of exporting grain cargo in containers from Kazakhstan to Turkey and the return load of Turkish goods to Kazakhstan and Central Asia is being established.

In 2018, 3922 containers were transported in transit, which illustrates an increase of 12 times as compared to 2017. The tariff rates for container transportation in the traffic China – Turkey/European countries and in the opposite direction on the route TITR have been also prolonged for 2019.

This year, 1483 containers with grain cargoes from Kazakhstan have been transported via the Baku-Akhalkalaki-Kars railway line to Turkey.

In addition, along with Kazakhstan export cargoes, the next batch of containers included transit cargoes, such as tomato paste, transported from China to Italy.

Currently, the regular traffic of tomato paste from China to Italy and grain cargoes from Kazakhstan in the direction of Turkey has been established. An additional impetus to the export container transportation along the TITR route



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Freight trains on the route Russia – Kazakhstan – Uzbekistan

was given by the launch of the Kuryk railway ferry complex and the launch of the Baku-Tbilisi-Kars railway line, which established a direct railway traffic to the southern and western ports of Turkey with an access to the Mediterranean Sea, as well as containerized a number of grain cargoes from Kazakhstan in the export direction.

There are all prerequisites for further development of transportation along the TITR route, which include the availability of all necessary infrastructure facilities and its continuous modernization, starting from the logistics terminal in the port of Lianyungang, then consolidating freight traffic at the KTZE-Khorgos Gateway terminal on the Kazakhstan-China border, along with the seaports in the Caspian Sea, where the capacities of the ports of Aktau, Kuryk and Baku have sufficient reserves for further increase in freight traffic through TITR route.

It is planned to integrate the development of transport and logistics centers (TLC) with customs clearance zones (CCZ) together with the State Revenue Committee of the Ministry of Finance of the Republic of Kazakhstan.

In order to develop railway and road transport, a customs clearance zone (CCZ) has been launched in the port of Kuryk similar to the existing CCZ in the TLC of Astana and Shymkent.

By 2020, it is planned to create similar TLC with a single technology of multimodal services in all regions of Kazakhstan.

According to the *PKP LHS LLC*, as part of the preparation of regular transportation of goods through the TITR route and South-West corridors, two test container deliveries were carried out using the LHS line. These deliveries were carried out in order to study the characteristics of both routes, their technical capabilities and transport costs, as well as elements and sections that need to be improved in connection with the projects planned in the future. The test transportation on the South-West route was carried out in cooperation with the “ADY Container” Azerbaijani company and the railways of Georgia and Ukraine. The route passed from Slawkow to Astara (reloading terminal on the Azerbaijan-Iran border) and back to Slawkow.

Moreover, in cooperation with the railways of the countries being members of the Association of Legal Entities “Trans-Caspian International Transport Route” (TITR), including Azerbaijan, together with the “Far East Land Bridge” (FELB) company, a pilot container delivery was organised on the route Slawkow – Urumqi (China) being part of TITR. The container, sent from the Slawkow LHS station, passed through the territory of Poland and Ukraine, from where it crossed the territory of Georgia and Azerbaijan after passing the Black Sea. After that, in a railway ferry service, it was delivered through the Caspian Sea and arrived in Kazakhstan, and then to the border station of Khorgos between Kazakhstan and China, after which it arrived at its destination in Urumqi in China.

Currently, PKP LHS LLC and the Chinese Party are also conducting intensive negotiations on the implementation of regular deliveries along the China-Europe route using the LHS line. The negotiations relate to the route using the Black and Caspian Seas, as well as the route through Russia, through the border crossing point of Suzemka/Zernovo to Ukraine and further to the LHS line.

According to the information of the *Lithuanian Railways JSC* (LG), there are a number of advantages in the field of organisation of combined and multimodal transportation of goods through the network of the Lithuanian Railways.

LG has intermodal terminals in the largest cities of Lithuania – Vilnius (VIT) and Kaunas (KIT), which are intended for transshipment of goods in standard and specialized containers. The terminals are equipped with all necessary



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infrastructure facilities for organising the transportation of containers by various modes of transport (railway and road), as well as the technical conditions for loading and unloading operations - cranes with a lifting capacity of 40 tons, mobile loading and unloading equipment. The length of the access ways in the terminals makes it possible to receive the full-length trains. Free storage of containers for up to 45 days, temporary connection of refrigerated containers to the power supply, as well as customs services are provided.

The Kaunas terminal is fitted with 1435-mm and 1520-mm gauge tracks and is located on the territory of the Kaunas station. There is a convenient road access from the highway Vilnius – Kaunas – Klaipėda.

LG has certain experience in the field of intermodal traffic organisation, namely:

- container-contraileer train “Viking”, the route of which passes through Lithuania, Belarus, Ukraine and connects the Baltic and Black Seas. This train brings together an increasing number of countries in different regions. To date, the train route passes through Moldova to the station of Giurgiulesti-Port. The container train route is strategically important for the development of multimodal transportation between the European market and the markets of Azerbaijan, Georgia, Turkey;
- container trains “Saule”, “Continental Express”, “Baltic Wind”, which provide an opportunity to form a container flow at the Lithuanian port stations taken from the sea transport in the port of Klaipėda and the possibility of accepting transit container traffic transported by rail from Western and Northern Europe to Asian countries, including China;
- container train “Šeštokai Express”, intended for the carriage of goods from Poland to Lithuania and further in the direction of Russia and Kazakhstan;
- the first innovative logistics project of LG and HUPAC is the “Milan Express” train connecting the Baltic region with the southern part of Europe, particularly Italy;
- container train “Mercury”, intended for quick delivery of goods from the port of Klaipėda to the stations of the Russian capital – the city of Moscow;
- through container train “VIT express” of local destination, running between the port of Klaipėda and the Vilnius container terminal (VIT). This train provides for the delivery of goods from the port of Klaipėda to the capital of Lithuania – the city of Vilnius;
- in 2018, the railway companies of Lithuania, Latvia and Estonia signed a cooperation agreement on the implementation of the Amber Train project and launched a new freight line that makes it possible to deliver goods from Western Europe to the Baltic republics much faster, more profitably and with less damage to the environment. The goods are transported by an intermodal train on the route Šeštokai – Riga – Tallinn, being 650 km long, and the delivery time is 24 hours, the train length is up to 43 conditional wagons. It is planned that in 2019 customers will be offered a possibility of transporting semi-trailers by railway through the three mentioned Baltic countries. To this end, special ‘pocket’ wagons are already being produced. The route is managed by the Lithuanian Railways, the LDZ Logistika (Latvian company) and the Operail AS (Estonian company);

Taking into account the existing infrastructure restrictions at the junctions with the railways of the EU member states, one of the most important directions for the development of transit services at the “Russian Railways” OJSC is considered to be the implementation of a project for multimodal container traffic through the ports of the Kaliningrad region.

The signing of the memoranda of cooperation between the “UTLC ERA” JSC and the Kaliningrad Railway with the leading ports of the Kaliningrad Region has launched a new direction for the transport of goods. The ports, the sea transport and the railways have been uniting their efforts to create new products, the purpose of which is to develop the transit traffic as a whole. Two trains of full composition loaded with containers, having arrived by sea from Rotterdam, were sent on 7 November 2018 from the port of Kaliningrad through Dostyk to Chengdu. (China). In November and December 2018, 3756 TEUs or 31 container trains were sent via the ports of the Kaliningrad region in the Europe-China direction in the framework of the project for the development of multimodal transportation.

The organisation of transportation of semi-trailers from the Kaliningrad region to the other regions of the Russian Federation and in the opposite direction (with the prospect of attracting European destinations for freight transportation) is carried out by the Russian Railways OJSC. The loading/unloading of semi-trailers is carried out by the structural



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units of the Russian Railways OJSC.

The production capacity of the Russian Railways OJSC at the stations of Dzerzhinskaya-Novaya and Chernyakhovsk provides for the overloading of semi-trailers loaded up to 35 tons.

The project is organised by the "Cargo Service" LLC with the assistance of the RZD OJSC, railway administrations of Belarus and Lithuania.

The main prerequisites for the development and organisation of piggyback transportation are:

- high speed of delivery;
- guaranteed safety of transportation regardless of weather conditions;
- a significant reduction in the time of passing the border and customs control;
- safety of roads and highways;
- reduction of environmental pollution.

The reasons for that are the main advantages of the con trailer traffic on the railway network provided by simplified and accelerated customs procedures, safety and security of goods and road vehicles, border control procedures passed without the driver's participation, increased motor potential of road vehicles, and the lack of road tolls.

The following technical conditions have been created for the implementation of this project (con trailer railway traffic) by the RZD OJSC: the availability of appropriate infrastructure on the network of the RZD OJSC, of double-sided ramp of 1100 mm high, with a capacity of 25 conditional cars at the terminals; a sufficient number of specialized open wagons for the formation of piggyback trains, solved issues of customs clearance and control for the transportation of groupage cargo and foreign vehicles.

According to the information of the "Cargo Slovakia Railway Company" JSC (ZSSK Cargo), active work is underway in order to develop the railway container traffic from China to Europe through Slovakia. This traffic is organised via the Dobra terminal of combined transport, where containers are reloaded from one tarck gauge to the other. The terminal belongs to the ZSSK Cargo, being currently handed over for a long-term lease to the TransContainer PJSC.

According to the *Ukrzaliznytsia JSC*, in 2018 17 container trains were organised running on a regular basis, including 7 transit trains, which had carried 95.7 thousand TEUs for the year 2018, which is 72% more than the volumes transported in 2017 .

For many years now, the following trains have been running successfully:

- the train of combined transport "Viking" (Lithuania – Belarus – Ukraine – Moldova/Romania/Bulgaria/Georgia/Azerbaijan and back), the volumes of traffic in which had increased ch by 26% for 2018;
- the "Zubr" (Bison) container train (Estonia – Latvia – Belarus – Ukraine – Moldova and vice versa), the volume of traffic by which had increased by 45% for 2018
- the container train on the route Romania (Dornashti) – Ukraine (Vadul-Siret – Zernovo) – Russia (Toliatti), which transported 6.1 thousand TEUs in 2018;
- the container train on the route Slovakia (Košice) – Ukraine (Uzhgorod – Zernovo) – Russia (Perspektivnaya), which in 2015 transported 3.5 thousand TEUs.

In addition, 3 container trains ran through the territory of Ukraine in communication China – the countries of Europe and in the opposite direction in 2018.

Along with the container trains in international traffic, the container trains run successfully in domestic traffic on the territory of Ukraine, the routes of which connect the ports of the Black Sea with the terminal complexes located at the concentration points of freight volumes:

- "Kreshchatyk": Odessa-Port – Kiev-Liski;
- "Dneprovets": Odessa-Port – Dnepr-Liski;
- "Nika": Nikopol – Paromna/Odessa-Port;
- Odessa-Port – Kharkov-Liski;
- Chernomorskaya/Odessa-Port – Rozhnyatov,
- Chernomorskaya – Nizhnedneprovsk-Pristan;
- Chernomorskaya – Kiev-Liski;
- Chernomorskaya – Kharkov-Liski;



Expert meeting of the OSJD Commission on Freight Traffic to consider the issue of organising unhindered service of container trains in the Europe-Asia-Europe communication (30.01-01.02.2019, OSJD Committee)

- Chernomorskaya – Dnepr-Liski;
- Chernomorskaya – Ternopol.

In the framework of the OSJD and FIATA cooperation, a Joint OSJD/FIATA Workshop on Combined Transport “New opportunities for multimodal transportation in the traffic Europe – Asia – Europe” was held from 11 till 12 July 2018 in Istanbul (Turkey).

More than 70 representatives of the railway companies of the OSJD member countries attended the Workshop, to include those from: Azerbaijan, Belarus, Georgia, Kazakhstan, Latvia, Moldova, Poland, Ukraine and the Czech Republic; Turkish State Railways (TCDD); OSJD affiliated enterprises – Sino-trans CJSC, SIGIS LLC, Association of Transport High Schools (RUT/MIIT), Eurosib JSC, UTLC ERA JSC and PLASKE JSC; international organisations and associations: UNESCAP, WCO, CIT, UIRR, UIC, FIATA Secretariat; national associations of freight forwarders and operators, transport, logistics and freight forwarding companies of Austria, Azerbaijan, Belarus, Bulgaria, Vietnam, Italy, Kazakhstan, China, Russia, Slovakia, Turkey, Ukraine and Switzerland; OSJD Committee and the FIATA Secretariat.

The Workshop attendees noted the importance of the event for all participants in the transportation process and emphasized that in order to improve the quality of services in the transport market, the railways are organising and applying various types of international freight transportation. Of these, the most promising is the development of combined (intermodal, multimodal) transportation, where transport and logistics companies have gained extensive experience.

During the Workshop, the participants were offered presentations, reports and contributions delivered by the representatives of railways, international organisations, national freight forwarders associations, transport, logistics and freight forwarding companies which were subdivided into the following thematic sessions:

- “Multimodality in the Euro-Asian Transport Connection” including the sub-topics: “Euro-Asian transport corridors: Realities and prospects for development. Southern Corridor connections from Europe/Iran to China”;
- “Practice and prospects of combined and multimodal transportation – a view of participants in the transportation process and international organisations” by subtopic: The experience of international organisations in the development of combined and multimodal transportation. Combined and multimodal transportation in communication Europe – Asia – Europe; problematics and practical solutions. The interaction of railway enterprises with container train operators, freight forwarding companies and national freight forwarders associations;
- “Facilitation of border crossing procedures for combined and multimodal transportation” by sub-topics: Interaction with customs authorities. The use of information technology, electronic data interchange. Application of pass-through documents for the entire supply chain. Advantages of using OSJD documents (SMGS and CIM/SMGS consignment notes);
- “The legal status of the Baku-Tbilisi-Kars railway line, including the railways of Azerbaijan, Georgia, Kazakhstan and customs authorities” by sub-topics: Transport potential of the Silk Road route from China, countries of South, South-West and South-East Asia to Europe through the Caspian and the Black Seas. Business interest and prospects for attracting freight flows in the direction of Europe – Asia – Europe on the route through the Black and the Caspian Seas.

The participants in the Workshop held a discussion and exchange of views in order to improve the efficiency of the use of railway transport in the organisation of combined transport in the Eurasian space.

The tariff issues were discussed in the framework of the subjects “**Improving the Agreement on the Uniform Transit Tariff (ETT) and updating the ETT Tariff**” and “**Improving the Agreement on the International Railway Transit Tariff (MTT) and updating the MTT Tariff**”.

Within these subjects the proposals and observations were considered, as well as the positions of the Parties to the Agreement regarding the ETT updating, which were received from the railways of Kazakhstan and Uzbekistan, the Ministry of Transport of the Russian Federation and the Ministry of Infrastructure of Ukraine.

In accordance with the provisions of the ETT Agreement, the changes and amendments into the ETT agreed by the Parties to the Agreement have been announced by the OSJD Committee, as depository of the Agreement, with entry into force since 1 October 2018 and since 1 January 2019, concerning:



Presidium of the meeting of the representatives of railways and foreign trade organisations for coordination of transportation volumes for export, import and transit goods by rail for 2019 and measures to be taken to ensure them (04.03 - 08.03.2019, Da Nang, Vietnam)

- 1) Section "Calculation and collection of carriage charges" relating to:
 - payment for the carriage of goods in a wagon;
 - calculation of charges for the transportation of goods with their own axles;
 - payment for the carriage of loaded and empty container;
 - calculation of charges for the carriage of goods mounted on the wagon coupling gears and of oversized cargoes;
 - payment for the carriage of dangerous goods;
 - updating the table of dangerous goods;
 - payment for the carriage of goods in a wagon that does not belong to the carrier, and of an empty wagon;
 - payment for the transportation of perishable goods;
 - payment for the transportation of deceased persons;
 - payment for the transportation with a shorter delivery period;
- 2) Section "Additional fees and other charges" relating to the charges as follows:
 - for reloading;
 - for sealing at the border station or at the railway station located at the intersection of different railway gauge systems;
 - for the delay of wagon or container on the transit railway;
 - in connection with the customs inspection of goods transported;
 - for mounting the wagon on the bogies of a different track gauge;
- 3) updating and editorial corrections in the whole text of the ETT Tariff.

The OSJD Committee, as the depositary of the ETT Agreement, in accordance with the provisions of the ETT Agreement and on the basis of the official notifications of the Parties to the Agreement, during 2018 announced the amendments and changes being effective in the transit distance tables as follows:

- the Railway of Kazakhstan (KZH) since 7 July 2018;
- the Ukrainian Railway (UZ) since 1 July and 3 August 2018.

The calculation of the charge was agreed at the tariff rate of the ETT 1st tariff class for the goods with the new codes of the OSJD (GNG) Harmonized Nomenclature of Goods which entered into force on 1 June 2018.

The meeting of representatives of the Parties to the **MTT Agreement** reviewed the proposals and comments, as well as the positions of the Parties to the Agreement in regard to improving the Agreement itself and updating the MTT Tariff received from the railways of Kazakhstan, Moldova, Tajikistan, Uzbekistan and Ukraine, the Ministry of Transport of the Russian Federation and the OSJD Committee.

The amendments and addenda to the Agreement, agreed upon by the Parties to the MTT Agreement, were announced by the OSJD Committee, being an Administrative body in the field of the MTT issues, with effect from 1 October 2018.



Heads of delegations at the meeting of the representatives of railways and foreign trade organisations for coordination of transportation volumes for export, import and transit goods by rail for 2019 and measures to be taken to ensure them (04.03 - 08.03.2019, Da Nang, Vietnam)

In accordance with the established procedure stipulated by the provisions of the MTT Agreement, the agreed changes and amendments into the MTT Tariff were announced by the OSJD Committee with their entry into force from 25 July and from 1 October 2018, from 1 January 2019, concerning:

1) Sections "General tariff rules" and "Special tariff rules" related to:

- the procedure for collecting freight charges;
- payment for the carriage of goods in wagon;
- payment for the transportation of goods by using the own axles;
- payment for transportation of oversized goods;
- payment for the transportation of dangerous goods;
- updating the table of dangerous goods;
- payment for the transportation of cars in a double-decker wagon;
- payment for the transportation of perishable goods;
- payment for the transportation of deceased persons;
- payment for the transportation with an individual locomotive;
- payment for the transportation of bulk cargoes;
- payment for the transportation with a shorter delivery period;

2) Notes to transit distance tables;

3) Section "Additional fees and other payments" relating to:

- the charges for changing the wagon's bogies by the ones with a different track gauge;
- the charges for the delay of wagon and container on the transit railway;
- the inclusion of new charges: for rolling on/rolling out of the wagon to/from the ferry and for the selection of loaded and empty wagons not owned by the carrier, in accordance with the cargo plan for the distribution of wagons on the ferry complex of the Chernomorsk commercial port;

4) editorial corrections of the MTT text as a whole.

The OSJD Committee, being an administrative body for the MTT affairs, in accordance with the provisions of the MTT Agreement and on the basis of the official notifications of the Parties to the Agreement, during 2018 announced the amendments and changes being effective in the transit distance tables as follows:

- the Railway of Kazakhstan (KZH) since 7 July 2018;
- the Ukrainian Railway (UZ) since 1 July and 25 July 2018.

The Commission's working staff prepared and posted onto the OSJD Website the current versions of the texts of the ETT and MTT Agreements, the ETT and MTT Tariffs, taking into account the announced changes and amendments.

Within the framework of the subject "**Improving the Agreement on the use of freight wagons in international traffic (PGW) with annexes**", the following works have been accomplished.

In 2018, the "Group Feroviar Roman" JSC (an OSJD affiliated enterprise) joined the PGW Agreement. The OSJD Committee, as the depositary of the Agreement, has introduced appropriate changes into Annexes A and B to the PGW Agreement.

Basing on the data submitted by the Parties to the PGW Agreement, the OSJD Committee, being the depositary of the Agreement, has calculated the voting share of each Party to the PGW Agreement. The table of voting shares' distribution as of 1 January and 1 September 2018 has been sent to all Parties to the PGW Agreement.

The issue of updating charges for the use of freight wagons and bogies in international traffic was considered at the meeting of the Working Group of the Parties to the PGW Agreement (15-16 May 2018, OSJD Committee).

The Parties to the PGW Agreement were introduced at this meeting by members of the Working Group from: railway enterprises and companies of Belarus (BC), Lithuania (LG), Poland (PKP Cargo JSC, PKP LHS LLC), Russia (RZD OJSC), Uzbekistan (UTI) and Ukraine (UZ), as well as representatives of the Parties to the Agreement on PGW from railway enterprises and companies of Hungary (MAV CJSC, Rail Cargo Hungaria CJSC - RCH CJSC) and OSJD Committee.

The data submitted by the Parties to the PGW Agreement for calculating the draft rates for using the freight wagons, bogies and wagons without bogies in international traffic has been analyzed, as well as the proposals for updating Annex 12 to the PGWRules has been developed (updated and indexed rates).



New 2TE25KM main-line freight diesel locomotives for the UBZD JSC (Mongolia)

In accordance with paragraph 19.4 of the PRT, the results of the calculation of tariffs and indexed rates prepared by the Working Group were sent for consideration by the meeting of representatives of the Parties to the Agreement on PGW.

A meeting of the representatives of the Parties to the Agreement on PGW (26-29 June 2018, OSJD Committee, Warsaw) was held to improve the Agreement on PGW, to make changes and amendments to the Rules for the use of freight wagons in international traffic (PGW).

The meeting was attended by the representatives of the following Parties to the Agreement on PGW from: railway enterprises and companies of Hungary (MAV CJSC, RCH CJSC), Iran (RAI), Kazakhstan (KZH), Latvia (LDZ Cargo LLC), Lithuania (LG), Moldova (CFM), Poland (PKP Cargo JSC, PKP LHS LLC), Russia (Russian Railways OJSC), Slovakia (ZSSK Cargo), Uzbekistan (UTI) and Ukraine (UZ), as well as the representatives of the OSJD affiliated enterprise – “United Wagon Company SPC” JSC and the OSJD Committee.

The meeting considered the proposals, comments and positions of the Parties to the Agreement regarding the amendments and updates into the PGW Rules and regarding the proposals to update Annex 12 to the PGW Rules received from the railways and railway companies of Belarus (BC), Latvia (LDZ Cargo LLC), Lithuania (LG), Moldova (CFM), Russia (Russian Railways OJSC), Uzbekistan (UTI), Ukraine (UZ) and Estonia (EVR).

The proposals relating to the change in the value and in the indexing of the tariff rates to be paid for the use of freight wagons, bogies and wagons without bogies in international traffic have not been adopted in accordance with Article 7 of the Agreement on PGW.

The Parties to the PGW Agreement agreed on the changes to the PGW and to Annexes 1, 17 and 28 to the PGW Rules.

The adopted changes into the PGW have been announced by the OSJD Committee being a depository of the PGW Agreement, with coming into effect since 1 January 2019.

Basing on the official notifications received from the Parties to the Agreement during 2018, the working staff of the Commission prepared and forwarded to the Parties to the PGW Agreement all changes to the information annexes to the PGW Rules.

The OSJD Committee, being a depository of the PGW Agreement, has published an updated text of the PGW Agreement with its annexes as of 1 January 2018, which has been also posted on the OSJD Website.

The subject **“Use of freight wagons in international railway traffic”** was discussed at the expert meeting of of the Commission (26-29 June 2018, OSJD Committee).

The proposals, comments and positions, presented by BC, LDZ, LG, CFM, PKP JSC, UTI, UZ and EVR on updating the Joint Leaflet OSJD O 402/UIC O 430-5 “Regulations for the exchange and use of new generation freight wagons between railways with gauges of 1435 mm and 1520 mm” have been considered.

The experts have noted that Leaflet O 402 was developed during the period when RIV regulatory documents (being effective until 2006) and the Agreement on PPW (in 1992 version) were valid in order to ensure the possibility of smooth running of new generation freight wagons between the railways with gauges of 1435 mm and 1520 mm in non-transloading traffic, as well as in connection with the commissioning of freight wagons with automatically gauge-changing wheel sets. As practice has shown, such wagons are not widely used.

In addition to that, Leaflet O 402 contains references to the documents that have now lost their effect. The terms of use of freight wagons, including partial technical requirements, have been regulated in the 1435-mm

European space since 2006 by the document “General Contract for Use of Freight Wagons” (GCU) (Allgemeiner Vertrag für die Verwendung von Güterwagen - AVV), and the technical requirements and conditions of use of freight wagons in the 1520-mm gauge space - in the Agreement on PGW.

According to the results of the discussion held by the experts, it was noted that further on the practical application of Leaflet O 402 became irrelevant.

It was decided to send an official request to the UIC regarding the current status of the UIC Leaflet O 430-5.



Meeting of the Working Group of the Parties to the PGW Agreement on the calculation of tariff rates (14-15.05.2019, OSJD Committee)

In the reporting period, the Railways of the OSJD member countries **updated the Harmonized Nomenclature of Goods** (GNG). The Russian Railways JSC being a leading developer of GNG in OSJD has prepared a draft of amendments and additions to GNG, taking into account the proposals of OSJD railways applying the GNG.

Amendments and additions into the GNG were approved by the decision of CGD meeting XXXIII and entered into force on 1 June 2018.

This work was carried out in collaboration with the UIC NHM/DIUM Steering Committee to ensure the harmonization with the Commodity Code used by the European railways.

The OSJD Committee published the GNG updated text as of 1 June 2018, the layout of which was prepared by the leading developer, as well as posted onto the OSJD Website.

In the framework of OSJD and UIC cooperation, the representatives of OSJD railways: Lithuania (LG), Russia (Russian Railways OJSC), Romania (CFR Marfa), Czech Republic (CD Cargo) and Ukraine (UZ) participated in the annual meeting of the UIC Steering Committee on NHM/DIUM issues (28 February – 1 March 2018, Paris, France).

At this meeting, amendments and additions into the UIC Harmonized Nomenclature of Goods (NHM) were approved with their entry into force on 1 May 2018. During the meeting, President of the UIC Steering Committee on NHM/DIUM issues has noted that cooperation between the two Organisations is at a high level and contributes to the harmonization of the OSJD and UIC documents.

The subject **“Updating the List of Freight Stations of OSJD Railways”** was discussed at the Commission meeting (21-24 March 2018, Chisinau, Republic of Moldova) with the participation of experts from the OSJD Permanent Working Group on Coding and Information Technology (PWG CI), CTM LLC, UIC Steering Committee on NHM/DIUM issues and the OSJD Committee.

The experts from the railways of the OSJD member countries have been working on updating the OSJD Leaflet O 405 “Regulations as for the creation and follow up of the List of Freight Stations on the OSJD Railways”, III-rd Edition, by means of introducing changes and amendments.

The amendments and changes into the OSJD Leaflet O 405, approved by the decision of CGD meeting XXXIII, have been announced by the OSJD Committee with comig into effect from 1 August 2018.

The Commission’s working staff has prepared an up-to-date text of Leaflet O 405 (III-rd edition), which has been also posted onto the OSJD Website.

In the course of 2018, the railways of the following OSJD member countries: Azerbaijan (AZD JSC), Bulgaria (BDZ-Freight), Hungary (MAV CJSC), Georgia (GR), Kazakhstan (KZH), Lithuania (LG), Poland (PKP JSC), Romania (CFR Marfa), Slovakia (ZSSK Cargo), Ukraine (UZ), Czech Republic (CD Cargo) and Estonia (EVR, OPERAIL JSC) updated the information regarding the list of freight stations on their railway lines in accordance with the provisions of the Leaflet O 405.

The list of freight stations of the OSJD railways in PDF format has been posted onto the OSJD Website.

Within the framework of the subject **“Organisation of large-capacity container traffic between Europe and Asia”**, the following work has been performed.

The experts of the Commission carried out their work in accordance with the approved Plan of Work of the Commission for 2018.

The “Kazakstan Temir Zholy National Company” JSC (KZH) being the leading duty holder on the subject, completed its work in regard to updating the data-



base on international container trains and contrailer traffic basing on the data provided by the following OSJD railways: Azerbaijan (AZD CJSC), Belarus (BC), Bulgaria (BDZ-Freight), Hungary (MAV CJSC), Kazakhstan (KZH), Latvia (LDZ), Lithuania (LG), Moldova (CFM), Mongolia (UBZD JSC), Russia (RZD OJSC), Romania (CFR Marfa), Slovakia (ZSSK Cargo), Uzbekistan (UTI), Ukraine (PJSC Ukrzaliznytsya - UZ), Czech Republic (CD Cargo) and Estonia (EVR).

It should be noted that at present the OSJD railways have organised and operate on a regular basis 181 block container and contrailer trains, whereas 428 trains depart on request.

The information concerning the block container and combined trains

In 2018, the number of freight trains in China-Europe traffic passing through Mongolia increased by more than 50%

running on the OSJD railways as of 12 October 2018, prepared by the leading duty holder on this subtopic together with the Commission's working staff, has been published in the OSJD Bulletin No. 6/2018 and posted onto the OSJD Website.

The "Ukrzaliznytsia" JSC being a leading duty holder on the subtopic "Building up a database of volumetric indicators of container traffic" has completed its work for the formation of a database of transportation volumes in large-capacity containers on the OSJD railways for 2016-2017, as well as prepared information on the dynamics of changes in the container traffic for 2013-2017 basing on the data provided by the railway companies of the following OSJD member countries: Azerbaijan (AZD CJSC), Belarus (BC), Bulgaria (BDZ-Freight), Georgia (GR), Kazakhstan ("KTZ NC" JSC - KZH), Latvia (LDZ), Lithuania (LG), Moldova (CFM), Mongolia (UBZD JSC), Russia (RZD OJSC), Romania (CFR Marfa), Slovakia (ZSSK Cargo), Uzbekistan (UTI), Ukraine (UZ), Czech Republic (CD Cargo) and Estonia (EVR) in a graphic form.

The analysis has shown that in 2017, the railways of the OSJD member countries adopted 3,254.7 thousand TEUs and delivered 3,407.5 thousand TEUs, which is 35.5% and 31.6% more than in 2016, respectively.

The leading contractor is "Kazakhstan Temir Zholy National Company" JSC (KZH) with the participation of concerned railways of the OSJD member countries has performed its work on the sub-topic "Updating and follow-up of the electronic version of the Information Guide "Transportation of large-capacity containers and contrailer traffic between Europe and Asia" with the purpose of updating it.

Basing on the proposals of the railways of BC, KZH, LDZ, LG, UBZD JSC, RZD OJSC, UZ and EVR, the Information Guide has been updated. The agreed changes into the Information Guide were approved at the final meeting of the Commission (9-12 October 2018, OSJD Committee) and have entered into force since 12 October 2018. An updated version of the Information Guide is available on the OSJD Website, as well.

The experts of the Commission have updated (introduced changes and amendments) OSJD Leaflet R 421 "Rules for the use of universal large-capacity containers in international railway traffic" (Leaflet R 421).

The agreed amendments and additions into Leaflet R 421 were approved at the final meeting of the Commission (9-12 October 2018, OSJD Committee) and entered into force on 12 October 2018. The OSJD Committee published Leaflet R 421 in the form of its V-th edition and posted it onto the OSJD Website.

The railway companies of the OSJD member countries provided information on the work carried out within the reporting period in the field of large-capacity container traffic organisation in communication Europe – Asia – Europe, including the organisation of container block trains in the traf-
fic China – Europe – China.

Over the past years, the number of regular container trains running between China and Western Europe, from the countries of the Asian and Pacific Region to the countries of Central and Central Asia has been steadily growing, because an ever wider circle of consignors and consignees begins to perceive the railway traffic as a real alternative to the sea and air links.

An extensive and long-term experience has been gained in OSJD in the development and implementation of international freight traffic by container trains.



A welcome address of Iurie Topala, Director General of the State Enterprise "Railway of Moldova", to the participants in the meeting of the OSJD Commission on Freight Traffic on the subject "Updating the Harmonized Nomenclature of Goods (GNG)" and "Updating the List of Freight Stations of the OSJD Railways" (20-23.03.2018, Chisinau, Moldova)



Meeting of the OSJD Commission on Freight Traffic on the subject "Updating the Harmonized Nomenclature of Goods (GNG)" and "Updating the List of Freight Stations of the OSJD Railways" (20-23.03.2018, Chisinau, Moldova)

According to the information of the Azerbaijani Railways CJSC (AZD CJSC), in 2018 the volume of container railway traffic by AZD CJSC totalled 40,493 large-capacity containers, of which 21,360 containers were received in TEUs (including transit - 10,945 TEUs) and 19,133 containers in TEUs were delivered (including in transit - 11,108 TEUs).

In 2018, 267 container trains were admitted and 140 container trains handed over, including the share of traffic on the Baku-Tbilisi-Kars route. The volume of container traffic exceeded the number for the same period in 2017 by more than 60%.

The Byelorussian Railways State Corporation (BC) pays special attention to organising container trains in the direction of China – Europe – China and interacting with the Polish State Railways (PKP JSC) and licensed carriers of Poland in the field of unhindered running of trains across the Belarus-Polish border.

In the framework of the Eurasian Economic Union (EAEU), together with the railways of Russia and Kazakhstan, the United Transport and Logistics Company (UTLC ERA) has been established on a parity basis, providing logistics in the “1520 area” for container train projects in the Asia-Europe-Asia communication, including the one in the direction of China – Belarus – China.

The issues of optimizing the current transportation process are resolved in the framework of a septilateral Agreement between the railways of Belarus, Germany, Kazakhstan, China, Mongolia, Poland and Russia to deepen cooperation on the organisation of container trains in communication between China and Europe and in a bilateral format with Polish and Russian partners.

In 2018 the TEU throughput was 324.8 thousand containers as part of container trains in China-Europe-China traffic, which is 132% against 2017, including 182.3 thousand containers of TEU throughput in the China-Europe traffic, which is 122.4%; and 142.5 thousand containers of TEU throughput in the Europe-China traffic or 146.7% as compared to the previous year.

In the short term, the dynamics of growth in container traffic between China and the EU member countries is predicted to be continued, and in 2020 it is planned to transport up to 500 thousand TEUs. It is expected that, if China maintains subsidies for the transportation of containers and an annual increase of about 15% of the transportation of containers is continued on BC, by 2025 it will have reached 1 million TEUs.

The container transportation in communication with China is organised along the main routes through the stations of Zabaikalsk (China-Russia), Naushki (transit through the territory of Mongolia), Dostyk and Altyntkol (transit through the territory of Kazakhstan).

The main points of departure and destination of container trains are as follows:

- In Europe: Hamburg, Duisburg, Nürnberg (Nuremberg), Łódź, Malaszewicze, Tilburg;
- In China: Zhengzhou (Henan Province), Wuhan (Hubei Province), Hefei (Anhui Province), Chengdu (Sichuan Province), Urumqi (Xinjiang-Uygur Autonomous Region of China), Lanzhou (Gansu Province), Yiwu (Zhejiang Province), Chongqing (a city of central administration), Tianjin (Jiangsu Province), Xian (Shaanxi Province), Shenzhen (Guangdong Province).

The transit time of container trains on the Byelorussian Railway (BC) from the Osinovka station (interstate rail-



Participants in the XXIX-th meeting of the representatives of the Parties to the MTT Agreement (26-29.06.2018, Tashkent, Uzbekistan)

way junction point) to Brest station is less than 12 hours. In the train schedule for 2017/2018, the route speed of container trains has been more than 1100 km a day.

In order to ensure the export and promotion of Byelorussian products onto the market of the People's Republic of China, BC has been carrying out extensive and systematic work together with the concerned business entities of the Republic of Belarus, transport and forwarding organisations, aimed at creating favourable conditions and developing railway transport of export-oriented products to China.

Depending on the region of destination in China, BC has developed various logistic charts for the delivery of products both in refrigerated and universal containers.

The enterprises and organisations of the Republic of Belarus were offered integrated tariff rates for the delivery of Belarusian export products directly from the BC stations to the cities of China: Chongqing (city of central administration), Xian (Shaanxi province), Zhengzhou (Henan province) Wuhan (Hubei province), Chengdu (Sichuan Province) in direct railway traffic, as well as for their delivery by road from these cities to any point in China.

In order to provide integrated services for the export of end products by the organisations and enterprises of the Republic of Belarus by railway to China, BC has adopted a "Procedure for the coupling, at the BC railway stations, of specialized flat wagons for the carriage of containers, loaded with Belarusian export goods, proceeding to a destination in China to the container trains running in the Europe-China traffic". Reference railway stations located along the route of the 2nd Pan-European Transport Corridor have been identified.

At the same time, in order to provide a comprehensive customer service, other options for organising container loading in relation to the regions of cargo flow gravitation are possible, including those with the use of own specialized road vehicles (sidelifters).

The express container traffic is one of the priorities in the development of freight railway service in the Republic of Belarus. The efficient use of the country's potential as a transport bridge between the West and the East in the single Eurasian transport space is impossible without the railway freight traffic being globally containerized. The widespread operation of containers makes it possible to meet the ever-growing requirements for railway transport in the high quality of the logistics process, the speed and safety of the transportation of goods, delivery efficiency, safety of goods.

According to the "Byelorussian Railway" State Corporation (BC): in order to develop strategic decisions for the implementation of the forecast traffic volumes, including container traffic, BC together with the RZD OJSC have adopted and have been implementing a programme of joint actions for the development of railway infrastructure in the sections of main directions of international passenger and freight traffic until 2020.

The development of container traffic by regular block trains is a key direction in the business strategy of the "Kazakhstan Temir Zholy National Company" JSC ("KTZ NC" JSC). The work was carried out to preserve the positive dynamics of the container trains transit, organised in the China-Europe-China traffic.

Currently, the container trains running in the traffic China – European countries – China pass in transit through the territory of Kazakhstan via the following main routes: Chongqing – Duisburg – Chongqing, Wuhan – Hamburg – Wuhan, Chengdu – Łódź – Chengdu, Chengdu – Nürnberg (Nuremberg) – Chengdu, Wuhan – Pardubice, Munich/Hamburg – Zhengzhou, Yiwu – Madrid – Yiwu, Hefei – Hamburg, Chengdu – Nürnberg (Nuremberg) – Chengdu, Chengdu – Tilburg – Chengdu, Duisburg – Urumqi, Yiwu – Duisburg. New container trains have been organised along the following routes: (through the stations of Dostyk and Altyntol) Milan – Chengdu, Prague – Yiwu, Xiamen – Malaszewicze, Chengdu – Kutno – Chengdu, Yiwu – London, Kouvola – Xian, Dobra – Chongqing.

In 2018, the number of transported containers on the railway network of Kazakhstan amounted to 887.5 thousand TEUs, including transit through the territory of the Republic of Kazakhstan - 537.4 thousand TEUs, which is 55% more as compared to the same period of 2017.

In 2018, the total number of container trains in the KZH network amounted to 4486 (an increase of 1560 units), including transit traffic through the territory of the Republic of Kazakhstan amounted to 4259 container trains, an increase of 151% as compared to the same period in 2017 (growth by 1476 units): including in the traffic China –



Expert meeting of the OSJD Commission on Freight Traffic on the subject "Organisation of Combined Transportation in International Traffic" (20-22.03.2019, OSJD Committee)

European countries – China - 2925 trains (an increase by 955 units), of which in the traffic China – European countries - 1599 trains (an increase by 395 units), countries of Europe – China - 1326 trains (an increase by 560 units); in the direction China – countries of Central Asia – China - 592 trains, of which in the traffic China – countries of Central Asia - 552 trains, in the traffic of Central Asia – China - 40 trains.

The demand for service by high-speed container trains in the traffic of China – EU countries has been growing due to the attractive speed parameters, delivery time and active work on attracting freight traffic performed with the Chinese Railways and the main shipping provinces of China, such as Yiwu, Xian, Xiyom, Wuhan, Urumqi, Zhengzhou, Chongqing, Chengdu, Shenzhen, Hefei, Jiangsu and others.



A container train on the Lithuanian Railways

Additional routes have been developed for the sections Altynkol/Dostyk – Semiglavyi Mar and Altynkol/Dostyk – Aksu.

In general, active work was carried out with all 17 cargo-generating provinces of China to attract freight traffic onto the international transport corridors passing through Kazakhstan.

Together with the Railways of Iran and Turkmenistan, work was carried out to develop the Kazakhstan-Turkmenistan-Iran railway line and to attract additional traffic volumes by providing competitive integrated tariff rates for the territory of Kazakhstan, Turkmenistan and Iran, including in containers along the route China – Kazakhstan – Turkmenistan – Iran.

During 2018, 11 container trains on the route China – Kazakhstan – Turkmenistan – Iran and 10 container trains on the route China – Afghanistan were organised.

Work was carried out to containerize the cargo flows running from Russia and Kazakhstan in the direction of China. In doing so, 37 container trains were organised in the direction of Russia – China, and 57 container trains – from Kazakhstan to China.

According to the Chinese Railways (KZD), 946,562 TEUs (import and export containers) were transported through the border crossing points of Manchuria, Suifenhe, Erlian, Alashankou and Khorgos in 2018, which is 36.8% more than the during the previous year.

A total of 6363 container trains were organised in the direction of China – Europe – China in 2018, which is 73% that during than the previous year. In particular, 2834 container block trains proceeded through the border crossing point of Alashankou, which is an increase of 40%; through the border crossing point of Khorgos - 689 container block trains, which is 22.2 times more than in 2017; through the border crossing point of Manchuria - 1,763 container trains, which is an increase of 64%; through the Erlian border crossing point - 1,055 container trains, which is an increase of 94%; through the Suifenhe border crossing point - 22 container trains.

As of the end of 2018, regular container trains ran from 59 cities in China in the direction of China – the countries of Europe with destinations in 49 cities in 15 European countries.

In 2018, the Lithuanian Railways (LG) network of container traffic increased by 20% as compared to 2017, a total of 82,392 containers were transported or 114,932 TEUs, of which: export - 35,547 TEUs (in 2017 - 33,376 TEUs), import - 29,267 TEUs (in 2017 - 26,255 TEUs), transit - 30,150 TEUs (in 2017 - 17,182 TEUs), local transportation - 19,968 TEUs (in 2017 - 15,922 TEUs).

In 2018, 414 full-capacity container trains were organised, which is 30% more than in 2017.

130 container trains ran in the forward and backward directions from China (Chongqing) to Germany (Duisburg) through LG, then to Kaliningrad (Russian Federation), with a length of 57 conditional wagons, each consisting of 41 40-foot containers.

In 2018, two pilot trains ran through LG:

- № 1117/1118 Perspektivnaya – Krasnoye – Gudogai – Kybartai – Kaliningrad-Sort. in forward and backward directions consisting of 82 40-foot containers, loaded with spare parts for cars;
- № 1167/1168 Nakhodka-Vostochnaya/Cape Churkin – Zilupe – Meitene – Sovetsk – Kaliningrad-Sort. 2 container trains loaded with 82 20-foot containers with acids ran in the forward direction.

In 2018, 209,843 TEUs were transported by the Ulan Bator Railway (UBZD) (an increase of 39% against 2017), including import - 85,637 TEUs, export - 58,942 TEUs and transit - 85,367 TEUs. 499 container trains proceeded through the territory of Mongolia in the Asia-Europe communication, whereas 356 container trains - in the Europe-Asia com-

munication, (an increase of 60% against 2017).

Export, import and domestic transportation of goods grew by tens of percent. Especially noteworthy is the transit growth of 83%. Container transit through the border station of Zamyń-Uud totaled 13,940 TEUs.

The PKP Cargo JSC constantly monitors the quality of the transportation process and the operation of the border crossing points of the Polish Railways (PKP) with certain railway administrations of 1520-mm gauge space, as well as carries out works to improve the organisation of container traffic in Europe-Asia communications, including that between China and Europe. The goods from China are delivered through 4 border crossing points, and to Poland almost the entire flow is still oriented through the Polish-Belarusian border crossing point of Brest/Terespol (Malaszewicze). The volume of the container trains handled at this border crossing point over the past 3 years, has increased significantly, while maintaining a steady growth in the transport of bulk cargo. As a result of an increase in the number of personnel, the number of wagons and locomotives, close cooperation of PKP and BC, as well as the organisational measures taken to improve the organisation of the transportation process at this border crossing, the work proceeds without complications.

The PKP Cargo JSC has been gradually introducing other border crossing points at the intersection of the PKP network with the adjacent railway networks of 1520-mm track gauge to handle the process of servicing the growing container traffic between Europe and Asia.

The PKP Cargo JSC has developed a technology for crossing the border by the container trains through the Polish-Byelorussian border crossing points of Siemianowka/Svisloch with transshipment on the Polish side, Kuznica Białostocka/Bruzgi with the transshipment on the Byelorussian side, as well as through the Polish-Russian border crossing point of Mamonowo/Braniewo with the transshipment both on the Polish and the Russian sides. As part of the work for the creation of additional production facilities at the junctions of PKP - BC, the PKP Cargo JSC, together with BC, have been working to prepare the resumption of freight services at the next Polish-Belarusian border crossing point of Czeremcha/Vysoko-Litovsk, where the train traffic was suspended a few years ago due to the sufficient bandwidth at other border crossing points of between PKP and BC.

Thus, the PKP Cargo JSC has acquired three additional border crossing points prepared for servicing container trains in the Europe-Asia traffic. These border crossing points have been operating to complement the main border crossing of Terespol/Brest with a further dynamic increase in cargo traffic. Using these border crossings, the PKP Cargo JSC can deliver containers to the terminals at final destinations.

In order to reduce the procedures and operations at borders, the PKP Cargo JSC has been also carrying out purposeful work aimed at facilitating and accelerating the operations in collaboration with the border and customs services.

About ten subsidiaries of the Russian Railways JSC and joint ventures were involved in Eurasian container transportation. Among them are the UTLC ERA JSC, RZD Logistica JSC, TransContainer PJSC, Trans Eurasia Logistics, Far East Land Bridge Ltd., TransContainer-Europe GmbH, YuXinOu (Chongqing) Logistics Ltd. and other.

The segment of container traffic on the Russian Railways as a whole has been demonstrating a positive trend for the past few years with the the prospect of growth.

In 2018, the total volume of international container traffic through the Russian Railways network amounted to 2549 thousand TEUs (including transit - 557.2 thousand TEUs).

The main share oin the volume of international container traffic in 2018 was represented by the transportation of goods between China and the European countries. The transit volume amounted to:

- at the border stations of Dostyk and Altynkol:
 - in the direction of Europe – Asia - 120.7 thousand TEUs;
 - in the direction of Asia – Europe - 162.2 thousand TEUs;
- at the border station of Zamyń-Uud:
 - in the direction of Europe – Asia - 12.6 thousand TEUs;
 - in the direction of Asia – Europe - 18.6 thousand TEUs;
- at the border station of Zabai-kalsk:
 - in the direction of Europe – Asia - 16.1 thousand TEUs;



Joint OSJD/FIATA Workshop on Combined Traffic "New opportunities for multimodal transportation in Europe-Asia-Europe traffic" (11-12.07.2018, Istanbul, Turkey)

- in the direction of Asia – Europe - 20.6 thousand TEUs.

The Russian Railways Holding has been actively working to develop the freight traffic through the territory of Mongolia. The growth in traffic with the participation of the UBZD JSC through the territory of Mongolia, observed in recent years, was mainly due to the development of transit traffic between China and Europe.

Thus, the RZD Logistica JSC organised the delivery of lumber materials from the railway station of Kleshchikha of the Novosibirsk Region through the territory of Russia and Mongolia to the Erlian station in China. The container train crossed the Russian-Mongolian border at the border station of Naushki, and the border between China and Mongolia – at the border station of Zamyn-Uud.

A return container delivery from China to the European part of Russia was also organised through the new route. The RZD Logistica JSC formed a container train at the Erlian station and organised further freight forwarding through Mongolia to the station of Vorsino in the Kaluga region.

Taking into account the increased flow of goods, it is necessary to note the fact that the “UTLC ERA” JSC began to operate in a promising corridor through the border stations of the Kaliningrad region of the Russian Federation. At Dzerzhinskaya-Novaya station, a key distribution hub is created for the containers delivered in transit in the China-Europe-China traffic.

New container trains have been organised in the international traffic along the following routes:

- Changsha – Zamyn-Uud – Hamburg (via Brest) and in the opposite direction;
- Suzhou – Zamyn-Uud – Hamburg (via Brest) and in the opposite direction;
- Chongqing – Zamyn-Uud – Hamburg (via Brest and the Dobra terminal) and in the opposite direction;
- Changsha – Zamyn-Uud – Budapest (via the Dobra terminal) and in the opposite direction;
- Chengdu – Zamyn-Uud – Vienna (via the Dobra terminal);
- Busan – Nakhodka-Vostochnaya – Aktau (transportation of building materials for the Daewoo Shipbuilding and Marine Engineering plant);
- Changsha – Zamyn-Uud – The Netherlands;
- Changsha – Zamyn-Uud – Kolyadichi.

In January 2018, the Russian Railways OJSC Holding organised a test shipment of goods in a direct railway link between Russia and Vietnam.

The RZD Logistica JSC, in partnership with the Vietnamese operator Ratraco (a logistics company, 35% of which is owned by the Vietnamese Railway State Company), organised a test railway shipment from Russia to Vietnam. The transportation was carried out in accordance with the action plan of the bilateral cooperation agreement between the Russian Railways OJSC and the Vietnamese Railway State Company (VZD) thus having marked the actual launch of the international transport corridor Vietnam – Russia – Vietnam.

The container with cosmetic products of the Russian manufacturer Red Line was sent as part of a container train from the Vorsino Freight Village terminal in the Kaluga Region and arrived in Hanoi on 23 January 2018. The cargo was in transit for 20 days. A standard shipping would take twice as long.

The RZD Logistica JSC was responsible for the overall organisation of multimodal delivery, while the logistics operator promptly provided vehicles and a container (owned by the TransContainer PJSC) to load products at the consignor’s warehouse, provided transportation to the railway station, as well as freight forwarding through Russia. A subsidiary of the RZD Logistica JSC - Far East Land Bridge accepted the cargo at the Manchuria/Zabaikalsk border crossing and oversaw the transportation in China. The operator ‘Ratraco’ supervised the final stage of delivery on the territory of Vietnam.

Timely and high-quality implementation of all project stages, from working out a route to finding a client and partners, became possible thanks to the competence of the RZD Logistica JSC - as an operator with the necessary experience to launch an interstate-level service, in particular, an international transport corridor. The transport solution proposed by the RZD Logistica JSC has several advantages for shippers, including short delivery periods, a ‘single-window’ service and guaranteed cargo safety.

The volume of container traffic using the wagon and container stock of the TransContainer PJSC increased by 6.1% in 2018 as compared to 2017 and amounted to 1886 thousand TEUs.

For 2018, transportation of loaded large-capacity containers as part of container trains totaled 1899.5 thousand TEUs via the Russian Railways network, whereas 834.7 thousand TEUs were transported by the TransContainer PJSC. Transportation of empty large-capacity containers as part of container trains amounted to 613.4 thousand TEUs in 2018 via the Russian Railways network, while the volume of those transported by the TransContainer PJSC reached 202.5 thousand TEUs.

According to the information of the UTLC ERA JSC (an OSJD affiliated enterprise) with the participation of transit services of the UTLC ERA JSC in the traffic China – Europe – China on the route Dostyk/Altynkol – Brest/Bruzgi/Svisloch/Kaliningrad more than 280.6 thousand TEUs were transported in 2018 (an increase of 60% against 2017). This volume was transported as part of 3342 container trains, of which in the traffic of China – Europe - 1885 trains, and in the traffic of Europe – China - 1457 trains. The number of regular routes in the services of the UTLC ERA JSC reached 57 in 2018. The transit services of the UTLC ERA JSC are associated with more than 20 terminals in the EU countries.

In connection with the increased volume of freight traffic by container trains in the direction of China – Europe – China, the UTLC ERA JSC jointly with the Belintertrans-Germany LLC opened a new route for container trains through the border crossing point of Siemianowka/Svisloch in March 2018.

On 24 March 2018, the first container train on this route composed of 41 40-foot containers with general cargo was sent from the station of Lodz (Poland) in the direction of the Chinese city of Chengdu. Since April 2018, the new route has been used on a regular basis.

An important achievement in 2018 was the beginning of operation within a promising corridor through the border stations of the Kaliningrad Region (Russian Federation). The development of the corridor passing through the border stations of the Kaliningrad Railway of the RZD OJSC and the creation of a key distribution hub for transit containers at the Dzerzhinskaya-Novaya station in communication China – Europe – China is one of the key tasks of the UTLC ERA JSC for 2019 and the next years.

In 2018, 48 trains composed of 41 containers each were sent along the route China – Kaliningrad (Russia) – Europe. In the traffic Europe – Kaliningrad (Russia) – China 41 trains composed of 41 containers each were sent. The total volume of transported containers reached 7238 TEUs.

In August 2018, the UTLC ERA JSC launched a new service for organising container trains with food from Belarus to China (Chengdu) and back. In October 2018, the UTLC ERA JSC jointly with the freight forwarding company Belintertrans (BTLC State Enterprise) launched a project for sending container trains from the Republic of Belarus (station Lupolovo) to China (the city of Chongqing). As part of the transportation project on the route Belarus – China – Belarus with food products of Byelorussian enterprises, 2668 TEUs were transported in 2018.

As part of the improvement of container transportation technology, the 'XL Train' project has been implemented: in 2018, 609 long-haul trains were organised, composed of up to 100 conditional wagons. This technology allows to increase the efficiency of the use of infrastructure capacity and reduce the costs in the traffic organisation.

In October 2018, the UTLC ERA JSC presented the Eurasian Rail Alliance Index (ERAI) transit rail transport index - a composite indicator of the cost of transit container traffic in the Eurasian railway corridor across the EAEU in communication China – EU countries and EU countries – China. The introduction of the ERAI index will provide the consignors with a possibility to have access to the current costs of the railway transit container traffic. A link to the ERAI index is posted onto the OSJD Freight Portal of the OSJD Website.

The 'Railway Company Cargo Slovakia' JSC (ZSSK Cargo) as a carrier in the Slovak Republic participated in five active container train projects from China to Europe:

- 1) Changsha – Budapest (BILK terminal) and in the opposite direction, the frequency of trains running is usually once a week, in the future - an increase of up to 2 times a week is planned. This project implementation began in June 2017 and marked a breakthrough on the "New Silk Road" in the Slovak Republic and the restoration of container traffic through the Dobra terminal. Transportation was carried out through Mongolia, Russia, Ukraine and Slovakia;
- 2) Chongqing – Duisburg and in the opposite direction, the frequency of trains running is usually once a week, while in the long term an increase from 2 to 3 times a week is expected. This promising project was launched in December 2017. Transportation was carried out through Mongolia, Russia, Ukraine, Slovakia and the Czech Republic;



The growing traffic volumes between Europe and Asia requires the development of logistics terminals along the transport routes (pictured: one of the logistics terminals in Poland - Euroterminal Slawkow)

3) Xian – Budapest (Mahart terminal), one pilot train was organised in February 2018. In the near future, another 4 trains are expected in both directions, with a running frequency once a week. Transportation was carried out through Kazakhstan, Russia and Ukraine to Slovakia;

4) the port of Dalian – Bratislava, in November 2017 one pilot train was organised. Further services in this direction began to be carried out in June 2018, with a running frequency once a week. Transportation was carried out through Russia and Ukraine;

5) Chengdu – Vienna, in April 2018, a pilot train was organised from China to Vienna, the train has begun to run with a frequency of once a week since June 2018. Two container trains were sent to China via the Dobra terminal, one from Duisburg and the second from Melnik, as part more than 80 containers were transported.

In 2018, 69 container trains were sent from China to Europe via the Dobra terminal, including 38 to Budapest, 31 to Duisburg, as part of which more than 2700 containers were transported. 36 container trains were sent in the opposite direction, including 31 from Duisburg and 6 from Budapest, in which more than 1440 containers were transported.

The “Uzbekiston Temir Yollari” JSC (UTI) has been carried out purposeful work towards the development of large-capacity container traffic the network of the Railways of Uzbekistan, and namely container trains were organised in the following directions: Lianyungang – Tashkent-Tovarnyi through the border crossing points of Horgos/Altynkol and Alashankou/Dostyk, Vladivostok – Chukursay, Nakhodka-Vostochnaya – Asaka, Nakhodka-Vostochnaya – Pitnak, Riga-Krasta – Ulugbek. In 2018, the number of container trains accepted and sent by Uztemirjolcontainer JSC amounted to 384 trains and 408 trains, respectively.

UTI has informed about its readiness to cooperate with all participants involved in the transportation of large-capacity containers in communication Europe – Asia – Europe basing on mutual agreements.

In order to increase the transportation volumes, speed up the delivery and improve the safety of goods, the Ukrzaliznytsia JSC organised and ran 17 container trains on a regular basis in 2018, including 7 transit trains, which included 95.7 thousand TEUs in 2018, which is 72% more as compared to the volumes transported in 2017.

At the same time, the Ukrzaliznytsia JSC with the carriers involved organised 3 container trains in communication China – European countries and in the opposite direction along the following routes:

- China (Changsha) – Mongolia (Zamyn-Uud – Sukhe-Bator) – Russian Federation (Naushki – Suzemka) – Ukraine (Zernovo – Chop) – Slovakia (Cierna nad Tisou – Dobra terminal) – EU countries. During 2018, 53 trains ran through the territory of Ukraine (35 in the direction of the EU, 18 in the direction of China), as part of which 4.6 thousand TEUs were transported;
- China (Dalian) – Russian Federation (Zabaikalsk – Suzemka) – Ukraine (Zernovo – Chop) – Slovakia (Cierna nad Tisou – Dobra terminal) – EU countries. In 2018, 6 trains ran through the territory of Ukraine (5 in the direction of the EU, 1 in the direction of China), as part of which 0.5 thousand TEUs were transported;
- China – Kazakhstan (Dostyk/Altynkol – Kanisai) – Russian Federation (Iletsk – Suzemka) – Ukraine (Zernovo – Chop) – Slovakia (Cierna nad Tisou – Dobra terminal). For 2018, 76 trains proceeded through the territory of Ukraine (46 in the direction of the EU, 30 in the direction of China), as part of which 6.9 thousand TEUs were transported.

The container traffic was organised in cooperation with the UNESCAP and the International Association “Coordination Council for Transsiberian Transportation” (CCTT).

When organising the container traffic, special attention was paid to the participation in the project “**Transportation of postal items by rail between China and Europe**” implemented by the Universal Postal Union (UPU).

The railways of the OSJD member countries showed their interest in developing and organising the transportation of postal items by rail, but at the same time they considered it necessary to further elaborate some aspects of the organisation of this kind of traffic.



Meeting of the representatives of the Parties to the ETT Agreement on the subject “Improving the ETT Agreement and updating the ETT Tariff” (21-24.05.2019, OSJD Committee)

According to the UPU, in March 2017, a Task Force on the Project was established by it, the main purpose of which is to develop, with the participation of OTIF and OSJD, guidelines that will help the UPU member countries organise the international carriage of postal items by rail.

Currently, the Task Force is working on the development of Guidelines for the organisation of international transport of postal items by rail. The OSJD takes an active part in this work.

The development of the UPU Guidelines is based on the results of these pilot projects. The goal of this paper is to harmonize and simplify postal, customs, and railway regulations, standards and formalities in order to more actively support all efforts to simplify global trade procedures.

All concerned parties have been involved in the development of the Guidelines which take part in the Task Force on the carriage of postal items by rail: UPU, WCO, international railway organisations and associations – OSJD, OTIF, CIT and CCTT, as well as designated operators, national customs administrations that participated in the implementation of pilot projects.

With the participation of the railways of the OSJD member countries, 65 pilot projects for the carriage of postal items by rail have been implemented. The pilot projects were organised along different routes and included various transit countries with different customs regimes.

According to the Byelorussian Railway (BC), at the request of the China Post Group Corporation, the first experimental transportation of postal items was organised in October 2016 with the use of one 40-foot container as part of a container train from China to Europe in transit through the territories of Kazakhstan, Russia, Belarus and Poland.

According to the information of the “Kazakhstan Temir Zholy National Company” JSC (“KTZ NC” JSC), for the 12 months of 2017, Kazpost JSC and KTZ Express JSC had transported groupage cargo in freight trains totaling 48 wagons with 40-foot containers with cargo “postal consignments”, including 42 containers with the destination Kazakhstan.

Transit delivery of postal items from China (including express cargoes) was organised in 6 wagons with 40-foot containers. As part of the delivery test (pilot shipment) of postal items from China to Europe by rail on the Chongqing - Duisburg route through the Dostyk border station in transit through Kazakhstan, large-capacity containers loaded with “international postal items” ran on the route of Chongqing – Duisburg, where 6 deliveries had been made for 12 months 2017. The designated postal operator of the People’s Republic of China, “China Post Group”, delivered 4 wagons with 40-foot containers to the designated operator in Germany and two postal loads with 40-foot containers to Poland to Poczta Polska and further on to Europe.

In 2018, as part of the transportation of postal items, the designated postal operator of the People’s Republic of China, China Post Group, delivered 72 units of 40-foot containers in China-Europe transit traffic through the territory of Kazakhstan to the stations of Brest and Malaszewicze with the participation of both China Post Group and Poczta Polska.

For 2018, as part of the transportation of postal items, the delivery of 110 40-foot containers was organised in the traffic of China – Kazakhstan with the participation of KTZ Express, Kazpost and China Post Group, with the destination of the station of Almaty-1 and addressed to the branch of ‘Kazpost’ JSC – “Information and Logistics Center ‘SOUTH’”, Almaty. The sale of the bid for the provision of a package of services for the transportation organisation of postal items has been implemented through the Urumqi office of KTZ Express JSC - XinJiang KTZ International Co., Ltd. 16 40-foot empty containers were also returned to be loaded postal items.

Regarding the organisation of e-commerce. Preliminary market analysis and ongoing negotiations with partners and customers in China, Republic of Kazakhstan and the EU countries confirm the relevance of this service for courier companies and e-commerce enterprises.

In the implementation of the project, active work was conducted by the Russian Railways OJSC. In 2018, the carriage of international postal items (IPI) became regular. Thus, from 2017 to the present day, more than 50 large-capacity containers with postal items have been transported, of which 15 - in 2018. It should be noted that the ‘Post of China’ planned to transport from 15 to 20 40-foot containers in transit through Russia every month.



A train with goods from Afghanistan to Azerbaijan in transit through the International Sea Port of Turkmenbashi (Turkmenistan) via the Lazurit transit corridor

In May-June 2018, in order to ensure a balanced freight traffic China – Europe, an MPO container was transported in a test mode in the Europe-China direction. Taking into account the positive experience of this transportation, it was planned to increase the freight traffic in the opposite direction (Europe – China) with the prospect of attracting goods onto the railway transport that were previously transported only by air.

On 8 June 2018, a Memorandum between the RZD OJSC and KZD was signed in Beijing stipulating the organisation of fast-speed and high-speed railway freight cross-border transportation in communication China – Russia – Europe, including international postal items, which outlines a number of areas for joint action to expand multimodal delivery patterns according to the “door-to-door” principle, and the RZD Logistica JSC has been appointed by the RZD OJSC as an operator responsible for the implementation of specific projects using the services of the FPC JSC. For the transportation of transit goods, including international postal correspondence, this fast-speed delivery service seems promising.

Due to the lower cost of transportation as compared to the air delivery widely spread nowadays, the transport service opens up broad possibilities for attracting a fundamentally new type of goods onto the railway transport. With the growth of transport trade volumes, the prospects for establishing regular container trains with postal items is a promising area for the development of container traffic.

The activities were continued towards **practical application of the CIM/SMGS consignment note** for the entire route through the railways that apply various legal regulations, which, in turn, allows for transportation without re-issuing carriage documents, speeding up the delivery of goods, improving the organisation of freight traffic and creating the conditions for attracting additional transportation volumes of goods.

The OSJD railways carried out work on the Organisation of cargo transportation in wagons and containers under the CIM/SMGS consignment note in the direction from China to Europe and in the opposite direction; in the countries of Europe (Germany, Romania, Slovakia, France, Czech Republic) - Belarus, Kazakhstan, Moldova, Russian Federation, Ukraine.

In 2018, 3653 wagons were dispatched from the stations of the Byelorussian Railway in the export direction to the countries of Western Europe (Germany, Hungary, Romania, Slovenia and the Czech Republic) under the application of the CIM/SMGS consignment note. 53 wagons proceeded in the opposite direction.

At the same time, 22,596 containers proceeded in transit and 17,860 containers were processed which were registered with the use of the CIM/SMGS consignment note in 2018. 50 stations of departure and destination are involved in the carriage with the CIM/SMGS consignment note. At the same time, 43 consignors and 11 consignees are involved in the carriage of goods with the CIM/SMGS consignment note.

In total, in 2018, 14,000 TEUs were carried through the Chinese Railways (KZD) network (import and export containers) using the CIM/SMGS consignment note.

In 2018, the Lithuanian Railways (LG) organised a pilot train No. 1117/1118 on the route Perspektivnaya – Krasnoye – Gudogai – Kybartai – Kaliningrad-Sort. in the onward and backward directions in 84 40-foot containers, loaded with spare parts for cars. The transportation was carried out under the application of the CIM/SMGS consignment note.

According to the information of the State Enterprise Railway of Moldova (CFM), in 2018, 31,080 wagons were transported with the use of the CIM/SMGS consignment note on the territory of the Republic of Moldova, of which 28,287 wagons were in transit, 1425 wagons were exported and 1368 wagons were imported.

The main types of goods transported under the application of the CIM/SMGS consignment note are as follows: from the Republic of Moldova - mill products; to the Republic of Moldova - diesel fuel, cast iron; in transit traffic - iron ore and concentrates, coal, cinders, fertilizers, oil and oil products, fuel wood, white spirit, cast iron, mill products, washing machines, salt.

In total for 2018, the Russian Railways OJSC transported 35,658 units under the CIM/SMGS consignment note (containers and wagons), including 31,062 container units, of which:

- in export traffic - 21,567 units, including 21159 container units;
- in import traffic - 8445 units, including 4262 container units;
- in transit traffic - 5646 units, including 5641 container units.

According to the information of ZSSK Cargo, 2509 units (containers and wagons), including 1888 containers, were transported using the CIM/SMGS consignment note in 2018, to include:

- in export traffic - 1020 units, including 1136 containers;
- in import traffic - 1252 units, including 744 containers;
- transit traffic - 237 units, including 8 containers.

According to the information of the Ukrzaliznytsia PJSC, the volume of freight traffic in 2018 using the CIM/SMGS consignment note amounted to 52,981 units, including 36,100 units for export (of which 10 documents were issued for containers, 36,090 for wagons), in import - 3041 documents (for wagons), in transit - 13,840 units (of which 5392 documents were issued for containers, 8448 documents for wagons).

The main types of goods transported under the CIM/SMGS consignment note were as follows:

- export to Romania and Hungary – containers with timber; wagon loads - iron ore and concentrates, timber and

forest products, channel steel, coal tar, cake, cement, urea and carbamide, firewood, common salt (table salt), black earth and other goods;

- import from Romania - empty wagons;
- transit: containers with spare parts for cars from the Slovak Republic and Romania to the Russian Federation, wooden packaging (return to the Slovak Republic); from the Russian Federation to Romania – empty containers; wagons – timber from the Republic of Belarus to Romania and Hungary; from the Russian Federation to Romania – paper, cardboard, sodium sulfate; from Romania to the Russian Federation and the Republic of Belarus – empty wagons.

In 2018, the Czech Railways JSC (CD Cargo) transported 20993 wagons under the use of the CIM/SMGS consignment note (including export - 10607 wagons, import - 10386 wagons), which is an increase of 32% as compared with the previous year. The main transport routes are Mlada Boleslav – Perspektivnaya and Mlada Boleslav – Nizhny Novgorod. The transportation with the use of the CIM/SMGS consignment note was distributed as follows: in communication with the Russian Federation (export 99%, import 44%), with the Republic of Belarus (export - 83%, import - 36%), with Ukraine (export - 1%, import - 1%), with Kazakhstan (export - 68%).

The leading duty holder on this subject – the RZD OJSC prepared a summary of information on the volume of freight traffic using the CIM/SMGS consignment note in international segment for the period of 2013-2017 basing on data provided by the BC, BDZ Freight Transportation, KZH, CFM, PKP JSC, RZD OJSC, CFR Marfa, ZSSK Cargo, UZ and CD Cargo.

During 2018, experts of the Commission discussed the issue of carrying out **works for the implementation of the joint UNESCAP-OSJD projects** by the OSJD participating railways and the leading duty holder - KZH at an expert meeting of the Commission (2-6 July 2018, OSJD Committee).

It was noted that the concerned railways of the OSJD member countries, involving transport and logistics companies (operators), performed activities towards planning and organisation of new block container trains in communication from China, Central and South-East Asia and in the opposite direction.

Currently, the UNESCAP Secretariat, together with the OSJD working bodies, has been implementing the projects **“Development of uninterrupted intermodal transport services in North-East and Central Asia with the participation of railways in order to expand Eurasian transport links”** and **“Facilitation of cross-border traffic for the international railway transport”**.

Given the growing interest in reciprocal trade between the countries of South-East Asia, South-West Asia, Central Asia, the Caucasus region, the Persian Gulf and Europe, in attracting increased cargo volumes onto the railway transport and in ensuring unhindered freight traffic, the railways of the OSJD member countries have been working together with the UNESCAP to improve the efficiency of railway transport of goods between these regions.

As part of this cooperation, representatives of the OSJD Committee actively participated in the work of the high-level meeting of the Group of experts within the framework of the project “Harmonization of the Rules” to facilitate international railway transport in the UNESCAP Region, held in Ankara (Republic of Turkey) from 3 till 4 May 2018.

The meeting participants took note a number of initiatives aimed to facilitate national/international transport, includ-



Container train departing from Budapest (Hungary) to Hunan (China)

ing: improving the efficiency of transport corridors in the UNESCAP region; bilateral cooperation agreements in the field of facilitating international railway transport; automation and digitalization of border crossing procedures; application of electronic data interchange between railways, railways and customs services and other state control bodies, including the use of a "single window" mechanism; use of the unified CIM/SMGS consignment note; use of 'smart' locking devices and electronic seals for railway transport; application of risk management and selectivity in customs control; organisation of joint checks and inspections at border crossing points; development of container traffic along the railway corridors in communication between Asia and Europe.



During the opening ceremony of the XI-th OSJD International Freight Conference (02.10.2018, Tehran, Iran)

Considering the long-standing partnership between the OSJD and UNESCAP, as well as the positive experience of OSJD members, the OSJD Commission on Freight Traffic supported the proposal of the UNESCAP Secretariat to work together on the following projects, arrangements and activities planned to be implemented by the UNESCAP in the near future:

- a) the project entitled "Commercialization of the regional railway corridor between the Republic of Kazakhstan, Turkmenistan and the Islamic Republic of Iran";
- b) a capacity building workshop on the practical application of legal instruments to facilitate international railway transport in the Trans-Asian Railway Network;
- c) Expert group meeting on the harmonization of customs formalities for international railway transport.

The work on the joint UNESCAP-OSJD projects was carried out jointly with the OSJD Commission on Transport Policy and Development Strategy.

The European railways and the 1st group of OSJD railways developed and agreed on the schedules and timetables of freight trains in international traffic for the period of 2018-2019 at the Commission meeting **on the development and coordination of freight train schedules in international traffic**, which was held on 8-11 May 2018 in the city of Poprad (Slovak Republic),.

The meeting was attended by the representatives of the railways of the following OSJD member countries: Hungary (MAV CJSC, VPE, RCH), Lithuania (LG), Poland (PKP PLK, PKP Cargo, Romania (CFR, CFR Marfa), Slovakia (ZSR, ZSSK Cargo) and the Czech Republic (SZDC, CD Cargo) with the participation of the representatives of the Russian Railways OJSC (RZD OJSC), Ukrainian Railway PJSC (UZ) and the OSJD Committee. By invitation, representatives of European Railways, operators and companies of Austria (ÖBB), Poland ("DB Cargo Poland" JSC, CTL Logistics, HSL Poland, Barter JSC), Romania (DB Cargo Romania, GFR), Slovenia (SZ Infrastructure, SZ Cargo), Croatia (HZ Infrastructure) participated in this meeting.

The railways of the Socialist Republic of Vietnam, Republic of Kazakhstan, People's Republic of China, Democratic People's Republic of Korea, Mongolia and Russian Federation with the participation of the representatives of foreign trade organisations of these countries **summed up the performance of transportation volumes of foreign trade cargoes in 2017 and agreed on the volumes of transportation of export, import and transit cargoes for 2018** with their distribution by quarters and types of cargo for each border crossing point, as well as technical and organisational measures to ensure the implementation of the agreed volumes. At the invitation, the meeting was attended by the representatives of the OSJD affiliated enterprise – "Freight One" OJSC, the International Association "Coordinating Council for Trans-Siberian Transportation (CCTT) and the OSJD Committee.

The XI-th OSJD International Freight Conference was held successfully on 2-3 October 2018 in the city of Tehran (Islamic Republic of Iran). The conference was attended by over 150 representatives: the Ambassador of Georgia to the IRI, Charge D'affaires Ad Interim of the Republic of Kazakhstan to the IRI, the Ambassador of the Russian Federation to the IRI, epy Ambassador of the Republic of Kazakhstan to the IRI, the Ambassador of Ukraine to the IRI, railway companies of the OSJD member countries from Azerbaijan, Georgia, Iran, Kazakhstan, Latvia, Russia, Ukraine, Czech Republic; OSJD affiliated enterprises - SIGIS LLC, CTM LLC, "Post of Russia" State Federal Unitary Enterprise (SFUE), INTERTRANS JSC, PLASKE JSC and OLTIS Group; OSJD Committee; representatives of international organisations, representative offices

and associations: UNESCAP, Economic Cooperation Organisation (ECO), Euro-Asian Economic Commission (EAEC) and ERA; national associations of freight forwarders and operators, transport enterprises and freight forwarding companies of Iran and Kazakhstan.

The participants of the Conference were offered presentations, reports and presentations made by the representatives of railways, international organisations, national associations of freight forwarders and freight forwarding companies on the following thematic blocks:

- 1) "Railway transport as a bridge between Asia and Europe", including the following sub-topics:
 - "Eurasian transport links: realities and prospects for development";
 - "Connections of the southern direction from Iran to China, countries of Asia and Europe";
 - "Joint actions to improve the efficiency of the Euro-Asian transport routes";
 - "The legal basis of railway freight traffic and their improvement";
 - "Experience of international organisations in the development and improvement of railway traffic";
- 2) "Multimodality in the Euro-Asian transport links", including the following sub-topics:
 - "Prospects for the development of container traffic - the experience in creating a railway product (container block trains)";
 - "Tariff policy and marketing";
 - "Interaction with other modes of transport (combined, intermodal, multimodal transportation). Situation in the freight market by various modes of transport".
- 3) "Initiatives to facilitate international railway transport", including the following sub-topics:
 - "Interaction with customs authorities";
 - "Information technologies as a way to improve the logistics of freight traffic, electronic data interchange";
 - "Strategy for building efficient logistic schemes, modern logistic solutions";
 - "The interest of business and the prospects of attracting freight flows in the direction of Europe – Asia – Europe on the route passing through the Caspian and Black Seas";
 - "Technological aspects in the organisation of freight services in international traffic".

Following the results of the discussion and exchange of views, the Conference participants adopted the Recommendations.

The texts of all agreements, contracts, leaflets and other OSJD documents that are within the competence of the OSJD Commission on Freight Traffic are posted and kept up date onto the OSJD Website, as well as on the OSJD Freight Web portal.



Participants in the XI-th OSJD International Freight Conference (02-03.10.2018, Tehran, Iran)

1.4. Passenger Traffic

In 2018, the OSJD Commission on Passenger Traffic's activities were concentrated to fulfill its Work Programme and Work Schedule as approved by the Joint Meeting of Plenipotentiaries of Members of the OSJD Ministerial Conference and Conference of General Directors (Authorized Representatives) of OSJD Railways. The work comprised efforts to organise passenger train operations, draft and agree timetables and train formation diagrams, provide better conditions and services to passengers, increase the volume of passenger traffic, and keep the schedule of international passenger trains operation through border crossing points.

In the reporting year, the OSJD Commission on Passenger Traffic **agreed the timetables, train formation diagrams and through coach allocation procedures** for 2018-2019 for Group I of railways (BC, BDZ, MAV CJSC, KZH, LG, CFM, PKP, RZD OJSC, CFR, ZSSK, UZ PJSC, CD, ZS), and the timetables, train formation and coach allocation procedures for 2019-2020 for Group II of railways (VZD, KZD, KZH, ZC, UBZD, RZD OJSC).

The RZD OJSC, BC, PKP, CD and other concerned railways coordinated the schedule of international passenger trains traffic through the Brest – Terespol border crossing: No. 9/10 Moscow – Warsaw with through coaches Minsk – Warsaw, No. 13/14 Moscow – Berlin (composed of TALGO coaches), No. 17/18 Moscow – Nice, No. 21/22 Moscow – Prague, No. 23/24 Moscow – Paris.

The new traffic schedule for 2018/2019 was added by a joint RZD-KZH train No. 363/364 Tomsk – Karaganda.

Between BC and PKP, the route of train No. 303/304 Grodno – Krakow was changed to terminate at the Gliwice station, with an organised transfer to pre-agreed trains bound to the Krakow station. High-speed train No. 127/728-727/128 Minsk – Brest – Warsaw continued to run in interchange traffic with the transfer of passengers at the Brest-Central station when traveling in both directions.

The timetable for train No. 452/451 Minsk – Varna with a through Kiev – Varna coach was also agreed for the summer of 2019.

The Byelorussian Railway cooperated with RZD OJSC to introduce a regular once-a-week Minsk – Kazan train formed by BC.

PKP reached an agreement on the operation of international trains No. 100/101 Katowice – Vienna, No. 402/403 Leba – Bohumin, No. 4471/4478 Zwardoń – Žilina, and 22 more trains in cross-border traffic.

Regular service was agreed and organised for trains No. 751/752 Zdolbunov – Holm, No. 715/716 Kiev – Przemysl, No. 36/35 Odessa – Przemysl, Mukachevo – Budapest formed by MAV-Start Zrt. and using the 1435-mm gauge, No. 89/90 Lvov – Przemysl, as well as for direct coaches Kiev – Vienna and Kiev – Wrocław.

To serve the demand for passenger transportation, and in order to strengthen international ties and restore direct railway services to the Baltic states, new regular international passenger train No. 32/31 Kiev – Minsk – Vilnius – Riga (named the "Train of Four Capitals") was included into the timetable, the first train departing from Kiev on 28.09.2018, with the return train leaving Riga on 29.09.2018. This route is served with a 10-coach train (nine compartment coaches and one first-class sleeping coach) formed by the Ukrzaz-



Chairman of OSJD Commission on Passenger Traffic
Viktor Kashanau



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



A passenger train with the TE33A diesel locomotive (Republic of Kazakhstan) on the route Tashkent – Moscow



Final meeting of the OSJD Commission on Passenger Traffic to consider the outcomes of 2018 (16-18.10.2018, 2018, OSJD Committee)

liznytsia PJSC, and five BC coaches on the Minsk-Riga section.

The 2018/2019 schedule includes direct Budapest-Krakow coaches provided by MAV-Start Zrt. and contained in train No. 130/131 Budapest – Warsaw.

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

The railways of Group II (VZD, KZH, KZD, ZC, UBZD, RZD OJSC) agreed without changes the existing timetables and volumes of international passenger train traffic.

At its meetings, the Commission discussed the accuracy of timetable follow up by the international passenger trains passing through the border crossing points. Trains traveling

through PKP-BC, CFR-UZ, MAV-CFR, and ZS-MAV border crossings continued to arrive with significant delays. As before, technical reasons and the procedures followed by border and customs authorities were cited as the primary causes of delays.

On 16 March 2019, the OSJD Committee hosted a meeting of railway representatives to discuss ways of improving the competitive power of international railway passenger services in Eurasia, including, among others, the implementation of Resolution No. 264 of the UNECE ITC. The meeting reviewed the status of international railway passenger traffic on the route East – West, as well as the proposals addressing existing issues on this route submitted by BC, MAV Zrt., RZD OJSC and UZ.

On 30-31 October 2018, the OSJD Committee conducted a workshop on the topic “Improving the competitive power of international railway passenger transport in Eurasia.”

Presentations and reports made at the workshop addressed various lines of effort to implement Resolution No. 264 of the UNECE ITC, as well as other work to improve international railway passenger traffic.

Two meetings were held on various aspects of interaction between national electronic booking and travel document sale systems, enquiry, information, and other services to passengers.

The **Azerbaijani Railways** developed the new SD-SOFT software to improve its travel document sale system. Travel documents can also be purchased online, which requires payment with a bank card and receiving a paper travel document at a ticket office not later than one hour before the train’s departure. Currently, work is in progress to implement an electronic travel document sale system.

The AZD CJSC also introduced a prepaid electronic plastic card-based payment system to pay for trips by commuter trains. The electronic plastic card is rechargeable, and the fare for the distance traveled is debited as the passenger exits through a turnstile.



EP20 electric locomotive of the Russian Railways with the 'Strizh' train of the FPC JSC formation on the route Berlin – Moscow at the Minsk station



Meeting of the representatives of the railways – Parties to the PPW Agreement (12-14.06.2018, OSJD Committee)

The **Byelorussian Railway** continues to improve its online ticket sale system. In 2018, over 1.6 million travel documents were issued through the website of the Byelorussian Railway (or 121.7% against the previous year), including 1.44 million travel documents with online check-in (or 120% against the previous year). In addition, the range of BC trains and direct coaches supported by the online check-in service was extended (Minsk – Chisinau, Polotsk – St. Petersburg, Kaliningrad – Gomel).

Travel documents became available at ticket offices for train

No. 31/32 Kiev – Riga.

A draft Cooperation Agreement was finalized between the FPC JSC, CD, and BC on the organisation of online sale, through the CD Website, of electronic tickets for FPC's international trains transiting through Belarus.

In the framework of the integrated *Express* automated management system, the **Kazakhstan Railway** started to support issuing electronic tickets for all international trains of both domestic and international formation that had been assigned the attribute of "online check-in." Trains formed by KZH accept passengers with electronic tickets issued through both Kazakhstani internet resources and websites of other railway administrations.

The **Ulan-Bator Railway** sells travel documents through the *BUUKHIA* booking system at ticket offices, on the UBZD JSC website, and through private sales agents, as well as through mobile devices operated by traveling sales representatives.

In international passenger traffic, UBZD's Website started online ticket sales for Mongolia – Russia trains on 4 September 2018. The format of electronic travel documents issued through the UBZD website complies with the requirements of Leaflet 918.

On 4 September 2018, the **Russian Railways'** Website opened electronic ticket sales for Russia-Mongolia trains departing from 1 October 2018. To travel on this route, a passenger needs to buy an electronic ticket online and use any printing equipment to print it out on a sheet of A4 paper. Online ticket sales are based on an agreement between the FPC JSC and the UBZD JSC for routes set forth in the MPT Tariff.

The RZD OJSC reached an agreement with KZD on the use of a single travel document form to travel on trains between Russia and China, thanks to which sales of tickets to KZD-formed trains were opened through self-service terminals. Proposals were forwarded to KZD on opening online sales of electronic travel documents through the Website of RZD OJSC. Work with KZD was continued to have the Chinese party recognize the format of the electronic ticket for these routes.

The RZD OJSC continued to promote its initiative to step up joint efforts to bring about



Workshop of the OSJD Commission on Passenger Traffic on enhancing the competitiveness of international railway passenger traffic in the Eurasian space (30-31.10.2018, OSJD Committee)

interoperability between the booking systems of the RZD OJSC and KZD. The lack of interoperability between the two booking systems remains an unresolved issue due to the absence of KZD experts at expert meetings on this subject and the lack of response to the RZD OJSC's communications on the subject of the booking systems' interoperability. The UBZD JSC, KZH, and other railways are also interested in having interoperability with KZD's booking system.

In October 2018, the Russian party implemented a system of re-issuing damaged or lost international travel documents for international trains operated by RZD OJSC or FPC JSC on routes to Finland, France, Germany, and the Czech Republic.

The RZD OJSC continued its work to upgrade the *Express-3* automated management system that serves as the company's booking system. The goal is to make a transition from an automated passenger traffic management system to a smart decision support system.

The **Ukrainian Railway** continued to improve their ticket sale system, including online sales. In 2018, more than 41 million travel documents were issued, of which over 18 million (45.4% of the total number) were issued online. The improved electronic sales system gives passengers better buying experiences and helps them plan their travels and save time.

The Ukrzaliznytsia PJSC was also engaged in the efforts to expand sales of electronic tickets to international trains. Today, electronic tickets are available for the following international trains: Kiev – Przemysl, Kovel – Helm, Odessa – Przemysl, and Zdolbunov – Helm.

In 2018, the Ukrzaliznytsia PJSC carried twice as many passengers from Ukraine to the European Union countries than in 2017. For example, trains to Warsaw and Przemysl have had the occupancy rate of 90%. On 28 September 2018, the new "Train of Four Capitals" Kiev – Minsk – Vilnius – Riga was put on a regular schedule.

On 10 September 2018, online travel documents became available for train No. 31 Kiev – Riga. The boarding document and the ticket refund document provide information in two languages, Russian and English.

In 2018, the OSJD Committee hosted a meeting on the subject "**Improvement of the Agreement on the International Railway Passenger Tariff (MPT)**."

The meeting's participants reviewed and agreed on the amendments and supplements to the Agreement on the International Railway Passenger Tariff (MPT) and the MPT Tariff that had been proposed by BC, KZD, and the RZD OJSC.

The participants in the meeting supported the RZD OJSC's proposal on the procedure for calculating the luggage charge based on the actual weight of the luggage, and setting the per-kilogram rates in a separate tabular format. The meeting asked the Parties to the MPT to approve the proposed changes by 25 July 2018. By that date, no objections had been submitted.

At their annual meeting, the Parties to the MPT Agreement approved the above amendments and supplements to the MPT Agreement and the MPT itself, as well as the RZD OJSC's proposal on the actual weight-based luggage charges.

In 2018, the OSJD Committee hosted a meeting on the subject "**Improvement of the Agreement on the 'Rules for the use of passenger coaches in international traffic (PPW)' and the PPW Rules**".

The meeting reviewed and agreed the proposals on PPW Rules presented by BC, LG, UBZD, and the RZD OJSC.

The meeting asked the Parties to the PPW Agreement (BC, KZH, KZD, ZC, KRG, LG, UTI and EVR) to review and approve the amendments and supplements to the PPW Rules till 1 September 2018. LG granted its approval of the amendments and supplements. BC, KZH, and CFM submitted their comments and suggestions that would be discussed at a meeting of the Parties to the PPW Agreement in 2019.



Expert meeting of the OSJD Commission on Passenger Traffic on the subject "Systems for reservation of seats, reference and information services for passengers, provision of services and the preparation of financial statements" (05-07.03.2019, OSJD Committee)

1.5. Infrastructure and Rolling Stock

In 2018, the OSJD Commission on Infrastructure and Rolling Stock continued working on the tasks at hand in the technical and technological areas. The activities of the Commission were driven by the results achieved and by the decisions made at the Joint Meeting of Plenipotentiaries of Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorized Representatives) of OSJD Railways, and were conducted according to the Work Plan approved by the Joint Meeting.

In 2018, the Commission's experts continued working on the following six subjects:

- Rolling stock gauges in international traffic in view of interoperability;
- Railway track and engineered structures;
- Signaling, interlocking, and communication networks;
- Energy supply and electric traction equipment;
- Rolling stock of railways. Technical requirements for its elements;
- Participation of interested railway companies in the conversion of the joint OSJD/UIC leaflets included in the priority list into draft international railway standards of voluntary accession.

During the year, a total of nine expert meetings, and the Commission's Annual Meeting were held.

On the subject "**Rolling stock gauges in international traffic in view of interoperability**," a meeting was held at which experts continued their work on the practical application of the Leaflet "Development of Album 1 on the dimensional capacity of major railway routes." The meeting participants reviewed an information material prepared by MAV Zrt. that described the conditions for passing freight wagons of the 1-BM dimensions through segments of OSJD railways in view of all existing infrastructure facilities. The OSJD Committee received comments and proposals on updating the Leaflet "Transportation of special freight on international railway routes involving 1435 and 1520 gauges" from BC, KZH, RZD OJSC, and ZSSK Cargo. This topic was included in the Work Plan for 2019.

Due to a great variety of materials used in the superstructure and substructure of the railway track and its engineered facilities, work on the subject **Railway track and engineered structures** is divided into the following four lines of activity:

- Research and development work on a set of problems regarding the rails, rail fastenings, continuous welded rails, and mechanization of track work;
- Work on a set of issues concerning the roadbed and engineered structures;
- Comprehensive railway track diagnostics;



Chairman of OSJD Commission on Infrastructure and Rolling Stock
Radovan Vopalecky



Specialists of OSJD Commission on Infrastructure and Rolling Stock: Angelina Shurganova and Veaceslav Pascan



New Siemens Vectron locomotives of 371 series for the Czech Railways

- Ferroconcrete sleepers, timbers, turn-out switches and their diagnostics.

MAV Zrt., being the subject's leading duty holder, presented an information paper on the subject "Eddy current testing for microcracks on the surface of the rail head (head checking)". It was decided that a leaflet be drafted on "Causes of fatigue microcracks. Methods of detection and assessment for growth".

The experts representing a number of railways presented information materials on methods of testing intermediate rail fasteners for various operational conditions, including high-speed traffic (at speeds over 200 km/h).

The RZD OJSC, being the subject's leading duty holder, presented a draft Leaflet "Applicability of composite slabs on ballastless bridge decks". Among other topics, the Leaflet also covers the applicability of ballastless bridge deck designs for train speeds of up to 200 km/h.

The RZD OJSC, being the subject's leading duty holder, also presented an updated information material "Video diagnostics of infrastructure facilities" that summarized the current status of manufacturers' efforts to meet the requirements to video diagnostic systems. The information material specifically addressed such aspects as image interpretation quality and efficiency parameters stated in the technical requirements.

Following a discussion by experts, the meeting decided to use the information material as the basis for drafting a Leaflet "Requirements to video diagnostic systems". An information material was presented on the subject "Predicting absolute track deformation accumulation in various conditions of operation." The material summarized the findings of pilot operation of wagons with increased axle loads (up to 27 tons/axle) on the RZD OJSC network. The pilot operation had demonstrated that heavier axle loads necessitate extra financial costs in routine track maintenance, and therefore require a rigorous economic evaluation prior to making a decision.

The RZD OJSC, being the subject's leading duty holder, presented a draft leaflet "Maintenance standards for point switches on curved segments of the track". The leaflet provides information on curved point maintenance standards that ensure safe running of trains, and defines the point switch parameters that must be standardized and monitored. Maintenance cost reduction and increased train speeds are the primary considerations in the operation of point switches.

The meeting of the Commission on Infrastructure and Rolling Stock approved the Leaflet "Maintenance standards for point switches on curved segments of track".

The information contained in the leaflet helps to classify ferroconcrete sleeper defects and faults, identify their causes and operating environments on any railways and tracks run on by typical rolling stock at loads and speeds established for the common railway network without limitation of traffic load density.



Presidium of the annual meeting of the OSJD Commission on Infrastructure and Rolling Stock (23-25.10.2018, OSJD Committee)



Shunting operations on the Romanian Railways

On the subject “**Signaling, interlocking and communication networks**”, experts were presented with information on the drafting of the Leaflet “Design and performance requirements to LED-based color light signaling systems on railways.” The leaflet contains recommendations on design and performance requirements that cover the design, manufacturing, and application of LED light optical systems for color light signaling systems on railways. The Commission’s meeting approved Edition I of the Leaflet. The meeting also approved the Leaflet “Design and performance requirements to marshalling humps equipment” that contains recommendations for the design, construction, and operation of mechanized or automated marshalling humps.



Expert meeting on the subject “Power supply and power traction facilities” (18-20.09.2018, Minsk, Belarus)

During the meeting on the subject “**Power supply and electric traction facilities**”, the RZD OJSC experts presented a draft Leaflet “Recommendations on the frequency of maintenance of overhead lines, power mains, feeder lines, bridge circuits, and power transmission lines.” The purpose of the leaflet is to help optimize operating costs incurred by railway infrastructure owners on maintenance and repair of overhead lines, power mains, feeder lines, bridge circuits, and power transmission lines. The Commission’s meeting approved Edition I of the Leaflet.

As the lead on the subject, BC drafted the Leaflet “Recommendations on efficient methods of overhead line installation” based on existing leaflets. The leaflet aims to reduce technological, material, labor, and financial costs of overhead line installation work, and to ensure regular train traffic within the normal weight and speed limits immediately after the completion of overhead line installation work. The Commission’s meeting approved the Leaflet.

The subject “**Rolling stock for railways. Technical requirements to its elements**” comprises two subtopics: “Locomotives” and “Coaches and wagons”.



Participants in the expert meeting on the subject “Signaling, interlocking and communications networks” of the OSJD Commission on Infrastructure and Rolling Stock (19-21.06.2018, OSJD Committee)

Under the subtopic “Locomotives”, experts continued their efforts to update the document “Crash elements in railway traction vehicles. Technical requirements and testing” presented by the leading developer – AXSTONE JSC, an OSJD affiliated enterprise. A decision was made to continue the work on updating the document in 2019.

Under the subtopic “Coaches and wagons”, the meeting participants reviewed the draft leaflet “Disk brake pads for railway transport” presented by the Ukrzaliznytsia JSC being the leading developer. The participants were also informed of the progress of work to update the Leaflet “Braking systems of



New C30-M diesel locomotive (Estonia)

coaches and wagons. Analytical methods of determining their key design parameters for the 1435-mm gauge rail systems”.

The work on the subject “**Participation of interested railway companies in the conversion of the joint OSJD/UIC leaflets included in the priority list into draft international railway standards of voluntary accession**” continued as assigned by the Conference of General Directors in order to solidify collaboration between the OSJD and Technical Committees IEC/TC-9 and ISO/TC-269. The Chairman of the OSJD Commission on Infrastructure and Rolling Stock and the Secretary of the OSJD Committee were engaged in negotiations with the representatives of the CEN Technical Committees, and participated in the Plenary Meeting of the CEN/TC-256 Technical Committee. In the course of the meeting, the OSJD representatives informed the participants about the OSJD activities and the work of the OSJD Commission on Infrastructure and Rolling Stock, including work on the subject “Participation of interested railway companies in the conversion of the joint OSJD/UIC leaflets included in the priority list into draft international railway standards of voluntary accession” and the key tasks assigned by the Conference of General Directors. Representatives of the Technical Committee took much interest in the accomplishments and advantages achieved by the OSJD, including leaflets created by the OSJD. After a completed form was submitted to request the acceptance of the OSJD as an ISO member, the OSJD was granted the status of an observer.



Participants in the expert meeting on the subject “Development of a set of issues on rails, rail fastenings, continuous joints, mechanization of track works” of subject “Railway track and engineer structures” (28-30.05.2018, OSJD Committee)

1.6. Coding and Information Technology

In 2018, the activities of the OSJD Permanent Working Group on Coding and Information Technology (PWG CI) were guided by the Work Plan and the decisions of the Conference of General Directors (Authorized Representatives) of OSJD railways. The PWG CI collaborated with the UIC, CIT, RailData and the OSJD affiliated enterprises.

Within the framework of the Working Group's core subject, Coding and IT, the following results were achieved:

Leaflet O 920-13 "Unified coding and structure of the data required in international freight traffic"

The ZSSK Cargo being the leading developer on the subject, presented draft Leaflet O 920-13 to be discussed by the expert meeting in March 2018 that had been updated in accordance with the PWG CI's Work Plan for 2018.

The final meeting of the PWG CI agreed on the presented Russian version of draft Leaflet O 920-13 and requested that the PWG CI specialist forward it for the approval by the CGD meeting XXXIV as Edition V.

Leaflet O 917-5 "Description of the Hermes System"

The UIC provided information on the updates made to the Leaflet by a team of experts, and presented a draft of its updated version in English.

The PWG CI specialist disseminated the draft leaflet to the OSJD railways using the Hermes system for their review and comment. The Hermes users are MAV Zrt., PKP, RZD OJSC, ZSR, Rail Cargo Hugaria Zrt., and Ukrzaliznytsia JSC.

The participants in the expert meeting requested that the 72nd Meeting of the Joint OSJD/UIC Group on Coding and Information Technology approve draft Leaflet O 917-5. The PWG CI expert meeting decided to translate the original Leaflet from English into Russian.

At its final meeting, the PWG CI approved the Russian translation of joint Leaflet O 917-5 "Description of the Hermes System." The translation was performed by the OSJD Committee and had been completed by 5 November 2018.

The final meeting of the PWG CI requested that the PWG CI specialist summarize the comments received and incorporate them into the draft Leaflet, include the consolidated Russian version into the work materials for CGD Meeting XXXIV, and submit the Leaflet for the approval by the CGD meeting as Edition IV.

Updating the Regulation of OSJD/UIC Joint Group on Coding and IT

The PWG CI specialist informed the participants in the PWG CI expert meeting in March 2018 about the progress of drafting the "Regulation of OSJD/UIC Joint Group on Coding and IT."

In light of the comments received, representatives of the Ukrzaliznytsia JSC informed the expert meeting in September 2018 about the progress of work on the draft Rules of Procedure.

The final meeting of PWG CI agreed on the draft Regulation of OSJD/UIC Joint Group on Coding and IT in the Russian language, and asked the PWG CI specialist to submit the draft for the approval by CGD Meeting XXXIV. The



Specialist of OSJD PWG
on Coding and IT
Peter Šabík



Electric locomotives of the Slovak and Czech Railways (photo: Marek Graff)

enactment date will be agreed with the UIC, following which the Regulation of OSJD/UIC Joint Group on Coding and IT would be published.

Updating the OSJD and UIC “Regulation on Administration of Companies Codes” and annexes thereto

The representative of the Ukrzaliznytsia JSC, being the leading developer on the subject, presented to the PWG CI expert meeting (March 2018) their comments on the progress of drafting the Regulations.

The final PWG CI meeting took note of the presentations made by the representatives of the UIC and the Ukrzaliznytsia JSC, being the leading developer on the subject, on the progress of work and the status of mutual approval of the OSJD and UIC Regulation on Administration of Companies Codes and annexes thereto.

Starting from 1 October 2018, the UIC provides, free of charge, all services related to the application of codes and updating companies’ information, thus making unnecessary the existing Regulation on Administration of Companies Codes and annexes thereto.

The final meeting of the PWG CI agreed on the presented draft Regulation on Administration of Companies Codes and annexes (application forms) thereto in Russian and requested that the PWG CI specialist present them for the approval by CGD Meeting XXXIV.

The UIC representative informed the participants in the final PWG CI meeting about the decision contained in EU Directive 2016/797 (Article 47 on the assignment of transport vehicle owners’ codes in EU member countries from 21.06.2021).

Cooperation with the UIC

In 2018, collaboration with the UIC in the area of coding and information technologies was marked by renewal of the dialog and interest on the part of both sides to succeeding in joint efforts. A number of joint events were held in line with the Work Plan of the PWG CI, with the UIC representatives participating in three PWG CI expert meetings and in the final meeting.

Under the joint OSJD/UIC project RICS (Railway Interchange Coding System), the work was done to assign 4-digit codes at the request of railway undertakings. As of 31 December 2018, 487 codes had been modified or newly assigned.

On the subject “Paperless technologies in international freight traffic” the following work was done:

Drafting the new Leaflet “Basic principles of information exchange with carriers through electronic SMGS documents”

Following an additional discussion of the leaflet’s structure and its contents, the participants in the expert meeting in September 2018 decided to request that the railways of the OSJD member countries and affiliated enterprises provide their comments and suggestions in regard to the draft Leaflet to the OSJD Committee, RZD OJSC, and BC by the time of the PWG CI final meeting.

The participants in the PWG CI final meeting voiced their joint opinion that the leaflet was very important and helpful in developing and promoting the paperless technologies. It was suggested that the work on the Leaflet be continued basing on the materials and expertise accumulated by the OSJD Commission on Transport Law in relation to the application of electronic documents in international traffic. In particular, it is expedient to consider practical implementation of the OSJD Commission on Transport Law’s decisions.

Information support for international railway freight traffic (Electronic Data Processing, EDP) and for traffic under the application of the electronic carriage documents (E-CONSIGNMENT NOTE)

The final meeting of the PWG CI noted the availability of the EDP information received from ten railways and one affiliated enterprise, and agreed to publish that information in the draft “Report on the PWG CI work progress for 2018”.

Development of Technical Specifications of the CIM/SMGS electronic consignment note

At the request of the RZD OJSC, being the leading railway on the subject, experts from the CIT, RAILDATA and DB Cargo Polska were invited to participate in the PWG CI expert meetings in March and September 2018 to jointly discuss



Presidium of the PWG CI final meeting (11-15.11.2018, OSJD Committee)

the draft Technical Specifications of the CIM/SMGS Electronic Consignment Note.

During the PWG CI expert meeting in September 2018, the CIT representative informed the participants about the status of work in regard to the development of "Technical Specifications of the CIM/SMGS electronic consignment note" and presented the development of the CIM part of Specifications.

During the ensuing discussion, the CIT and RAILDATA representatives were provided answers to their questions that had risen in the course of their work when updating the Technical Specifications.



PWG CI final meeting (11-15.11.2018, OSJD Committee)

The PWG CI expert meeting endorsed the draft "Technical Specifications of the CIM/SMGS electronic consignment note" as a whole.

The final meeting of the PWG CI noted the positive progress achieved in the development of the "Technical Specifications of the CIM/SMGS electronic consignment note" and the mutually beneficial collaboration with the CIT and RAILDATA.

Updating the Technical Specifications (TS) of the SMGS Commercial Act and the SMGS General Form Act

The representative of the RZD OJSC being the leading railway on the subject presented the information entitled "Progress in updating the Technical Specifications (TS) of the SMGS Commercial Act and the SMGS General Form Act".

The final meeting of the PWG CI discussed and agreed on the drafts of "Technical Specifications for the SMGS Commercial Act and the SMGS General Form Act", which both will be used to develop standard formats for IFTMCS electronic messages in Leaflet O+R 943.

Progress in updating the OSJD leaflets:

- O+R 943 "Library of standard electronic messages for international freight traffic on the terms of SMGS in the UN/EDIFACT standard";
- O+R 944 "List of classifiers and data element codes. Library of code lists for freight traffic on the terms of SMGS."

The representative of the RZD OJSC being leading developer of the leaflet, informed the participants in the PWG CI expert meetings in March and September 2018 about the amendments and supplements into the draft leaflets O+R 943 and O+R 944.

The final meeting of the PWG CI endorsed the drafts of OSJD Leaflets O+R 943 and O+R 944, and addressed the PWG CI specialist with a request to present them for the approval by CGD meeting XXXIV as edition XII and edition XI, respectively.

On the subject "Security of information resources and information and telecommunications infrastructure," the following work was accomplished:

Promoting and expanding the best practices in the application of administrative and technological solutions in the exchange of electronic transport documents with EDP/EDS during bilateral or multilateral cross-border traffic basing on the Trusted Third Party (TTP) technology

The final meeting of the PWG CI endorsed the work of the experts on this subject.

Updating OSJD Leaflet R 941-4 "Description of model technical specifications for cross-border interaction of the 'Public Key Infrastructure' of the railways of the OSJD member countries" in part of reflecting new mechanisms of bilateral and multilateral information exchange

The representatives of the RZD OJSC, being the leading developer on the subject, informed the meeting participants about the updates made into OSJD Leaflet R 941-4 in order to make more specific the list of organisational models used to set up electronic document validation system.

Participants in the PWG CI expert meeting endorsed updated Leaflet R 941-4 and recommended that its updated version be presented for the approval by the PWG CI final meeting in 2018.

The PWG CI final meeting approved the presented draft of OSJD Leaflet R 941-4 as edition II, and requested that the OSJD Committee publish the Leaflet according to the regular procedure.

Operation and administration of the Specifications Bank Portal containing descriptions of cross-border interactions, including the support of an English-language version. Updating the technological and software solutions and regulatory and managerial documents contained in the Portal when new permanent mechanisms of bilateral and multilateral interaction are put into operation



Paperless technologies for the transport of goods have been actively developing in international railway traffic between the Byelorussian and Russian Railways

The RZD OJSC representative informed the participants in the PWG CI expert meeting on the administration work completed in 2018 on the Specifications Bank Portal with regard to mechanisms of cross-border interactions, including the English version of the Portal. Over the reporting period, the Portal was used to bring online and test TTP services for LDZ and the UBZD JSC. The Portal was also used for monitoring the availability and operation of a total of eight outside TTP services.

Monitoring and assessment of cross-border electronic projects implemented in the European Union and in the Asia-Pacific region. Development of recommendations on registering new regulations and standards affecting TTP-based cross-border traffic, and posting them on the Specifications Bank Portal of cross-border interaction mechanisms

The RZD OJSC, being the leading developer on the subject, presented to the PWG CI experts a report on the monitoring and assessment of cross-border interaction projects implemented in the European Union and in the countries of the Asia-Pacific region.

The final meeting of the PWG CI approved the work performed by the RZD OJSC, and requested that the leading developer should continue its efforts in monitoring and assessing the cross-border interaction projects, giving priority to the information on newly enacted elements of the regulatory framework in the field of the cross-border trust space, in order timely posting such information on the Specifications Bank Portal of cross-border interaction mechanisms.

Information presented by the RZD OJSC on the joint RZD OJSC-BC project to implement an integrated transit system in the railway transport sector of the Eurasian Economic Union with the goods being placed for the customs transit procedure, with the procedure completed on the principles of electronic document exchange along the transport route of Naushki – Brest

The pilot project involves interaction between the customs authorities and railway carriers.



PWG CI expert meeting (27-28.09.2018, OSJD Committee)

The electronic signatures/electronic digital signatures of the contiguous party are verified through the RZD OJSC's TTP (NIIAS JSC) and the TTP of BC.

On the subject "Information support for freight and passenger traffic. Technical Specifications for Interoperability (TAF TSI and TAP TSI)," the following work was done

Preparation and conduct of the Workshop devoted to the implementation of the Technical Specifications for Interoperability in international freight and passenger railway traffic (TAF TSI and TAP TSI)



PWG CI expert meeting (26-27.03.2019, OSJD Committee)

Under the 2018 Work Plan of the OSJD Permanent Working Group on Coding and Information Technologies, the UIC in cooperation with the PWG CI organised a Joint OSJD/UIC workshop in the city of Brussels, Belgium. The Workshop was attended by 25 railway experts from OSJD member countries, observers, affiliated enterprises, international organisations, and IT companies from 13 countries.

During the Workshop, 11 presentations were made followed by discussions.

The results of the Workshop have been posted onto the OSJD Website. The OSJD Committee forwarded a paper copy of the Memorandum of the Workshop to each OSJD member railway, with annexes in an electronic format on an enclosed CD.

On the subject: "OSJD Website"

Further improvement of the OSJD Website

Basing on the proposals received from the OSJD member countries, active work was carried out in 2018, to prepare the OSJD Website for its modernization.

Basing on the proposals for the new site, the following issues were considered at the second meeting on this subject regarding:

- new design of the start page of the OSJD Website and individual section pages;
- optimization of the location of documents and their rubrication (access from the start page), including the location of banners;
- optimization of the document search system and its functional ability;
- development of an adaptive version of the Website that provides the correct display of the site on various devices and gadgets connected to the Internet and dynamically adapts to the given browser sizes.

The final meeting of the PWG KI, basing on the material entitled "History, Present Day and Future of the OSJD Website" and the decision of the OSJD Committee, as well as proposals for drafting a new site, decided to continue this work and complete it in 2019.



A new passenger coach of Hungarian Railways (MAV-Start)

1.7. Financial and Accounting Issues

In 2018, the OSJD Permanent Working Group on Finance and Accounting (PWGF) worked to implement the decisions made by the CGD and set forth in the PWGF Work Plan for 2018.

The PWGF focused its efforts on the repayment of cross-debts between the railways, and reducing the current level of such cross-debts.

Basing on the data received by 31 January 2019 the total amount of cross-debts had been reduced by 11.41% against the level of 31 January 2018.

According to the Work Plan for 2018, two meetings were held of the Parties to the Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic (the Agreement on the Rules for Accounting), and two meetings of the PWGF expert group.

The PWGF had implemented the decision of meeting XXXII of the Conference of General Directors (Authorized Representatives) of OSJD Railways (held in Minsk, the Republic of Belarus, on 17-21 April 2017) on agenda item 5. The revision of the Agreement on the Rules for Accounting and the Rules for Accounting, including Annex 2, was completed in December 2017, and the comprehensive amendments and supplements to the Agreement on the Rules for Accounting were enacted on 1 February 2018. Posted on the official OSJD Website were the Agreement on the Rules for Accounting with all annexes thereto, including Annex 2 – Rules for Accounting as amended and supplemented – that came into effect on 15 June 2018.

In April 2018, Rail Cargo Hungaria Zrt. joined the Agreement.

The PWGF continued its efforts to improve the payment technology and reduce the time needed to effect payments for international railway transportation.

In view of the said amendments and supplements, the OSJD Information “Handbook on cross-payments in international passenger and freight railway traffic” was republished and posted onto the OSJD Website. The Handbook includes the up-to-date banking details and legal addresses of the clearing organisations submitted by the railways that are parties to the Agreement on the Rules for Accounting, and other relevant information.

As part of the effort to devise the ways to improve the payment technologies and reduce the time needed to effect payments, the discussion was continued of implementing an electronic document exchange system. It was decided that at the initial stage, a pilot project be developed by a few interested Parties. According to the decision, step one in launching such a project would be to draw a list of documents that the Parties to the Agreement are willing to exchange in an electronic format, and a list of accounting and technological operations associated with the delivered services that are of primary relevance to centralized international accounting.

The following Parties to the Agreement indicated their willingness to participate in the pilot project of paperless international accounting technology: AZD, PKP, RZD OJSC, ZSSK Cargo, UZ.

Since this work had to involve experts in coding and information technology, the PWGF added a new subject to its 2019 Work Plan, “Implementation of paperless technology in international financial settlements” (in collaboration with the PWGF), to include the following steps:

- assess the List of accounting documents involved in technological operations that are proposed to be exchanged in an electronic format;



Specialist of OSJD PWG
on Finance and Accounting
Kunka Kirkova



Participants in the PWGF final meeting (09-12.10.2018, OSJD Committee)



New passenger coach for the Bulgarian Railways with a system providing access for the disabled persons

- assess the List of accounting and technological operations associated with delivered services that are relevant for centralized international accounting.

To mitigate any financial or tax risks associated with mutual netting of payments through offset of mutual liabilities (drawing of current accounts, netting of payable and receivable amounts), and to preserve to current procedure of paying for international railway carriage and services, the PWGF had drafted the Leaflet "On the OSJD specialized accounting organisation", that would govern the procedure for granting the railways' accounting organisations the status of an OSJD Specialized

Accounting Organisation. The accounting organisations would accept such a status voluntarily. The draft Leaflet does not cover the accounting technologies, payment terms, or other provisions of the Agreement on the Rules for Accounting or the Rules for Accounting; instead, it purports to improve the quality of procedures used for effecting payments between the Parties to the Agreement on the Rules for Accounting.

The draft Leaflet was presented for the approval by meeting XXXIV of the Conference of General Directors (Authorized Representatives) of the OSJD Railways held in Seoul, the Republic of Korea, on 8-12 April 2019.

As part of continued cooperation with the UIC in the field of finance and accounting, a joint OSJD/UIC workshop on finance and accounting was conducted in Vilnius, the Republic of Lithuania, on 28 August 2018. At the workshop, the participants listened to a number of presentations, and had their questions answered by the presenters. During the discussions, experts raised relevant practical questions that directly relate to financial accounting and payments. All participants in the event praised the high value of such workshops and the benefits of interactions between PWGF experts and experts from the Financial Committee of the UIC, and agreed to continue this cooperation.

The workshop was attended by more than 25 representatives of the Parties to the Agreement on the Accounting Rules and the OSJD Committee.

During the reporting period, the PWGF addressed various issues in mutual payments and the status of arrears between the Parties to the Accounting Rules Agreement. Informing summaries were drawn for 31.07.2018 and 31.01.2019.



PWGF meeting (27.02-02.03.2018, OSJD Committee)



PWGF expert meeting on the subject "Improving the contractor mechanism in the Rules for Accounting" (28-30.08.2018, Vilnius, Lithuania)

1.8. Issues of Vocational Training/Education in the Field of Railway Transport

The Ad Hoc Working Group on vocational training/education in the field of railway transport (AWGT) was set up by the decision of session XLIII of the OSJD Ministerial Conference held on 2-5 June 2015 in Ulan Bator, Mongolia. Over the reporting period, three meetings of the AWG took place.

In pursuance of the decisions made by session XLVI of the OSJD Ministerial Conference, the OSJD conducted a successful OSJD Conference on the subject "Training in Railway Transport: new challenges and opportunities for better professional competencies" in Moscow, Russian Federation, on 22-23 October 2018. Based on the outcomes of the Conference, the participants worked out their joint Recommendations.

In light of the objectives and functions assigned to the AWGT; basing on the best international practices and best practices of international organisations engaged in the personnel training; and in view of the recommendations issued by the conference attendees, members of the AWGT deemed it appropriate to pursue the following activities:

- continue drafting recommendatory model curricula for initial training, advanced training, and training in the application of OSJD documents, with such curricula to be based on the subjects proposed by the AWGT and approved by OSJD member countries;
- continue working on pilot training projects in the application of the OSJD documents;
- continue the work to appraise proposals on setting up an OSJD Academy, and proposed procedures for issuing the OSJD training certificates;
- continue efforts to further develop the OSJD public information Web resource to improve the visibility of vocational training issues and opportunities in various areas of railway transport;
- set up, in cooperation with the OSJD Committee, an editorial office to maintain the public information Web resource;
- draft the Charter of the editorial office, and the Rules of Administration and Moderation of the public information Web resource;
- conduct, in the context of the OSJD's goals and on an as-needed basis, negotiations with relevant international organisations for the purpose of developing joint initial or advanced training programmes on the subject of organising multimodal and combined transportation, with an emphasis on further development of Eurasian transport routes.

In pursuance of the decision made by session XLVI of the OSJD Ministerial Conference, the AWGT worked to prepare the proposals on the ways to implement the following assigned tasks:

- efforts were continued to implement the pilot personnel training projects on the application of OSJD documents. The Ukrzaliznytsia PJSC and PLASKE JSC presented the results of a pilot project in implementing the model training curriculum "Application of the SMGS consignment note in a direct rail-and-ferry freight service (multimodal transportation)." After the completion of the pilot project, the students were asked to provide feedback by scoring the training on the following parameters: contents of the model curriculum (training course quality), methods and techniques of information delivery, effectiveness of knowledge and skill transfer (quality of instructors).

In cooperation with the OSJD member countries and national and international organisations, the Ukrzaliznytsia PJSC conducted a training course for personnel of the Azerbaijani Railways CJSC on the subject "Organisation and conditions



XI-th meeting of the AWG on vocational education/training in the field of railway transport (27-29.11.2018, OSJD Committee)



XII-th meeting of the AWG on vocational education/training in the field of railway transport (12-14.02.2019, OSJD Committee)

of freight carriage in case of the CIM and SMGS regulatory regime is changed”.

In collaboration with the Ukrainian Association of Transport, Forwarding, and Logistic Organisations (UKRVNESH-TRANS, an associated member of FIATA), the Ukrzaliznytsia JSC conducted a nation-wide training course “Vocational training for international forwarders (FIATA Certificate).” The training was co-sponsored by the FIATA Vocational Training Center operated by the PLASKE JSC, an OSJD affiliated enterprise. All students who had successfully passed the exit tests received FIATA’s

international certificates.

The AWGT regards this course as a step forward in implementing the Memorandum of Cooperation between the OSJD and FIATA.

The RZD OJSC and the Association of Transport High Schools drafted model training curricula on the following subjects: “OSJD documents in the regulation of international freight carriage. Digitalization of OSJD documents,” “OSJD documents in the regulation of international passenger carriage. Digitalization of OSJD documents,” “OSJD: regulatory framework (an introductory course).”

- discussion was continued on setting up an OSJD Academy that would contribute to improving the qualifications of personnel working for railway transportation market players, which would lead to reduced overhead costs, improved competitive positions, and general appeal of railway transport as a whole;
- a discussion was held on the need to set up a specialized entity that would oversee training-related matters. During the discussion, the AWGT members reconfirmed the need to transform the *Ad-Hoc* Working Group on vocational training/education in the field of railway transport into an OSJD *Permanent* Working Group;
- the OSJD’s public information web resource was launched into operation in a test mode. The resource is designed to improve the visibility of the OSJD and training/education in the field of railway transport. A link will be posted onto the OSJD Website to take the visitor to the web resource dedicated to training;
- drafts were developed of the Charter of the Editorial Office and the Rules of Administration and Moderation of the public information Web resource.

In light of a terminological discussion that had taken place at session XLVI of the OSJD Ministerial Conference in Bishkek, Kyrgyz Republic, on 5-8 June 2018, it was decided to supplement the draft OSJD Vocational Training Glossary developed by the AWGT with new terms related to training and improved qualifications, with a view to incorporating it into updated OSJD Leaflet R-305/1 “OSJD Glossary.”



OSJD Conference on the subject “Training in Railway Transport: new challenges and opportunities for better professional competencies” (22-23.10.2018, Moscow, Russian Federation)

2.

Activities of OSJD Governing Bodies



During the discussion of the agenda items of the plenary meeting of session XLVI of the OSJD Ministerial Conference (07.06.2018, Bishkek, Kyrgyzstan)

2.1. OSJD Ministerial Conference

On 5-8 June 2018, the city of Bishkek, the capital of the Kyrgyz Republic, hosted session XLVI of the OSJD Ministerial Conference that was attended by ministers and authorized representatives of ministries and other bodies responsible for railway transport from 24 OSJD member countries. The session was also attended by the representatives of the OSJD affiliated enterprise PLASKE JSC, and the OSJD Committee. The session's guests included officials from the Ministry of Land, Infrastructure and Transport of the Republic of Korea; and from a range of international organisations: the UNECE Inland Transport Committee, the Euro-Asian Economic Commission (EAEC), the Directorate-General for Mobility and Transport of the European Commission (DG MOVE), the Intergovernmental Organisation for International Carriage by Rail (OTIF), the International Railway Transport Committee (CIT), and the International Union of Railways (UIC).



Presidium of Session XLVI of the OSJD Ministerial Conference
(5-8.06.2018, 2018, Bishkek, Kyrgyz Republic)

The session of the OSJD Ministerial Conference was unanimous in making the decision on adopting as an OSJD member the Ministry of Land, Infrastructure and Transport of the Republic of Korea. The decision is of a great historic significance, since it not only extended the ranks of OSJD members, but also enabled the development of the Trans-Korean Railway Route and the integration of the Republic of Korea's railways into the Eurasian transport system, thus contributing to the economic development of the two countries of the Korean peninsula.

The OSJD Ministerial Conference noted the fulfillment of the OSJD's Programme and Work Plan for 2017, and approved the "Report on the Activities of the Organisation for Cooperation between Railways for 2017", "OSJD Programme for 2019 and the years to follow", "Report of the OSJD Internal Auditing Commission for 2017", as well as the OSJD Committee's Budget for 2018 and Provisional Budget for 2019. The Conference also approved the distribution of positions in the OSJD Committee, and appointed the Committee's managerial board, effective from 1 July, 2018.

The Conference approved the results achieved in 2017 by the OSJD Commission on Transport Policy and Development Strategy, and the OSJD Commission on Transport Law.

The discussion of transport policy and development strategy led to a number of important decisions, including the approval of ongoing efforts to further improve railway infrastructure and attract additional freight to individual sections of railway transport corridors.

In the field of transport law, a range of decisions were made to improve the SMPS Agreement and Service Instruction to the SMPS, and the SMGS Agreement and Service Instruction to SMGS. In particular, the decisions included the following:

- in 2018, start drafting a reference document that would contain information on current OSJD regulations as well as other documents governing international passenger carriage;
- continue drafting amendments and supplements to the SMGS Service Instruction to address the processing of claims and complaints related to electronic documents;
- prepare relevant rationale to request special funding under the "Methods of preparation and conduct of efforts requiring special finding" to complete the work on the subject "Development of technical requirements to the placement and fastening of goods in gauge 1520 mm wagons."

The OSJD Ministerial Conference approved, effective on 1 July 2018, the modifications and supplements to the "Agreement on Organisational and Operating Aspects of Combined Transportation between Europe and Asia," and to Annex III.

The Conference noted the presentation "On the results achieved by the International Conference to adopt the text of the Convention on Direct International Railway Traffic," which presentation discussed the proceedings of the two sessions held by the International Conference for adopting the text of the Convention.

Having reviewed the task of preparing recommendations on general approaches to vocational training, the Ministerial Conference upheld and endorsed the use of the Recommendations developed by the high-level OSJD Seminar "International Railway Transport in the XXI-st Century: Challenges and New Opportunities in Personnel Training," and directed the AWGT to continue its efforts as set forth in the Work Plan.

Accepting the invitation extended by the Republic of Uzbekistan, the Ministerial Conference decided to hold its session XLVII in Uzbekistan on 4-7 June 2019.

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

At the invitation of the General Director of the Vietnamese Railway State Company, meeting XXXIII of the Conference of General Directors (Authorized Representatives) of OSJD Railways was held in the city of Da Nang, the Socialist Republic of Vietnam, on 16-20 April 2018. The meeting was attended by the delegations of 21 OSJD member railways representing the Conference's level, as well as by the representatives of the OSJD observers, affiliated enterprises and invited guests from international organisations.

The meeting endorsed the results achieved by the OSJD's working bodies operating within the remit of the Conference. Among others, the following decisions were made:

- amendments and supplements to the Harmonized Nomenclature of Goods (GNG) were approved and enacted on 1 June 2018;
- in the areas of freight traffic, infrastructure and rolling stock, and coding and information technology, a number of OSJD leaflets were approved and obsolete leaflets were cancelled;
- the OSJD Committee was assigned the task to establish liaison, as an observer, with the technical committees IEC/TC-9 and ISO/TC-269, and keep OSJD governing bodies updated on the outcomes of such interactions;
- the OSJD Permanent Working Group on Finance and Accounting was directed to continue its work on keeping up-to-date the existing Agreement on the Rules for Accounting in International Passenger and Freight Railway Traffic in light of the current operating environment of railway transport; on improving the accounting technology and reducing the lead time of payments in international railway transport; on introducing electronic documents to financial relations between the Parties to the Agreement on the Rules for Accounting.

The Conference approved, within its remit, the OSJD Work Programme for 2019 and the years to follow.

The Conference granted the status of an affiliated enterprise to five companies.

The OSJD General Director's Conference reviewed the materials to be presented at the next session of the OSJD Ministerial Conference, and developed recommendations regarding, among other materials, the Report on the Activities of the OSJD in 2017, the Budget of the OSJD Committee, and proposals made by the AWG on Vocational Training in Railway Transport.



Meeting XXXIII of the Conference of General Directors (Authorized Representatives) of OSJD Railways
(16-20.04.2018, Da Nang, Socialist Republic of Vietnam)



A train on the railway bridge (Vietnamese Railway)



Freight services on the Kyrgyz Railway

3.

Participation of Observers and Affiliated Enterprises in OSJD Activities



High-speed trains of the French Railways (SNCF) and the German Railway (DB AG) (OSJD observers)

3.1. Cooperation with Observers

As of the yearend 2018, seven railways had the status of OSJD observers: the German Railway JSC (Deutsche Bahn AG), the Organisation of Greek Railways, the National Society of French Railways (SNCF), the Finnish Railways (VR), the Serbian Railways (ZS), the Győr – Sopron – Ebenfurt Railway CJSC (Raaberbahn/GySEV), and the Federal Passenger Company JSC.

Over the year, observers made notable contributions to the work of the OSJD Commissions and expert meetings on specific subjects included in the Work Plan. The observers were actively engaged in the efforts to improve the SMGS Agreement and SI to SMGS; in the work of the CIM/SMGS steering and coordinating groups; in the work towards the unified railway law, on the practices of border crossing by railway trains, on drafting a list of freight stations of OSJD railways, on organisation of large-capacity container traffic between Europe and Asia, on improving the operation of border stations, on coordinating train timetables and formations of passenger trains, on organisation of ticket sales with new sale technologies, on paperless technologies in international railway transport, on developing technical leaflets, and on various tariff-related and commercial matters.



Representatives of the “Federal Passenger Company” JSC and CCTT at CGD meeting XXXIV (08-12.04.2019, Seoul, Republic of Korea)



Representatives of the “Finnish Railways” (VR) and the international organisations 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 (11-14.12.2018, OSJD Committee)



3.2. Cooperation with Affiliated Enterprises

An affiliated enterprise as a form of participation in the activities of the OSJD reflects the business-oriented nature of the Organisation as an entity that is open to collaboration with enterprises from any countries, of any business profiles, and irrespective of their ownership structures or legal form. One of the key steps an enterprise needs to make towards cooperating with the OSJD as an affiliated enterprise is to submit a corresponding request. At its session XL, the Ministerial Conference decided to make it possible for the OSJD affiliated enterprises to participate in the activities of not only those OSJD working bodies that had been created at the CGD level, but also those set up at the level of the Ministerial Conference.



Representatives of OSJD affiliated enterprises at CGD meeting XXXIV
(08-12.04.2019, Seoul, Republic of Korea)

In the previous times, OSJD affiliated enterprises were primarily railways' contractors that either provided services, including construction, or manufactured various equipment. In recent years, there has been a notable trend where the status of an OSJD affiliated enterprise has been sought by such companies as licensed carriers, rolling stock operators, or forwarders. As a result, affiliated enterprises have been increasingly involved in the work on freight and passenger railway transport, and they have also shown their desire to become part of the discussion on various issues of transport law.

Some national railway companies are only involved in cooperation with the OSJD in the capacity of affiliated enterprises because of the lack of unanimous support to their ascent to full membership in the OSJD. Affiliated enterprises not only participated in the work and meetings of OSJD working bodies, but in some cases were the organisers of such events. Representatives of affiliated enterprises regularly participate in the meetings of the Conference of General Directors (Authorized Representatives) of OSJD Railways.

In 2018, the CGD granted the status of an OSJD affiliated enterprise to five companies: two from Russia and three from Latvia.

The outcomes of collaboration with affiliated enterprises in 2018 included, among others, the following:

The Ad Hoc Working Group on vocational training/education in the field of railway transport that was set up in 2015 now engages in its activities eight railways and five OSJD affiliated enterprises. The AWG is chaired by an advisor of PLASKE JSC, an OSJD affiliated enterprise, with the position of the AWG's deputy chair filled by a representative of the Association of Transport Higher Education Institutions, which is also an OSJD affiliated enterprise.



Representatives of OSJD affiliated enterprises at CGD meeting XXXIV
(08-12.04.2019, Seoul, Republic of Korea)

Over 2018, three meetings of the AWG were held; in addition, the AWG organised the OSJD Conference "Training in railway transport: new challenges and opportunities for improving professional competencies" in Moscow in October 2018.

The number of affiliated enterprises that have a current Cooperation Agreement with the OSJD is changing year-on-year. At the end of 2018, their total number stood at 46.

Rolling Stock on the OSJD Observer Railways

The new Siemens Vectron electric locomotive for Finnish Railways (VR)



The new Siemens Vectron electric locomotive for GySEV JSC (Austria-Hungary)

A passenger train on the Greek Railways (OSE)
(photo: Marek Graff)



A passenger train of the FPC JSC in international traffic
(photo: Marek Graff)

Modern commuter diesel train manufactured by Stadler for Serbian Railways (ZS)



4.

Cooperation with International Organisations



Representatives of international organisations at session XLVII of the OSJD Ministerial Conference (4-7.06.2019, 2019, Tashkent, Republic of Uzbekistan)

4.1. Cooperation with the United Nations Economic Commission for Europe (UNECE)

In 2018, the OSJD proposed cooperation with the UNECE within the purviews of the following Working Groups of the Inland Transport Committee of the UNECE:

- the Working Party on Railway Transport (SC.2):

At annual sessions of the Working Party on Railway transport (SC.2), the following subjects were reviewed: development of international railway transport, including measures to facilitate border crossing procedures; application of the uniform CIM/SMGS consignment note; harmonization of operating environments of various railway systems; safety and security in railway transport; fostering cooperation within the project of the Trans-European Railway; investments in railway infrastructure and rolling stock; making progress towards unified railway law, etc.

- the Working Party on Customs Questions affecting Transport (WP.30):

The primary tasks of the Working Party on Customs Questions affecting Transport (WP.30) are to develop and keep up-to-date the rules for a practical application of the UN Convention on customs procedures in international railway transport, and to facilitate border crossing procedures for passengers and luggage carried in international transit by rail. One of the most important recent documents drafted by the Working Party is Annex 9 "Facilitation of border-crossing procedures in international transport" to the 1982 International Convention on the Harmonization of Frontier Controls of Goods, which Annex was drafted by the representatives of the OSJD member countries.

At the 150th session of the Working Party on Customs Questions affecting Transport (WP.30) held in Geneva on 16-19 October 2018, a draft Convention on the facilitation of border crossing procedures for passengers, luggage and goods-luggage carried in international traffic by railway was reviewed. The Working Party continued to discuss the draft Convention to incorporate the proposed amendments submitted by a number of delegations.

As a result of the discussion, the WP.30 Secretariat was assigned the following tasks:

- to prepare an updated version of the draft Convention to be discussed at the next session;
- to complete the discussion of this document before the end of 2018;
- to present the final draft of the new Convention for review and approval by the 81st session of the UNECE ITC (Geneva, 19-22.02.2019), and then forward it to the depositary;
- *with regard to the transport of dangerous goods (WP.15):*

in view of the need to harmonize the standards and rules governing the transportation of dangerous goods and chemicals by various modes of transport, an expert from the OSJD Committee regularly participated in the meetings of the RID Committee of Experts and the WP.15 Working Party.

- with regard to the unified railway law (GEURL):

In 2018, the Group of Experts that is engaged in building the framework for unified railway law continued the UNECE-initiated project "Towards unified railway law in the Pan-European region and within the Eurasian transport corridors."

As an observer, the OSJD Committee participated in the meetings of the Group of Experts, in drafting the unified railway law and a new rule that would incorporate all the good and progressive aspects of the two legal systems, those of the OSJD and OTIF.

In view of the decision made by the UNECE ITC on extending by two years the mandate of the Group of Experts towards unified railway law, the management of the OSJD Committee plans to continue its active engagement in the efforts on the items discussed at the meetings of the Group of Experts.

In February 2018, the management of the OSJD Committee participated in the 80th session of the UNECE ITC where they made a presentation on the OSJD efforts aimed at further development of the international transport and cooperation with the UNECE.



Representatives of the UNECE ITC, CIT, UIC, DG MOVE and OTIF at session XLVI (5-8.06.2018, Bishkek, Kyrgyz Republic)

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

A regional meeting of the UNESCAP and OSJD on harmonization of the rules and requirements for the purpose of facilitating international railway transport was held in Astana, the Republic of Kazakhstan, on 20-21 December 2017.

At that time, the UNESCAP Secretariat was pursuing the project “Harmonization of the rules and regulations to facilitate the international railway transport in the region.” Under that project, two studies were completed in order to develop recommendations on improving the efficiency of border crossing procedures applied to railway transport, and on drafting technical requirements and harmonized operating procedures used in international railway projects. The recommendations resulting from the studies are intended to support the implementation of the Intergovernmental Agreement on the Trans-Asian railway network. The Agreement complements the efforts of railways in the region to improve the efficiency of processes involved in the procedures of border crossing by railway transport, as well as technological and operating compatibility within international railway corridors, for the ultimate goal of improving the reliability of international freight transportation by rail.

It was noted that the work to implement the Intergovernmental Agreement on the Trans-Asian railway network is congruent with the OSJD efforts to further develop the OSJD international transport corridors. Particular focus was given to the organisation of container traffic on those Eurasian railway corridors that had been slated by the OSJD as priorities for future development. The other primary objectives of the OSJD included further harmonization of transport law and technical requirements, interoperability, and technologies used at the interface between railway systems that use different gauges.

A high-level meeting of the ESCAP Expert Group on the Harmonization of the rules and regulations to facilitate the international railway transport took place in Ankara, Turkey, on 3-4 May 2018.

The meeting discussed various aspects of harmonization of the rules and regulations to facilitate the international railway transport in Asia and the Pacific. The meeting also hailed a range of initiatives to facilitate national and international transport. The participants in the meeting exchanged information on various existing and prospective railway transport corridors, railway lines, and their corresponding initiatives.

The OSJD Committee representative presented a brief overview of the OSJD’s activities, and discussed the advantages of block trains running along OSJD corridors, the advantages of using the common CIM/SMGS consignment note, and the progress of work aimed to facilitate the border crossing procedures in international traffic between Europe and Asia.



On 18-19 December 2018, a workshop was held in Bangkok, Thailand, on building up the potential for facilitating international railway transport in support of domestic and interregional trade.

The workshop discussed the current status and challenges involved in aligning the rules and requirements involved in facilitating international railway transport in the Asia-Pacific region.

The UNESCAP representative presented a Framework Programme (Concept) of improving the efficiency of railway border crossing points, which had been drafted basing on the recommendations of the 5th Meeting of the Working Group on Trans-Asian Railway Network held in Pusan in June 2017.

The Workshop participants were informed that the Framework Programme had been reviewed by the Transport Committee at its 5th session held in Bangkok in November 2018. The Committee hailed the Framework Programme and stated that further action on the issues addressed in the Framework Program could facilitate continued development of international railway transport in the UNESCAP region and beyond.

The Workshop participants recognized the benefits of the Framework Programme, and spoke in favour of finding a possibility of developing a regulatory document or documents that would be linked to the Intergovernmental Agreement on the Trans-Asian railway network, and that would address some or all of the elements contained in the Programme. In this context, cross-border electronic data exchange, and the alignment of customs formalities in international railway transit were called out as particularly important tasks.

The Secretariat also presented a UN agreement titled “Framework Agreement on Facilitating Paperless Cross-Border Trade in the Asia-Pacific Region.” This Agreement would help the countries to participate in paperless cross-border trade by helping them improve their paperless trade environment. The workshop noted that joining the Agreement would facilitate the efficient use of electronic exchange of transport documents, such as the CIM/SMGS consignment note.

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

The OSJD and OTIF cooperation is based on the document intitled “Cooperation between the OSJD and OTIF: Common Point of View” signed by the parties in 2003

In 2018, bilateral contacts continued in the area of the development and implementation of comprehensive measures aimed at improving the international railway traffic, developing further the OSJD transport corridors, drafting a Programme of Actions and Measures (administrative, legal, technical, and technological) intended to facilitate the border crossing procedures in international railway traffic in Eurasia; drafting and amending legal documents governing the international railway transport; developing combined and multi-modal services for the purpose of improving the transport and logistic services, competitive and marketing ability, and other areas that could help to improve the efficiency of the international carriage by railway.



Representatives of OTIF at the expert meeting of the OSJD Commission on Transport Law in the field of the Rules for the Transport of Dangerous Goods (16-17.10.2018, OSJD Committee)

The OSJD and OTIF representatives regularly exchanged information, held consultations, and engaged in the work of the UNECE Group of Experts towards the unified railway law. During various discussions, the need for engaging a wider range of member countries of both organisations was repeatedly noted.

Joint efforts were made towards the digitalization of transport documents, and effecting international financial settlements through paperless technologies.

Cooperation was continued in keeping the rules for the transportation of dangerous goods in line with the amendments and supplements made to the international and national regulations governing the transportation of dangerous goods, with due consideration of railways' specific operating environments in the OSJD member countries. It should be noted in this context that the OTIF's proposal to include Annex 2 to SMGS "Rules for the transportation of dangerous goods" into the mandate of the Joint RID/ADR/AND Meeting, which is a joint UNECE/OTIF entity, was not supported by all SMGS members at the current stage. The consultations on this subject will be continued.

In 2018, the OSJD and OTIF continued their cooperation with the Universal Postal Union within the UPU's Task Force responsible for the International Postal Railway Transport Development Project.

Currently, the Task Force is working to draft a Guideline on the organisation of international carriage of postal items by rail. Representatives of both the OSJD and OTIF are actively involved in this effort. The draft Guideline is based on the outcomes of 65 pilot projects in postal railway transport jointly implemented by the UPU, the World Customs Organisation (WCO), and the railways of OSJD and OTIF member countries. The pilot projects spanned a variety of routes, transit countries, and customs regimes.

In view of the outcomes of the pilot projects, the parties noted the importance of this line of work that is aimed at simplifying postal, customs, and railway rules and standards, and expressed their interest in continuing their cooperation with the UPU.

In the early 2018, a Memorandum of Understanding was signed between the OTIF and UPU, setting forth the basic principles of cooperation. A similar Memorandum of Understanding between the OSJD and UPU is currently in preparation for signing.

On 19 October 2018, the OSJD Committee hosted in its premises in Warsaw, Poland, a meeting between the executives of the OSJD and OTIF. The parties agreed on the priority areas of cooperation between the two organisations, in particular, on a joint exchange of best practices in digitizing the transport documents, harmonizing the requirements governing the carriage of dangerous goods, and cooperating in the area of technical interoperability.

4.4. Cooperation with the International Rail Transport Committee (CIT)

The cooperation between the OSJD and CIT has been developing for many years. The primary goals of this cooperation consist in developing international railway transport and improving its efficiency. The Memorandum of Cooperation between the Organisation for Cooperation between Railways and the International Rail Transport Committee was signed in Ulan-Bator, Mongolia, on 4 June 2015.

Under the Memorandum, in 2018 the cooperation between the OSJD and CIT was carried out by the OSJD Committee and the CIT General Secretariat. The two organisations continued their cooperation in such areas as working out proposals and recommendations on improving and harmonizing the regulations governing the international passenger and freight carriage by rail, facilitating freight carriage with the use of the CIM/SMGS consignment note, carriage of postal items in containers, and devising measures to improve the competitiveness of the railway transport.

In 2018, the OSJD Commission on Transport Policy and Development Strategy collaborated with the CIT in order to prepare a programme of actions and measures (administrative, legal, technical, and technological) towards facilitating border crossing procedures in international railway transport in Eurasia.

In 2018, the OSJD and CIT continued to exchange the information on the efforts of both organisations in revising and drafting the regulatory documents governing the international carriage of passengers and freight by rail, and the growing area of multimodal transportation.

The CIT organised the 14th and 15th meetings of the CIV/SMPS Working Group, in Prague, the Czech Republic, on 16-17 May 2018; and in Bern, Switzerland, on 16 October 2018, respectively. Experts from the OSJD Commission on Transport Law participated in the meetings. The meetings discussed such issues as the application of international regulations, including those on personal data protection, in international passenger carriage by rail; drafting of model documents; involvement in the preparation of tariff agreements. In addition, information was provided concerning the new trends in international passenger carriage by rail, and on recent changes in the SMPS and CIV.

Following the decision of session XLVI of the OSJD Ministerial Conference, the participants in the OSJD/CIT joint project "CIM/SMGS transport law harmonization" worked to improve Annex 6 to SMGS "Manual on the CIM/SMGS Consignment Note".

A number of meetings were held in 2018, in particular of the CIM/SMGS Expert Group, the CIM/SMGS Steering Group, and a joint OSJD/CIM Workshop "Legal aspects of using the CIM/SMGS consignment note in international carriage of goods by rail". The issues reviewed at the events included new routes in international freight carriage under the CIM/SMGS, legal aspects of postal items ordered online and carried under the CIM/SMGS, and improvement of the Manual.

In 2018, the meetings of the CIM/SMGS Expert Group and the Steering Group reviewed, and then the meeting of the OSJD Commission on Transport Law on the SMGS issues coordinated the amendments and supplements into Annex 6 to SMGS, which came into effect on 1 January 2018 following the due approval procedure.

The amendments and supplements were intended to align the forms of the CIM/SMGS documents with the forms of the SMGS documents.

In order to encourage a wider use of the CIM/SMGS consignment note in railway transport, the workshop participants prepared a declaration calling upon all concerned parties to step up their efforts in improving the legal framework of the CIM/SMGS consignment note, and to further widen its use in international railway freight traffic.



23-rd meeting of the CIM/SMGS Steering Group (05-06.09.2018, OSJD Committee)

4.5. Cooperation with the European Union Agency for Railways (ERA)

In pursuance of the 2015-2019 Memorandum of Understanding between the OSJD and ERA, and the approved Work Plan, the OSJD/ERA Contact Group held four meetings in 2018 to tackle the following tasks:

- to analyze the parameters that play defining roles in maintaining technical and operational compatibility within the subsystem “Telematic applications for passenger”,
- to analyze the defining parameters in maintaining technical and operational compatibility within the subsystem “Noise”,
- to analyze the parameters of the subsystem “Telematic applications for freight” (TAF).

Under this task item, the meetings reviewed the measures designed to maintain and improve the existing technical and operational compatibility at the borders between the CIS and the EU. Relationship between 1520-mm and 1524-mm rail systems. Relationship between the 1520-mm and 1435-mm rail systems.

In the context of these efforts, information was exchanged on regulatory requirements in EU and non-EU countries:

- Integration of 1520 standards in the instruments of international certification;
- Railway safety culture in the EU;
- Updated information on the implementation of the 4th EU railway package;
- Ad hoc Working Group on vocational training/education in railway transport;
- Regulatory requirements to railway employees in Latvia;
- Management of professional competencies of railway personnel in the EU;
- “Reforming the national system of assessment for compliance: key aspects and goals”, and “A system for assessing product compliance in railway transport of Ukraine”;
- “Compliance assessment of manufactured items used in 1520-mm gauge railway systems”;
- “Progress of work achieved by Intergovernmental Technical Committee on Standardization 524 ‘Railway Transport’”;
- “The 4th railway package. The process of rolling stock authorization”.

In view of the expiration of the 2015-2019 Memorandum of Understanding between the OSJD and ERA, the final meeting of the OSJD Commission on Transport Policy and Development Strategy supported the proposal to prepare and sign a Memorandum of understanding between the OSJD and ERA for the next five-year period (2020-2024).



ERA/OSJD Contact Group meeting 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” (30.01-01.02.2018, OSJD Committee)

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

The key principles of cooperation between the OSJD and UIC were established by the Agreement on Cooperation between the two organisations which was signed in 1995. The joint projects undertaken by the OSJD and UIC are implemented under the Memorandum and Programme of Cooperation between the OSJD and UIC. In view of the expiration of the 2011-2015 Memorandum and Programme at the end of 2015, the new Memorandum and Programme of Cooperation between the OSJD and UIC were signed by the Chairman of the OSJD Committee and the UIC General Director in Geneva on 23 February 2016. The core concepts of the cooperation include: a global approach to the development of the transport sector with due account of the interests of railways; harmonization of the operating and technical environments of the railway transport for the purpose of better interoperability and efficiency.

In 2016-2020, cooperation between the OSJD and UIC will continue in the following areas:

- fostering the creation of an integrated compatible railway system in Eurasia with due regard to the interests of individual railways;
- developing a list and scope of services provided by the railway transport for the purpose of improving its competitive power;
- harmonization of operating and technical regulations and other documents used by the railway transport sector in order to improve interactions inside the railway transport and its overall efficiency;
- presentation of joint results and proposals to the executive bodies of both Organisations for their review.

Basing on the 20 years of cooperative experience since the signing of the Agreement on Cooperation, the following forms of cooperation are used:

- exchange of information and documents, including the work programmes and annual work plans;
- mutual attendance of meetings, and organisation of joint events;
- drafting of joint documents (leaflets).

In order to expand the cooperation between the OSJD and UIC in developing and converting the OSJD/UIC joint leaflets, included in the priority list, into draft OSJD/UIC international technical solutions in the field of railway transport of voluntary accession, the Chairman of the OSJD Committee and the General Director of the UIC signed a Supplementary Agreement to the existing Agreement dated 22 November 2001 "On the publication of leaflets jointly developed by the Organisation for Cooperation between Railways (OSJD) and the International Union of Railways (UIC)."

The representatives of the OSJD Committee participated in the multilateral meeting of partner organisations within the UIC Asia-Pacific Regional Assembly (UIC APRA) held in Paris, France, on 15 March 2018; in the 92nd session of the UIC General Assembly in Madrid, Spain, on 4 July 2018; and in the 93rd session of the UIC General Assembly in Paris, France, on 7 December 2018.

The representatives of the UIC attended the OSJD Conference "Training in railway transport: new challenges and opportunities for better professional competencies" in Moscow, Russia, on 22-23 October 2018; the meeting of the OSJD Commission on Freight Traffic on the subject "Amendments and updates to the Harmonized Nomenclature of Goods (GNG)" and "Updating the list of freight stations of OSJD railways" in Chisinau, the Republic of Moldova, on 20-23 March 2018; the final meeting of the OSJD Commission on Freight Traffic at the OSJD Committee in Warsaw on 9-12 October 2018; the final meeting of the OSJD Commission on Infrastructure and Rolling Stock at the OSJD Committee on 23-25 October 2018; and the Joint Meeting of the Plenipotentiary Representatives of Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorized Representatives) of the OSJD Railways at the OSJD Committee on 11-14 December 2018.

The OSJD is continuing its cooperation with the UIC in the areas of finance and accounting, as well as in the areas of coding and information technologies. A joint OSJD/UIC workshop on finance and accounting was held in Vilnius on 28 August 2018. The 72nd meeting of the joint OSJD/UIC group on coding and information technologies was conducted in Brussels, Belgium, on 31 May 2018.



Meeting of the OSJD/UIC Joint Working Group of concerned railway companies in reviewing and converting the OSJD/UIC joint leaflets, included in the priority list, into draft OSJD/UIC international technical solutions in the field of railway transport of voluntary accession (05-07.02.2019, OSJD Committee)

4.7. Cooperation with the International Association “Coordinating Council for Trans-Siberian Transportation” (CCTT)

The cooperation between the OSJD and the CCTT kept expanding, especially in such areas as large-capacity container traffic between Europe and Asia; development of new transportation products; organisation of container trains running along new routes; carriage of international freight on the Trans-Siberian Route using the CIM/SMGS consignment note; facilitation of border crossing by freight trains; and improvement of transport law.

Representatives of the OSJD’s and OSJD Committee’s working bodies regularly attend plenary meetings of the CCTT.

Thus, in 2018 such representatives participated in the 27th Plenary Meeting of the International Association “Coordinating Council for Trans-Siberian Transportation” held in Sochi, Russia, on 3-4 October 2018; and in the 4th Business Forum of the CCTT “Trans-Siberian Railway in the Eurasian transport system: new opportunities and prospects,” held in Tokyo, Japan, on 30-31 May 2018.

The representatives of the CCTT participated in the CGD meeting, the Joint Meeting of Plenipotentiary Representatives, and other meetings of the OSJD executive bodies. The CCTT was also actively involved in the efforts of OSJD working bodies in such areas as implementation of the ETT, MTT, and GNG; drafting the List of the OSJD railway freight stations; organisation of large-capacity container traffic between Europe and Asia and the implementation of joint UNESCAP/OSJD projects; freight transportation with the CIM/SMGS consignment note; and coordination of the volume of freight in international traffic.



Oleg Belozyerov, Chairman of CCTT, General Director and Chairman of the Board of the Russian Railways OJSC, addressing the XXVII-th CCTT Plenary Meeting (03-04.10.2018, Sochi, Russia)



XXVII-th CCTT Plenary Meeting with the participation of the OSJD representatives (03-04.10.2018, Sochi, Russia)

4.8. Cooperation with the International Federation of Freight Forwarders Associations (FIATA)



OSJD/FIATA Joint Workshop on combined transportation "New opportunities for multimodal transport in communication Europe – Asia – Europe" (11-12.07.2018, Istanbul, Turkey)

On 6 October 2016, the OSJD and International Federation of Freight Forwarders Associations (FIATA) signed a Memorandum of Cooperation in Dublin, the Republic of Ireland. The parties intend, within their remits, to cooperate in the general field of railway transport in the following areas:

- concerted actions for the purpose of further development and improvement of international railway transport, with a focus on traffic between Europe and Asia;
- working out proposals and recommendations to improve and harmonize the international regulations governing the railway freight traffic;
- devising and implementing the measures aimed at improving the competitiveness of railway transport in relation to the other modes of transport;
- exchanging information on specific best practices in serving clients;
- working out joint recommendations in the area of personnel training/education.

The joint OSJD/FIATA workshop on combined transportation "New opportunities offered by multimodal transport in the Europe-Asia-Europe traffic" was held in Istanbul, Turkey, on 11-12 July 2018.



Working meeting of the delegations of the OSJD Committee and the International Transport Forum (11.12.2018, OSJD Committee)

4.9. Cooperation with the Euro-Asian Economic Commission (EAEC)

On 21 January 2016, the OSJD and the Euro-Asian Economic Commission, in pursuit of the goals of stepping up their cooperative efforts, improving the competitiveness and efficiency of railway transport, and further developing international railway traffic in Eurasia, signed a Memorandum of Understanding that sets forth the following objectives:

- concerted actions designed to further expand and improve the international railway traffic, with a focus on Euro-Asia;
- concerted actions facilitating the set up and development of the Eurasian railway transport corridors and the OSJD railway transport corridors.



Representatives of EAEC and other international organizations at session XLVII of the OSJD Ministerial Conference (4-7.06.2019, Tashkent, Republic of Uzbekistan)



Emil Kaykiev, Member of Collegium (Minister) for Energy and Infrastructure of the Euro-Asian Economic Commission, addressing session XLVI of the OSJD Ministerial Conference (06.06.2019, Tashkent, Republic of Uzbekistan)

5.

Activities of the OSJD Committee



In the hall of the Joint Meeting of Plenipotentiary Representatives of Members of the OSJD Ministerial Conference and the Conference of General Directors (Authorised Representatives) of OSJD Railways (11-14.12.2018, OSJD Committee)

5.1. Main Issues

In 2018, the OSJD Committee continued its efforts towards its primary goals set forth in its foundational documents and decisions made by the governing bodies of the OSJD. As the OSJD executive body, the Committee set up a range of events to coordinate the implementation of the OSJD Programme and work plans of various OSJD working bodies.

At their seven meetings, the OSJD Committee members reviewed the outcomes of the work made by the OSJD commissions and permanent working groups over the year, including the meeting reports of the OSJD working bodies, reports of the meetings of other international organisations where OSJD Committee members had made their contributions, and draft decisions presented for the approval by the OSJD governing bodies on various aspects of transport policy, transport law, combined transportation, technical issues, etc.

The OSJD Committee performed the functions of the Secretariat for the preparation and conduct of meeting XXXIII of the Conference of General Directors (Authorized Representatives) of the OSJD railways in Da Nang, Vietnam; session XLVI of the OSJD Ministerial Conference in Bishkek, Kyrgyzstan; and the Joint Meeting of Plenipotentiary Representatives of the OSJD Ministerial Conference and Authorized Representatives of the Conference of General Directors of OSJD Railways.

On 26-30 March and 19-23 November 2018, the OSJD Committee organised, respectively, the IV and V sessions of the International Conference for adopting the text of the Convention on Direct International Railway Traffic.

Under mutually beneficial agreements, the OSJD Committee collaborated with the international organisations, observers, and affiliated enterprises. In pursuance of the decisions made by meeting XXXIII of the Conference of General Directors, the OSJD Committee signed six agreements with affiliated enterprises.

In 2018, representatives of 25 OSJD member countries worked at the OSJD Committee, while a representative of Turkmenistan was missing. The Chairman of the OSJD Committee raised the question of sending in a representative from Turkmenistan at a meeting with the Turkmenistani delegation during session XLVI of the OSJD Ministerial Conference in Bishkek, and again on 25 October 2018 during a visit to the OSJD Committee's office by HE Ambassador Extraordinary and Plenipotentiary of Turkmenistan to the Federal Republic of Germany Mr. Toili Atayev. Over 2018, the Russian Federation and Romania replaced their representatives in the OSJD Committee.

As in the previous years, the OSJD Committee reviewed the contributions of the OSJD member countries in the work of the OSJD commissions and permanent working groups with a view to optimizing the functioning of the OSJD.

In 2018, 99 meetings of OSJD working bodies were held, of which 48 took place at the OSJD Committee premises. In addition to active participation of its delegations, the OSJD Committee was the organiser or a co-organiser of a number of major events, which included providing logistical support, English-Russian translation services, computer operator services, etc.:

- on 26 February – 2 March 2018 in Warsaw, the meeting of the representatives of railways and foreign trade organisations from the Socialist Republic of Vietnam, Republic of Kazakhstan, People's Republic of China, Democratic People's Republic of Korea, Mongolia, and the Russian Federation. The purpose of the meeting was to coordinate



Working meeting with the delegation of the Republic of Korea in the OSJD Committee (14.01.2019)

on the volumes of railway traffic in export, import, and transit freight for 2018, and the respective support measures to ensure them;

- on 3-4 May 2018, a high-level meeting in Ankara of the UNESCAP Expert Group on the harmonization of the Rules and Regulations for facilitating the international railway transport;
- on 11-12 July 2018, a Joint OSJD/FIATA Workshop in Istanbul on combined transportation "New opportunities offered by multimodal transport in the Europe-Asia-Europe traffic;"



Working meeting with the OTIF delegation in the OSJD Committee (19.10.2018)

- on 2-3 October 2018, the 9th OSJD International Freight Conference in Tehran;
- on 18-19 December 2018, a UNESCAP workshop in Bangkok (Thailand) on building up the potential for facilitating international railway transport in support of domestic and interregional trade.
- The other events included:
 - on 6 March 2018 in Brussels, Chairman of the OSJD Committee Tadeusz Szozda and General Secretary of the World Customs Organisation Kunio Mikuriya signed a Memorandum of Understanding (MoU) with a view to strengthening cooperation between the two organisations;
 - on 14 March 2018 in Warsaw, a scheduled meeting was held of the Coordinating Committee on the Development of the South-West Transport Route, attended by the experts and executives from the railway administrations of Azerbaijan, Georgia, Iran, Poland, and Ukraine. Chairman of the OSJD Committee Tadeusz Szozda participated in the meeting;
 - on 11-13 June 2018 in Baku, an OSJD Committee delegation attended the opening ceremony of the Transcaspien/Translogistica 2018 exhibition and trade show;
 - on 18-21 September 2018 in Berlin, an OSJD Committee delegation participated in the InnoTrans-2018 International Trade Fair;
 - on 15 October 2018, the OSJD Committee was visited by a Chinese delegation headed by Mr. Zhong Hua, Deputy Director of the National Railway Administration of the People's Republic of China. In the course of the visit, the parties exchanged information on the current state of cooperation.

In pursuance of the decisions made by session XLVI of the OSJD Ministerial Conference, the following was done:

- on 3 and 31 October 2018, Chairman of the OSJD Committee Tadeusz Szozda communicated with the Minister of Foreign Affairs of the Republic of Poland on the subject of proper legitimization documents aligned with the status of the OSJD to be issued to the foreign members and employees of the OSJD Committee, and on the subject of refunding the VAT to them;
- on 14 December 2018, the OSJD Committee completed the competitive procedure to fill the position of a Russian-English simultaneous interpreter. Both matters were planned to be solved in 2019.



OSJD delegation at the XVII-th Caspian International Exhibition "Transport, Transit and Logistics" (Transcaspien/Translogistica-2018) and VIII-th Caspian International Exhibition "Road Infrastructure and Public Transport" (Road & Traffic) (11.06.2018, Baku, Republic of Azerbaijan)

5.2. Publishing Activities

In 2018, publication of the 'OSJD Bulletin' journal was carried out in accordance with the schedule. 4 single and 1 coupled (No. 5-6) issues were published in Russian, Chinese and English languages with the total number of 3300 copies in all three languages.

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

It is worth mentioning that the concern and interestingness of the OSJD participants and partners in cooperation for publishing articles and materials in the OSJD Bulletin and on the OSJD Website has been growing with every passing year.

The Bulletin was dispatched free of charge to all the OSJD member countries, observer railways and affiliated enterprises, to the international organisations and individual subscribers, as well as, by way of free exchange, to railway transport publishing agencies of the Euro-Asian countries. Printed materials were distributed at the railway exhibitions, conferences or other international events. Much assistance at the exhibitions and conferences was provided by the partners in cooperation – publishing agencies and other companies, such as Bahnfachverlag (Germany), Gudok, RZD-Partner, Eurasia-News, Railways of the World, Transport World, Transport Innovations, Training and Methodological Center on Railway Transport (UMC ZDT), "Business-Dialog" company (Russia), Organising Committee of Golden Chariot Award and others.

In connection with the issuing of the 'OSJD Bulletin' journal in English, which started in 2015, the interest to it has considerably increased in many countries and international organisations resulting in a significant growth in the demand from readers.

In addition to publishing the journal, the following works have been completed:

- mobile stands dedicated to the OSJD activities were designed and produced;
- the OSJD Website materials continued to be updated and added in Russian, Chinese and English languages;
- the biannual OSJD Information Guide was published in Russian, Chinese, German and English languages;
- "Report on the Activities of the Organisation for Cooperation between Railways for 2017" 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 2017" was published in 4 languages: Russian, Chinese, German and English in cooperation with the working staff of the Commission on Transport Policy and Development Strategy;
- calendars with the Work Schedule of OSJD Events for 2019 were issued in hard copies in English, Chinese and Russian and posted onto the OSJD Website;
- the editorial staff continued to administer the OSJD Website in Russian, Chinese and English and participated in the work towards its modernization.

The working staff of the Editorial Office participated in the meetings of the working bodies as well as the OSJD governing bodies - CGD meeting XXXIII in Da Nang (Vietnam), session XLVI of the OSJD Ministerial Conference in Bishkek (Kyrgyzstan), in two sessions of the International Conference on the adoption of the text of the Convention on Direct International Railway Traffic held in Warsaw in March and November 2018, as well as



Minister of Land, Infrastructure and Transport of the Republic of Korea Kim Hyun-mee and Chairman of the OSJD Committee Tadeusz Szozda reviewing the latest issue of the OSJD Bulletin ((2-2019) before the beginning of the plenary session of CGD meeting XXXIV (11.04.2019, Seoul, Republic of Korea)



Chairman of the OSJD Committee, Tadeusz Szozda and Secretary General of the World Customs Organisation, Kunio Mikuriya signing a Memorandum of Understanding (06.03.2018, Brussels, Belgium)



Secretary of the OSJD Committee Attila Kiss addressing the Second Passenger Forum (03.10.2018, Sochi, Russia)



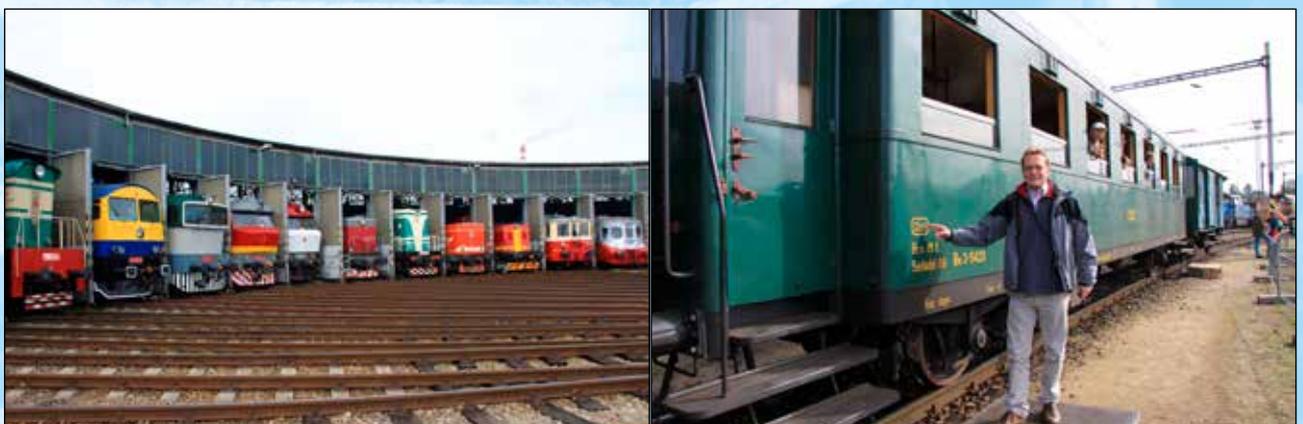
The International Railway Business Forum "Strategic partnership 1520: Central Europe" with the participation of the representatives of the OSJD Committee (20-22 February 2018, Vienna, Austria)

in other events within the framework of OSJD and organised by other international organisations and partners in cooperation.

Representatives of the Editorial Board and the Editorial Office took part in a number of international exhibitions, seminars and conferences where they distributed OSJD printed publications and carried out information exchange work, of which the following ones worth mentioning: Joint OSJD/FIATA Workshop on Combined Transport "New Opportunities for Multimodal Transportation Europe – Asia – Europe" (July, Istanbul, Turkey), XI-th OSJD International Freight Conference (October, Tehran, Iran), conference "Strategic Partnership 1520" (February, Vienna, Austria), forum "Transport Education and Science 2018" (February, MIIT, Moscow, Russia), workshop "Berner Tage" (March, CIT, Bern, Switzerland), exhibition "IT-Trans" (March, Karlsruhe, Germany), "The First RailFreight Summit" (March, Wroclaw, Poland), Large Transport Seminar "Freight Panorama" (March, Moscow, Russia), VI-th Intermodal Transportation Forum "Fracht-2018" (April, Gdansk, Poland), exhibition "InnoTrans-2018" (September, Berlin, Germany), events to celebrate the National Day of Czech Railways (September, České Budějovice, Czech Republic), the forum "PRO/Motion 1520" - the Second Passenger Forum - the XXVII-th Plenary Session of CCTT (October, Sochi, Russia), the OSJD Conference "Training in the field of railway transport: new challenges and opportunities for the growth of professional competencies" (October, MIIT, Moscow, Russia), the OSJD Seminar on enhancing the competitiveness of international railway transport in Eurasia (October, OSJD Committee, Warsaw), the

events and forum "Back to Track" (October and December, Vienna, Austria), the exhibition "TransPoland" (November, Warsaw), "Transport Week" (November, Moscow, Russia), the Second Eurasian Forum on Relations and Industrial Cooperation (November, Brussels, Belgium), as well as in events organised by the OSJD cooperation partners – UNESCAP, UNECE CTC, ERA, CCTT, UIC and others.

In 2018, the work of the UIC Terminology Group was resumed, the next scheduled meeting of which was held in March at the UIC headquarters in Paris (France). In September, the first video conference of this group was organised and held via the Internet. Representatives of the OSJD Bulletin editorial staff take part in the work of this group as part of cooperation with the UIC. The Group deals with the development of railway-related glossaries covering various fields of railway transport in order to simplify and standardize the terminology used in the translation into various languages when holding international cooperation activities in this area.



National Railway Day in the Czech Republic attended by the representatives of the OSJD Committee (22.09.2018, České Budějovice)

Working meeting in the OSJD Committee with HE Ambassador Extraordinary and Plenipotentiary of the Russian Federation to the Republic of Poland Sergey Andreev (06.09.2018)



Working meeting in the OSJD Committee with HE Ambassador Extraordinary and Plenipotentiary of Turkmenistan to the Federal Republic of Germany Toyli Ataev (14.02.2018)

VI-th Forum on intermodal transport FRACHT-2018 with the participation of the representatives of the OSJD Committee (11-12.04.2018, Gdansk, Republic of Poland)



OSJD presentation during the Second Eurasian Forum on Relations and Industrial Cooperation (21.11.2018, Brussels, Belgium)

15th meeting of the UIC Terminology Group with the participation of the OSJD Committee representative (08-09.03.2018, Paris, France)



6.

International Conference for the Adoption of the Text of the Convention on Direct International Railway Traffic



In hall of the V-th session of the International Conference for the adoption of the text of the Convention on Direct International Railway Traffic
(19-23.11.2018, Warsaw, Poland)

In 2018, the International Conference on the adoption of the text of the Convention on Direct International Railway Traffic continued its work under the chairmanship of **Mr. Sergey Aristov** – State Secretary - Deputy Minister of Transport of the Russian Federation.

The IV-th session of the Conference was held on 26-30 March 2018 in Warsaw, in which representatives of 23 OSJD member states took part (22 delegations had respective powers), as well as representatives of the Republic of Korea, the European Union and the Euro-Asian Economic Commission. The session reviewed and adopted the texts of Articles 28-38 of the draft Convention.

The V-th session of the Conference was held in Warsaw from 19 till 23 November 2018. Representatives of 23 OSJD member states, as well as representatives of the European Union and the Euro-Asian Economic Commission took part in the session. For the first time the delegation of the Republic of Korea participated in the Conference as its Participant with the right to vote. At the proposal of the Conference Participant from the Republic of Poland, the session elected Mr. Andrzej Bittel, Deputy Minister of Infrastructure of the Republic of Poland, to the post of Deputy Chairman of the Conference. In the course of lengthy discussions, the session considered and adopted by voting the text of Articles 39-49 of the draft Convention.

At the end of December 2018, with a filling of great sorrow, the Conference Secretariat learned about the premature demise of the Conference Chairman, **Mr. Sergey Aristov**, who made an invaluable contribution to the development of OSJD, both in charge of OSJD issues in his country and in recent years as Conference Chairman.



In presidium of the V-th session of the International Conference for the adoption of the text of the Convention on Direct International Railway Traffic (from left to right): Secretary of the session - Chairman of the OSJD Committee T. Szozda, Chairman of the session **Sergey Aristov**, Legal Officer of the OSJD Committee S. Car (19-23.11.2018, Warsaw, Poland)



Participants in the V-th session of the International Conference for the adoption of the text of the Convention on Direct International Railway Traffic (19-23.11.2018, Warsaw, Poland)

REFERENCE

on Participation of OSJD Members in Agreements and Treaties, Being in Force within the OSJD Framework (as of 22.02.2019)

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

**Session XLVII of the OSJD Ministerial Conference
(04-07.06.2019, Tashkent, Republic of Uzbekistan)**







Meeting XXXIV of the Conference of General Directors (Authorized Representatives) of OSJD Railways
(08-12.04.2019, Seoul, Republic of Korea)







Statistics

Main Indices of Railways of the OSJD Member Countries in 2018

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	2133,1	1169,2	2833,3	468,3	13954,0	4491,8
2	Afghanistan	ARA	0068	98,6				3479,0	34,3
3	Belarus	BC	0021	5479,8	1227,9	79857,0	6215,3	157163,9	52573,7
4	Bulgaria	BDZ	0052	4030 ¹	2870 ¹	21338 ²	1479 ²	14909 ³	3864 ³
5	Hungary	MAV	0055	7690 ⁴	3072 ⁴	148177 ⁵	7765 ⁵	24087 ⁶	42174 ⁶
6	Vietnam	VZD	0032	2347,0	0,0	8687,0	3542,0	5664,0	3990,0
7	Georgia	GR	0028	1414,9	1380,4	2827,3	633,6	10005,0	2598,2
8	Iran	RAI	0096	6153,0	194,0	26582,0	14591,0	50,0	34138,5
9	Kazakhstan	KZH	0027	16040,3 ⁷	4217 ⁷	22993,6	19109,7	282941,0	219927,0
10	China	CR	0033	67515,0	44847,8	1792835,2	681203,0	2529915,8	2236949,4
11	DPRK	ZC	0030	4400,0	0,0	0,0	0,0	0,0	0,0
12	Republic of Korea	Korail	0061	4112,7	2968,1	1325849 ¹⁴	43062,0	30920,0	7878,0
13	Kyrgyzstan	KRG	0059	417,2	0,0	326,1	35,0	7526,3	949,3
14	Latvia	LDZ	0025	1859,6	250,9	18241,6	623,7	49260,0	17508,0
15	Lithuania	LG	0024	1910,7	152,4	5168,9	468,1	56775,7	16884,8
16	Moldova	CFM	0023	1149,6	0,0	1709,7	94,6	4928,4	992,7
17	Mongolia	UBZD	0031	1810,0	0,0	2572,5	993,7	25763,6	15315,3
18	Poland ¹²	PKP	0051	19345,6	11903,9	310283,9	21047,3	250247,4	59648,7
19	Russia	RZD	0020	85620 ⁸	43936,4 ⁸	1157213,0	127443,0	1415344,0	2596880,0
20	Romania	CFR	0053	10765,0	4029,0	53738,6	4932,3	24566,8	4601,7
21	Slovakia	ŽSR	0056	3626,6	1587,4	73807,5 ⁹	3815,2 ⁹	34386,1 ¹⁰	6729,2 ¹⁰
22	Tajikistan	TDZ	0066	620,4	0,0	545,3	33,1	5348,3	223,6
23	Turkmenistan	TRK	0067	3839,9	0,0	0,0	0,0	0,0	0,0
24	Uzbekistan	UTI	0029	4718,1	1773,6	22623,2	4329,0	94789,6	22941,6
25	Ukraine	UZ	0022	21603,7 ¹¹	9349,7 ¹¹	151163 ¹³	28615,0	322342,0	186344,0
26	Czechia	CD	0054	9565,4	3235,4	189576,1	10284,2	99953,9	16465,0
27	Estonia	EVR	0026	1016,0	132,0	7763,6	417,3	13535,0	2114,8
	TOTAL	OSJD		289282,2	138297,1	5426115,6	981181,7	5477854,8	5556185,4

1 - data of NRIC

2 - data of "BDZ - Passenger services" Ltd.

3 - data of "BDZ Freight Services" Ltd., etc.

4 - data of MAV CJSC and GySEV CJSC

5 - data of MAV CJSC, GySEV CJSC and MAV-Start CJSC

6 - data of MAV CJSC and GySEV CJSC

7 - as of 01.01.2018

8 - as of 01.01.2019

9 - data of ZSSK

10 - data of ZSSK Cargo

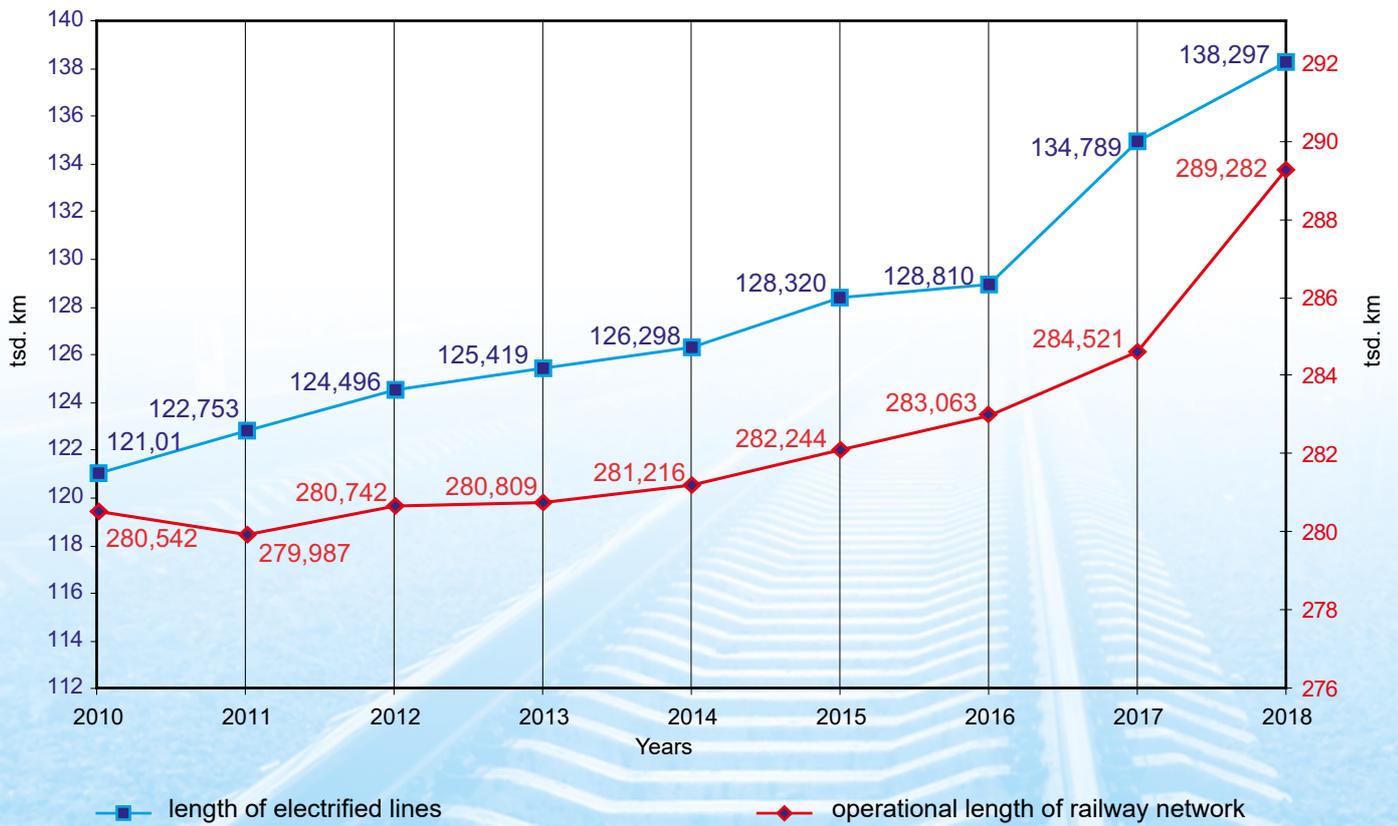
11 - data for 2013

12 - data of all carriers

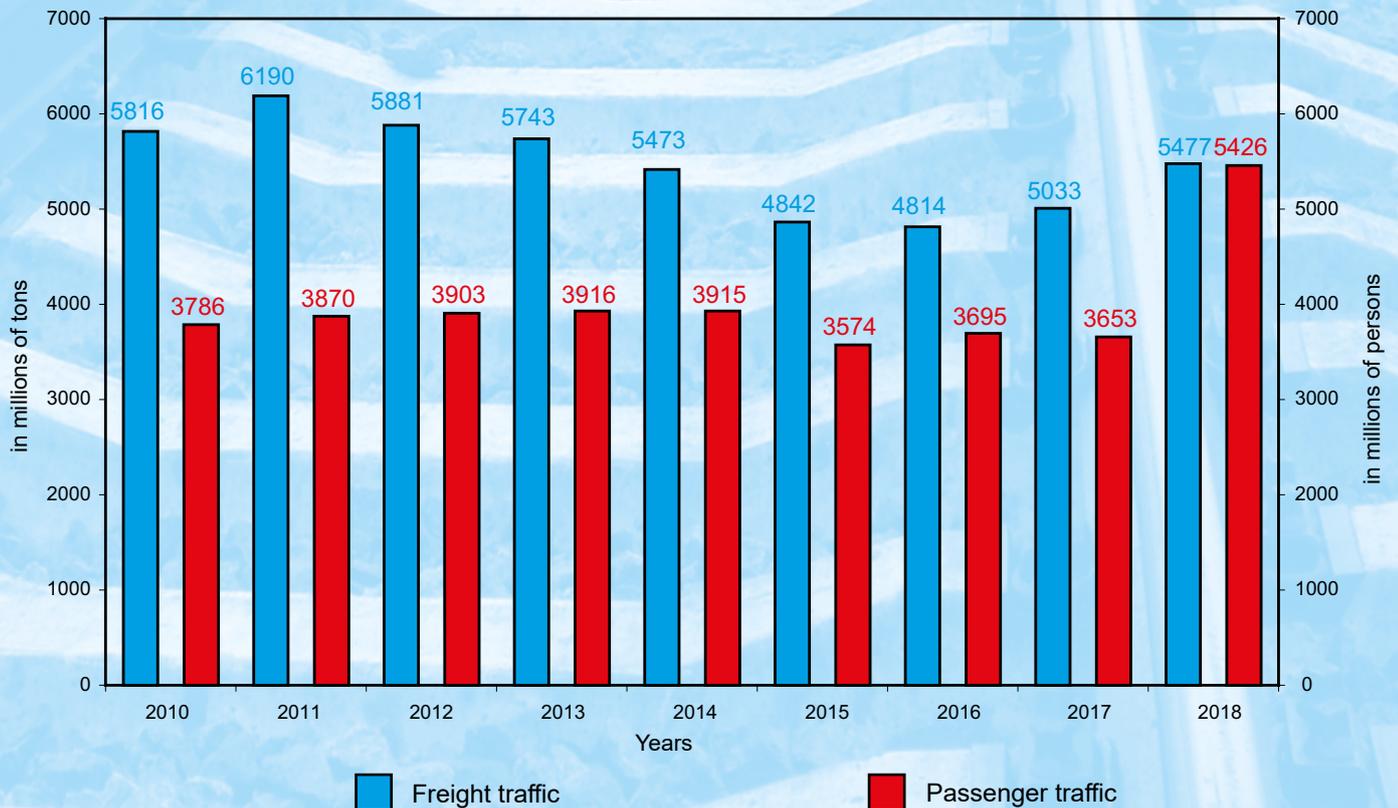
13 - departed passengers

14 - data of KORAIL and SR

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



The dynamics of changes in the traffic volume





ООО "Euro Rail Cargo"



BALTIJAS TRANZĪTA SERVIS



МОНГОЛЫН ТӨМӨР ЗАМ

