Organisation for Co-operation of Railways

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28 OSJD member countries

7 Observers

41 Affiliated enterprises
Joint ESCAP-OSJD Meeting on Strengthening Railway Transport Connectivity in South and Southwest Asia countries
New Delhi, 15-16 March 2017
<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>Total area</td>
<td>37 mln. square km</td>
</tr>
<tr>
<td>Population</td>
<td>2 bln. people</td>
</tr>
<tr>
<td>Total length of rail lines</td>
<td>281000 km</td>
</tr>
<tr>
<td>Total No of rail personnel</td>
<td>3.5 mln. people</td>
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<tr>
<td>Passenger traffic by rail a year</td>
<td>3.6 bln. people</td>
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<tr>
<td>Freight traffic by rail a year</td>
<td>4.8 bln. tn</td>
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STRENGTHS OF OSJD

✓ Synergy of political decision makers and railway undertakings by two level actions

✓ Community of real mutual economical interest

✓ Running of international railway transportations in communication between Europe and Asia on the basis of a unified rulebook in everyday use at every railway stations in the OSJD system, including railways with different gauges

✓ The gatekeeper to 1520 mm railway system, which is fully interoperable due to its origin

✓ Strong position of railways in OSJD member countries
Providing, developing and improving international traffic by rail between Europe and Asia
The strategic aim of OSJD member countries’ transport policy is to establish a transport system that would reliably and effectively meet the needs in passenger and freight traffic as well as social, ecological and other specific needs.

It also includes structural reforms on transport, which would make rail transport more competitive.
MAIN ASSUMPTIONS FOR ORGANIZATION OF INTERNATIONAL TRANSPORTATION BY RAIL

✔ Common interest in intercontinental traffic
✔ Creation of seamless infrastructure (routes / corridors)
✔ Availability of legal framework and joint liability
✔ Coordination as to technical parameters
✔ Interoperability
✔ Freight traffic containerization, logistics development
✔ Improvement of technology to set aside the difference between track gauges
THE MAIN TASKS OF OSJD

✓ Development and improvement of international railway and combined transportations in communication between Europe and Asia

✓ Shaping of transport policy and strategy on international railway communication

✓ Management and improvement of documents, forming the international railway transport law

✓ Management of international railway tariffs

✓ Co-operation on operational, technical, financial and environmental problems of railway transport

✓ Co-operation with international organisations, tackling with problems of the railway transport
INTERNATIONAL AGREEMENTS OF OSJD

- Agreement on International Goods Transport by Rail (SMGS) [Budapest, 1951]
- Agreement on International Passenger Transport by Rail (SMPS) [Budapest, 1951]
- Agreement on Organizational and Operational Aspects of Combined Transportation in Communication between Europe and Asia [Tashkent, 1997]

Legal instruments adopted by the states are the basis of legal (contractual) relationships between passengers/customers and railways and also between railways, thus regulating the transport technology and requirements for infrastructure.
AGREEMENT ON INTERNATIONAL GOODS TRANSPORT BY RAIL (SMGS)

Done at Budapest on 1951

AGREEMENT ON INTERNATIONAL PASSENGER TRANSPORT BY RAIL (SMPS)

Done at Budapest on 1951
AGREEMENTS AND TARIFFS

- Rules on use of Coaches – PPW
- Rules on use of wagons – PGW
- International Passenger Tariff – MPT
- International Transit Tariff – MTT
- Uniform Transit Tariff – ETT
- Rules on clearing in the international passenger and freight communication
- Harmonized Nomenclature of Goods – GNG

Agreements, adopted by the economic entities (railways) they regulating the nominal price level (upper limit), the transportation technology and the economic relationships between the railway companies.
Revision of the existing agreements to bring these agreements in line with today’s realities, taking into account market relations

Expanding the use of common CIM / SMGS consignment note
PARTIES TO THE AGREEMENT ON INTERNATIONAL FREIGHT TRAFFIC BY RAIL (SMGS)

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**Main objective of SMGS** – creation of a common regulation in matters related to the conclusion of an international contract of carriage, the content of mutual rights and obligations of the parties to the contract, settlement of claims, as well as rights and obligations of a person in whose favor the transportation was performed (i.e. the consignee)

- Obligation to comply with the SMGS regulations refers not only to the railways that have concluded it, but also to each railway that participates in this transportation and is a party to SMGS.
- The SMGS provisions expressly provide for the obligation of railways to transport goods included in the transportation plan as well as the obligation of the consignee to receive the arrived goods. At the same time, there are no regulations on the procedure for planning the transport under SMGS, since this is the scope of domestic legislation of participating countries.

- The conditions of transportation are imperative and *can not be changed* either by railway agreements or by agreement between the parties to the contract of carriage. Items that are allowed for transportation under special conditions according to the agreement include: railway rolling stock, heavy, long and oversized cargo, dangerous goods from a special list and some others. As for heavy, oversized and long cargoes, the SMGS prescribes coordination of the conditions of carriage in advance.

- The procedure for loading and shipping the goods is determined by the rules of the railway of departure. On individual issues there are common rules, for example, the requirements for packaging, marking; common norms are also provided for loading and fastening of goods on open platforms.
The agreement determines the procedure for receiving the cargo for transportation and issuing it to the recipient, the procedure for concluding the contract of carriage, commercial details of the railway consignment note, terms of delivery, rules for the carriage of goods under special conditions (long, dangerous, chemical, heavy, perishable cargo etc.)

The SMGS consists of four sections: general provisions; contract of carriage; the use of a wagon as a means of transport, not owned by the carrier; final provisions. The SMGS contains six annexes: annexes to the Agreement on international freight traffic by rail (SMGS), Rules for transportation of dangerous goods; Technical conditions for locating and fastening cargo; Rules for the carriage of a wagon as a means of transport, not owned by the carrier; Information guide; Manual on the CIM/SMGS consignment note

According to the nature of SMGS, this agreement regulates the relations between the railways of different contracting countries. These relations are caused by the need to perform international carriage by rail: when the consigner concludes a contract of carriage with one of the railways of the contracting countries, at least, one railway more of contracting countries is subsequently participating in this transportation either
A number of fundamental points were recorded in the SMGS

It was determined that the goods can be transported by railways of two or more countries under one international consignment note. In this case, the transportation is called “through international traffic"

Transportations are divided into through railway transportations, in which participate only railways, and through mixed transportations, in which other modes of transport also participate, besides the railways

Through international railway transport can be performed with transhipment (goods shall be transhipped from the wagons of one gauge to the wagons of another gauge) and without transhipment (goods shall not be transhipped but the wagon body shall be put on the bogies of another gauge)

Through international railway transport can be performed without transhipment, if the neighbouring countries have the same gauge (Mongolia and Finland have the same railway gauge as Russia)
AGREEMENT ON INTERNATIONAL PASSENGER TRANSPORT BY RAIL (SMPS)
Objective of the Agreement – organization of passenger traffic in international through and determining the international through railway traffic and mixed railway-sea traffic for passengers, luggage and load-luggage

Transportation of passengers, luggage and load-luggage between countries, which railways are parties to the Agreement, shall be performed under conditions, travel and shipping documents determined by the Agreement on the tariffs they apply

The Agreement consists of 9 sections: General provisions; Transportation of passengers; Transportation of luggage; Transportation of goods; Transportation charges; Responsibility of carriers; Responsibility of the passenger and the sender; Claims; Final provisions
AGREEMENT ON INTERNATIONAL PASSENGER TRAFFIC BY RAIL (SMPS)

 ✓ The Agreement is legally binding for railways, passengers, consigners and consignees of load-luggage

 ✓ Transportation of passengers, luggage and load-luggage in mixed railway-sea traffic is performed under conditions determined in special Rules that after agreement with the relevant shipping company, are adopted according to the procedure specified in Article 47 of SMPS and are an annex to this Agreement

 ✓ The agreement does not apply to the transport of passengers, luggage and load-luggage: if the departure and destination stations are in the same country; if the departure and destination stations are in the same country and transportation is carried out on the territory of another country only in transit in trains, wagons of the country of departure; between the stations of the two countries in transit through the territory of a third country that is not a party to SMPS, in trains, wagons of the country of departure or destination

 ✓ The Parties to the Agreement have the right to conclude between themselves two- and multilateral agreements in order to regulate international passenger transportations that do not affect the interests of other parties to the Agreement
AGREEMENT ON INTERNATIONAL PASSENGER TRAFFIC BY RAIL (SMPS)

✓ The railways that are parties to this Agreement are obliged to organize international passenger transportation with the greatest comfort for passengers and provide the best services during the travel and at stations

✓ Transportation of passengers in direct international traffic is performed by trains or wagons specified in the timetables, or by special trains, wagons that can be operated as required

✓ Railways organize reference and information services to provide passengers with the possibility to receive information about running of concerned trains and wagons

✓ The list of reference and information services and the procedure for their provision are determined by the rules being in effect on the railway
✓ Fully completed is the process of improvement of SMGS Agreement and its adaptation to the new realities of the market, entered into force on July 1, 2015

✓ SMGS includes new legal entities - carriers, infrastructure managers, wagon owners; The new provisions of the agreement allow the carrier to conclude a contract on the use of infrastructure

✓ The new provisions of the agreement allow the carrier to conclude a contract on the use of infrastructure

✓ They expand the ability to regulate conditions of carriage on a contractual basis

✓ They take into account changes occurring in relationship of carriers and other entities on the issues of use of wagons and accounting issues
The corridors are subdivided into three categories:

- Latitudinal direction (East-West)
- Meridional direction (North-South)
- Those, occupying intermediate position between the corridors of latitudinal and meridional directions

Basic requirements to the corridors:

- Corridor is to pass through the main trunk railway, on which a large volume of international freight and passengers is or will be in the future
- Corridors are to meet the international technical specifications or to be modernized according to the requirements of the Agreement on the Main International Railway Lines (AGC)
- Corridor is to pass through several states
- Corridor is to proceed along the shortest route between the points of cargo origin and destination
**Goal of the Memorandum:**

- Co-operation on monitoring of passenger and freight flows and the implementation of comprehensive measures to improve transport and development corridor
- Exchange of information on the condition of infrastructure of the railway corridor and strive to coordinate their actions on its development
- Establishment of mutually beneficial and economically competitive tariff conditions for the implementation of combined and multimodal freight along the corridor
- Making sure that time is shortened for passengers and freight delivery, together with border, customs and other control services of countries, to carry out, within competence, concerted action on border crossing facilitation;
- Coordinate actions aimed at increasing freight and passenger traffic along the corridor
- For implementation of the Memorandums, the Parties may establish a Coordinating Board
TECHNICAL-OPERATIONAL PASSPORT FOR OSJD RAIL TRANSPORT CORRIDOR

✓ Corridor scheme
✓ Main technical characteristics of sections of Corridor
✓ Operational performance
✓ Traction and weight standards
✓ Bottlenecks
✓ Main stations
✓ Container terminals
✓ Border crossing points along the corridor
✓ Traffic volumes
✓ Administrative subordination
✓ Transit area served by railway
✓ Transport law and tariff
A COMPREHENSIVE PLAN FOR IMPROVING TRAFFIC AND TRANSPORT CORRIDOR DEVELOPMENT OSJD № __ UNTIL 2020

- Characteristics of the area, attracted to the international transport corridor № __ OSJD network

- Description of the infrastructure

- Follow the on butt Operations

- A comprehensive plan for the development of the OSJD corridor № __

- Activities for the development of railway infrastructure

- Comprehensive Development Plan butt sections
**Coding and Informatics:**

Updating of OSJD Leaflets on coding and informatics, for example:

O 920-1 “Common digital coding of railway undertakings, infrastructure managers and other companies participating in transportation by rail”

O 920-6 “Common digital coding of additional, customs and other charges”

O 920-13 “Common coding and data structure required in international freight traffic”

O+P 943 “Library of standard electronic messages for international freight traffic under SMGS in UN/EDIFACT standard”

O+P 944 “List of classifiers and codes of data elements. Library of code lists for freight traffic under SMGS”
FIELDS OF ACTIVITY OF OSJD PERMANENT WORKING GROUP ON CODING AND INFORMATICS

 ✓ PAPERLESS TECHNOLOGY
   The work has been carried out on interaction of information systems in implementation of paperless technology in international freight traffic
   Analyzes of the implementation of projects on information support of international freight transport by railways of OSJD member-countries

 ✓ SAFETY OF INFORMATION RESOURCES AND INFORMATION AND TELECOMMUNICATION INFRASTRUCTURE
   Application of electronic transport documents in international traffic leads to the use of multilateral schemes of interaction between information systems instead of bilateral schemes

 ✓ INFORMATION SUPPORT OF PASSENGER AND FREIGHT TRAFFIC. TECHNICAL SPECIFICATIONS OF INTEROPERABILITY – TAF TSI and TAP TSI.
IMPROVING SERVICES

- Work on the principle of a single window
- Improving transport planning and the use of rolling stock
- Shuttle cargo to the border
- Improve the customer information about the location of the goods
- Enhance the safety and security of cargo
- Introduction of scientific and technological achievements and modern technologies
- The introduction of CCTV and other control technologies
- Improvement of the closing devices
- Hanging speeds freight trains up to 100 km, 160 km to the passenger
- Reducing the time of delivery
THANK YOU FOR YOUR ATTENTION!