Organisation for Cooperation of Railways (OSJD)

Zurab Kozmava
Expert of the OSJD Commission for Transport Policy and Development Strategy
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.
28 OSJD member countries

7 Observers

40 Affiliated enterprises
### Member Countries of OSJD:

- **Total area**: 37 mln. square km
- **Population**: 2 bln. people
- **Total length of rail lines**: 281000 km
- **Total No of rail personnel**: 4.4 mln.
- **Passenger traffic by rail a year**: 3.9 bln. People
- **Freight traffic by rail a year**: 5.7 bln. t
Dynamics of changes in passenger traffic
Volumes of freight traffic
Today 200 container and piggyback trains operate on railways of OSJD member countries and 100 trains provide regular services
Chóngqing - Duisburg within 16 days under CIM/SMGS consignment note
OSJD Main Objective

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.
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
COOPERATION WITH OTHER INTERNATIONAL ORGANIZATIONS

- **UNECE** – on transport corridors, combined transportations, customs issues, facilitation of border crossing procedures
- **UNESCAP** – on Trans-Asian Railway Network, organization of container transportations from Asia to Europe, communication with landlocked regions
- **OTIF** – on harmonization of transport laws, rules for transportation of dangerous goods, conditions for operation permission of the rolling stock in international traffic
- **ECO** – on development of railway traffic in Central Asia
- **CIT** – on the common consignment note CIM/SMGS
- **UIC** – on unification of standards for vehicle profiles, rolling stock, informatics and coding, communication networks and data interchange, timetables and reservation, border crossings and others.
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.
RULES 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

documents, adopted by the railways
they regulating the nominal price level (upper limit), the transportation technology and the economic relationships between the railways
Tariff conditions for the carriage of goods in transit in international rail transport

Agreement on the Common Transit Tariff (ETT) and ETT Tariff.
Parties to the Agreement - Railways Azerbaijan, Belarus, Bulgaria, Vietnam, Georgia, Kazakhstan, China, North Korea, Kyrgyzstan, Latvia, Moldova, Mongolia, Russia, Tajikistan, Uzbekistan, Ukraine and Estonia.

Agreement on the International Railway Transit Tariff (MTT) and MTT Tariff.
Parties to the Agreement - Railways Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Moldova, Mongolia, Russia, Tajikistan, Uzbekistan, Ukraine, Czech Republic and Estonia.

Rates ETT and MTT:
- provide:
  - single limit (basic) level of tariff rates;
- procedure for calculating carriage charges for all shipments of goods;
- granting of discounts
  - contain information:
    on the procedure for traffic with railways, applying SMGS and CIM;
- names and sizes of rates of additional fees;
- Transit transportation distances
Determine parameters, design and maintenance procedure:

- Tracks and engineer installations;
- Rolling stock;
- SFT and communication networks;
- Power supply;
- Informatics and coding;

*The leaflets have a function of international standards insuring technical interoperability (compatibility) in international railway traffic and also between different railway systems (1435mm and 1520mm)*
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;

Harmonization of transport law in OSJD member countries and COTIF;

Towards unified railway transport law
Today, fully completed is the process of improvement of SMGS Agreement and its adaptation to the new realities of the market. SMGS includes new legal entities - carriers, infrastructure managers, wagon owners;
legal instruments, adopted by the states
basis of legal (contractual) relationships between passengers/customers and railway, and also between railways
regulations on transportation technology and requirements on 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;
Схема железнодорожных транспортных коридоров ОСЖД / OSJD Railway Corridors

SCHEMA DER EISENBAHNTRANSPORTKORRIDORE DER OSSHd
MAP OF OSJD RAILWAY TRANSPORT CORRIDORS

Посмотрите на декабрь 2009 года • Версия 2009 года 12-го издания
Stand per December 2009 • As of December 2009
Утверждены технико-эксплуатационные паспорта железнодорожных транспортных коридоров ОСЖД:

<table>
<thead>
<tr>
<th>В 2007 году</th>
<th>В 2008 году</th>
<th>В 2009 году</th>
</tr>
</thead>
<tbody>
<tr>
<td>№№ 3, 7, 13</td>
<td>№ 5</td>
<td>№№ 2, 4, 8, 9, 11, 12</td>
</tr>
</tbody>
</table>

Технико-эксплуатационные паспорта железнодорожных транспортных коридоров ОСЖД №№ 1, 6, 10 утверждены в 2010 году.

**ТЕХНИКО-ЭКСПЛУАТАЦИОННЫЙ ПАСПОРТ**
железнодорожного транспортного коридора ОСЖД № ____

Коридор проходит по территории ____________________

Ведущий исполнитель ____________________

Утвержден на совещании Комиссии ОСЖД по транспортной политике и стратегии развития ____________________

По состоянию на ____________________
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
Corridor No. 1 OSJD (TRANSSIB)
OSJD Corridor No. 1

It runs on the territory of Poland, Latvia, Lithuania, Estonia, Belarus, Russia, Kazakhstan, Uzbekistan, China, Mongolia and DPRK. It is 24,800 km long, including its branches.

<table>
<thead>
<tr>
<th>Страна</th>
<th>Длина участка, км</th>
<th>Тонно-километры нетто, тыс.</th>
<th>Объём перевозок, т, тыс.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Беларусь</td>
<td>856</td>
<td>18,886,060</td>
<td>11,032</td>
</tr>
<tr>
<td>КНДР</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Казахстан</td>
<td>1,754</td>
<td>27,244,772</td>
<td>7,766</td>
</tr>
<tr>
<td>Китай</td>
<td>3,717</td>
<td>229,225,884</td>
<td>30,835</td>
</tr>
<tr>
<td>Латвия</td>
<td>1,017</td>
<td>18,433,463</td>
<td>9,063</td>
</tr>
<tr>
<td>Литва</td>
<td>316</td>
<td>764,035</td>
<td>1,209</td>
</tr>
<tr>
<td>Монголия</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Польша</td>
<td>682</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Россия</td>
<td>15,181</td>
<td>5,212,773</td>
<td>171,687</td>
</tr>
<tr>
<td>Узбекистан</td>
<td>23</td>
<td>231,934</td>
<td>5,042</td>
</tr>
<tr>
<td>Эстония</td>
<td>133</td>
<td>1,416,033</td>
<td>5,323</td>
</tr>
<tr>
<td>Всего по коридору</td>
<td>23,679</td>
<td>5,508,975</td>
<td>241,957</td>
</tr>
</tbody>
</table>

The table shows the indicators of work on segments of the OSJD transport corridor for 2011.
OSJD Corridor No.3

It runs on the territory of Poland, Ukraine and Russia. Its length is 2 209 km.
OSJD Corridor No.4

It runs on the territory of Czech Republic, Slovakia, Poland, Hungary and Ukraine. Its length is 2,411 km including its branches.

<table>
<thead>
<tr>
<th>Страна</th>
<th>Длина участка, км</th>
<th>Тонно-километры нетто, тыс.</th>
<th>Объём перевозок, т, тыс.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Венгрия</td>
<td>65</td>
<td>нет данных</td>
<td></td>
</tr>
<tr>
<td>Польша</td>
<td>490</td>
<td>нет данных</td>
<td></td>
</tr>
<tr>
<td>Словакия</td>
<td>840</td>
<td>5 544 801</td>
<td>3 300</td>
</tr>
<tr>
<td>Украина</td>
<td>6</td>
<td>46 900</td>
<td>3 908</td>
</tr>
<tr>
<td>Чехия</td>
<td>1 285</td>
<td>6 455 545</td>
<td>2 512</td>
</tr>
</tbody>
</table>

Всего по коридору | 2 686 | 12 047 246 | 14 720
Implementation of Memorandums on Cooperation in the field of technical, operational and commercial development of the railway corridor of Organization for Co-operation between Railways

- 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.
A comprehensive plan for improving traffic and transport corridor development OSJD № ___ Until 2020

- 1. Characteristics of the area, attracted to the international transport corridor № ... OSJD network;
- 2. Description of the infrastructure;
- 3. Follow the on butt Operations.
- 4. A comprehensive plan for the development of the OSJD corridor № ;
- 5. Activities for the development of railway infrastructure;
- 6. Comprehensive Development Plan butt sections.
Barriers and obstacles to the movement of goods in international traffic

- Border crossings
- Poor infrastructure in some areas/corridors
- Insufficient level of service
- Uncompetitive tariffs
The main problems of cross-border transport of goods by rail

- Imperfection of technology and control procedures at the border;
- Imperfection workflow systems;
- Problems associated with the state of infrastructure at border crossing points;
- Non-optimal allocation of cross-border freight traffic by mode of transport, and directions and, respectively, serving their frontier checkpoints.
Facilitation of border crossing


- Requirements for border stations;
Norms of the time;

Documentation;

Use CIM/SMGS consignment note

Interagency conferences 1 every 2 years;

Implementation of the recommendations and programs to facilitate border crossing;

Improving the legal framework;

Creation of international customs agreements;
Containerization and the creation of block trains

- Work on a pilot project of demonstration container block trains;
- Reduce the time to generate block trains;
- Reduce empty runs;
- Establishment of logistics centers and dry ports;
- The development of a multi modal and piggyback.
Improving the security of goods and 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.
Optimization of control structures

- Study of the reform of the railways and structural changes;
- Avoid duplication of functions;
- Staff development;
- Productivity growth.
Thank you for your attention!