BRIEF REVIEW OF OSJD ACTIVITIES
ORGANIZATION FOR CO-OPERATION OF RAILWAYS (OSJD)

28 OSJD member countries

7 Observers

49 Affiliated Enterprises

OSJD MAIN OBJECTIVE
Providing, developing and improving international traffic by rail between Europe and Asia
<table>
<thead>
<tr>
<th><strong>Total area</strong></th>
<th>37 mln. square km</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Population</strong></td>
<td>2 bln. people</td>
</tr>
<tr>
<td><strong>Total length of rail lines</strong></td>
<td>286000 km</td>
</tr>
<tr>
<td><strong>Total No of rail personnel</strong></td>
<td>3,5 mln. people</td>
</tr>
<tr>
<td><strong>Passenger traffic by rail a year</strong></td>
<td>3,6 bln. people</td>
</tr>
<tr>
<td><strong>Freight traffic by rail a year</strong></td>
<td>5,0 bln. tn</td>
</tr>
</tbody>
</table>
STRUCTURE OF OSJD

GOVERNING BODIES

MINISTERIAL CONFERENCE

CONFERENCE OF DIRECTORS GENERAL

EXECUTIVE BODY

OSJD COMMITTEE

BOARD

STAFF OF OSJD COMMISSIONS AND WORKING PARTIES

MEETING OF COMMITTEE MEMBERS

MEETING OF REPRESENTATIVES

STUDY BODIES

TRANSPORT POLICY DEVELOPMENT

TRANSPORT LAW

FREIGHT

PASSENGER

INFRASTRUCTURE AND ROLLING STOCK

CONTRACTS

FINANCE AND CLEARING

COMMISIONS OF OSJD

PERMANENT WP'S

JOINT WITH OTHER ORGANISATIONS GROUPS

WORKING PARTIES

UNESCAP/OSJD Regional Meeting on Harmonization of Rules and Regulations for Facilitation of International Railway Transport
Astana, Republic of Kazakhstan, 20-21 December 2017
UNESCAP/OSJD Regional Meeting on Harmonization of Rules and Regulations for Facilitation of International Railway Transport
Astana, Republic of Kazakhstan, 20-21 December 2017
# 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 Organisational and Operational Aspects of Combined Transport in the Communication between Europe and Asia**  
  [Tashkent, 1997]
- **Agreement on International Passenger Tariff (MPT)**  
  [1991]
- **Agreement on Uniform Transit Tariff (ETT)**  
  [1951]
- **Agreement on International Railway Transit Tariff (MTT)**  
  [1987]
- **Agreement on Rules for the Use of Passenger Wagons in International Traffic (PPV)**  
  [2009]
- **Agreement on Rules for the Use of Freight Wagons in International Traffic (PGV)**  
  [2009]
- **Agreement on Rules for Clearing in International Passenger and Freight Traffic**  
  [1991]
- **OSJD Harmonized Nomenclature of Goods (GNG)** is developed on the basis of the Harmonized System of Description and Coding of Goods (HS) of the World Customs Organization (WCO) and Harmonized Commodity Code (NHM) of the International Union of Railways (UIC), which is applied by European railways.

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.

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.
ORGANIZATION OF CONTAINER TRAINS IN COMMUNICATION BETWEEN EUROPE AND ASIA

<table>
<thead>
<tr>
<th>Designation</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chongqing-Duisburg (from 19.03.2011)</td>
<td>Chongqing – Duisburg</td>
</tr>
<tr>
<td>Duisburg-Chongqing (from March 2013)</td>
<td>Duisburg- Chongqing</td>
</tr>
<tr>
<td>Wuhan-Pardubice (from 05.06.2014)</td>
<td>Wuhan – Pardubice</td>
</tr>
<tr>
<td>Zhengzhou-Hamburg (from 17.07.2013)</td>
<td>Zhengzhou - Hamburg</td>
</tr>
<tr>
<td>Hamburg-Zhengzhou (new route, September 2014)</td>
<td>Hamburg-Zhengzhou</td>
</tr>
<tr>
<td>Chengdu-Altynkol-Lodz</td>
<td>Chengdu - Altynkol - Lodz</td>
</tr>
</tbody>
</table>

**Transport volume of container train “Chongqing – Duisburg”**

<table>
<thead>
<tr>
<th>Year</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>10th month, 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport volume (TEU)</td>
<td>1745</td>
<td>3875</td>
<td>12505</td>
<td>23220</td>
<td>23220</td>
</tr>
<tr>
<td>Number of trains</td>
<td>35</td>
<td>91</td>
<td>146</td>
<td>270</td>
<td>270</td>
</tr>
</tbody>
</table>
Advantages in organization of block trains runs along OSJD Land Corridors in comparison with sea transportation between countries of South-East Asia and Europe:

• Commercial speed up to 1000 km/day
• Distance of transportation
• Delivery time
• Competitive tariff rate
• Level of transport services.

Underway time on sea 35-45 days
Underway time on land corridors - about 12-25 days (depending on route direction)
In the near future, the Customs Service of Kazakhstan will totally accept at the Customs service point Dostyk the electronic declaration of freight without the need to provide paper transit declarations. This service has been developed jointly with “NC “KTZ” JSC. It will make possible to reduce time for Customs clearance, increase the capacity of goods handling and minimize the costs for all parties involved in the foreign economic activity.
The opening of the second railway border crossing point between Kazakhstan and China in 2012 played an important role for enhancing the trade and economic relations between Kazakhstan and China. During this time, modern infrastructure was built at both stations which enables to increase the capacity of the border crossing point. Measures are being taken to redirect container traffic flows from the international border crossing point Alashankou – Dostyk to Khorgos – Altynkol with handling in the dry port of the free economic area “Khorgos - Eastern Gateway”. On Kazakhstan’s side there are no problems regarding the interaction with the Customs service point. The Customs authorities of China are interested in enhancing the interaction.

**Project data**

Cost: 514,7 bln. $

Handling capacity: 44 wagons per day

Forecasting cargo flow: 4,4 mln. ton per year

Within 10 months of 2017 279 container trains ran from China.

On 29 July 2015 the first dry port was put to operation.

International manager: see ports operator DP World

- 69 registered participants in the Free economic area
Advantages of using the Unified Consignment Note

✓ Reduction of delays at border crossing points (up to 10-12 hours)
✓ Reduction of freight costs for the sum of documents re-issuing process
✓ Simplification of customs procedures due to acceptance of CIM/SMGS consignment note as a transit customs and bank document
✓ Provision of strong legal guarantees (the route is clearly defined, the transport costs are divided, compensation provided in case of freight loss or damage)
✓ Absence of system errors in documents re-issuing process
✓ Overall reduction in document flow due to the possibility of using electronic version of the consignment note
The Specificity of organization of international rail services is as follows: railways of more than one country are involved in international railway transport. This requires coordinated actions of the railways of neighbouring countries, taking into account unharmonized parameters of railways gauge of the countries of Western and Eastern Europe, the development of the normative base regulating the mutual relations of the railways of different countries.

A large number of companies are involved in organization of passenger and freight traffic: infrastructure companies, wagon owners, carriers etc. Within the framework of organizational issues relating to the border crossing, first of all, the railway lines shall be defined to be used in international traffic as well as the issues connected with the border security procedures by authorized control bodies, including the inspection of necessary documents. The terminal station shall be clearly specified in order to avoid the misuse of cargo during the transportation. In this regard, the control bodies have the ability to be in full control of the entire transportation process.
Development of measures on facilitation of border crossing procedures in international traffic between Europe and Asia

The UN Secretary General, acting as depository, published on 1 September 2011 the depository notification C.N.534.2011.TREATIES-1, in which he informs on coming into force from 30 November 2011 of the new Annex 9 to the Convention on Harmonization, related to the border crossing by rail.
✓ The obligation of the contracting parties to carry out concerted actions to ensure the organization of an accelerated inspection of locomotives, wagons, containers, transported goods, as well as shipping and accompanying documents
✓ The obligation of the contracting parties on mutual recognition of all types of locomotive, rolling stock, container inspection, transported goods, if the purposes of such inspections are the same
✓ The obligation of the contracting parties to comply with the minimum requirements for border (transfer) stations open to international rail freight
✓ The obligation of the contracting parties to conduct customs control on the basis of risk analysis (based on selectivity principles), if national rules do not establish more stringent criteria
✓ The obligation of the contracting parties to conduct an analysis of the causes of non-compliance with standards for technological operations, as well as violations of regulatory documents on the basis of which all types of control
✓ The obligation of the contracting parties to use in their relations with each other and with the competent authorities the documents accompanying the goods drawn up in accordance with national legislation
✓ The obligation of the contracting parties to use the electronic version of the consignment note and electronic digital signature
✓ The obligation of the contracting parties not to monitor (veterinary, phytosanitary, etc.), to establish compliance with national technical standards, if the goods are in the mode of international customs transit, unless the transit country has good reason to suspect violations
The annually conducting joint meetings of officials from the railway sector, border control and customs authorities aims at summarizing activities on facilitation of border crossing, analyzing the reasons for delays, considering the implementation of regulations and elaborating joint actions on the improvement of procedures for border crossing by railway transport.

The Declaration underlines the necessity to continue the work on interaction of carriers and state control authorities with regard to implementation and improvement of procedures for preliminary sharing of information on the movement of goods, to optimize the transport process between the countries and reduce of stoppage of railway rolling stock due to customs and border control procedures, as well as to increase the attractiveness of carriage of goods by railway transport.
Under the auspices of the ECONO and with active participation of the OSJD, the work is being carried out on a new Convention on facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail.

- This document is aimed at improving the process of passengers transportation;
- It should replace the initial Convention of 1952 that is out of date and does not correspond to the new realities;
- It also aims at improving the transportation process and reducing the time for handling when crossing the border.
Best Practices - equipment of the station Kiana

- Radiation and X-ray inspection devices;
- Static and dynamic electronic rail scales;
- Veterinary and phytosanitary posts;
- Automated system of commercial inspection, etc.
Co-operation between ERA and OSJD

The cooperation aims at comparing technical and technological parameters in legal documents of EU and non-EU countries.

The Memorandum of Understanding (MoU) between ERA and OSJD was signed in 2007.

The MoU regulates the cooperation regarding the analyses of technical parameters of the EU and non-EU 1435 mm and 1520 mm rail systems.

The analyses is limited to the technical and operational aspects of the railway system.

Before 2015, the MoU between ERA and OSJD provided the development of a set of documents on analyzing the parameters for technical and operational compatibility of different subsystems within the 1520/1524 mm network on the EU-CIS border:

• Infrastructure (engineer structures and permanent way);
• Energy;
• Control Command and Signaling;
• Freight Wagons;
• Passenger Coaches;
• Locomotives and Multiple Units;
• Operation.
Elaborated documents

1. Analyses of parameters relevant for preservation of technical and operational compatibility of the 1520mm and 1435mm rail system on the EU-CIS border. (subsystem: infrastructure);

2. Analyses of parameters relevant for preservation of technical and operational compatibility of the 1520mm and 1435mm rail system on the EU-CIS border (subsystem: energy);

3. Analyses of parameters relevant for preservation of technical and operational compatibility of the 1520mm and 1435mm rail system on the EU-CIS border (subsystem: Control Command And Signalling (CCS));

4. Analyses of parameters relevant for preservation of technical and operational compatibility of the 1520mm and 1435mm rail system on the EU-CIS border (subsystem: passenger coaches);
5. Analyses of parameters relevant for preservation of technical and operational compatibility of the 1520mm and 1435mm rail system on the EU-CIS border. (subsystem: Rolling stock, Locomotives and multiple units);

6. Analyses of parameters relevant for preservation of technical and operational compatibility of the 1520mm and 1435mm rail system on the EU-CIS border. (subsystem: operation).

The results of the analysis of technical parameters were used by ERA during the revision of the TSI in order to include the parameters of the 1520/1524mm rail system in the documents listed below:

- TSI INF—Infrastructure;
- TSI ENE—Energy;
- TSI LOC-PAS—Locomotives, multiple units and passenger coaches.

These TSIs with included parameters of the 1520mm rail system have been approved by the European Commission and came into effect from the 1st January 2015.
Analyses of measures is also carried out for preservation and improvement of technical and operational compatibility of the railway systems on the EU-CIS border (1520/1520 mm border and 1435/1520 mm border).

Information exchange is carried out on requirements in regulatory documents of EU and non-EU countries:
- conformity assessment procedures, conformity assessment authorities,
- acceptance of rolling stock,
- acceptance of infrastructure,
- registration of rolling stock and infrastructure,
- border crossing points,
- numbering of rolling stock units, trains numbering.
- Common Safety Methods on risk assessment in EU;
- construction and operation of railway bridges at the border of Poland and Belarus;
- principles for organization and control of passenger coaches maintenance based on EU legislation;
- Principles for organization and control of passenger coaches maintenance based on documents by CCRT and current national requirements of Ukraine;
- practical examples for the use of risk assessment in the activity of RUs in the EU;
- development of the project «Rail Baltica» in Lithuania;
- procedure for issuing the common safety certificates to RUs and rolling stock operation permits.
Results of co-operation between ERA and OSJD

1. A set of working documents on analyses of parameters for technical and operational compatibility:
- Freight Wagons (TSI WAG)
- Persons with reduced mobility (TSI PRM)
- Telematic applications for freight services (TSI TAF)
- Telematic applications for passenger services (TSI TAP)
- Safety in railway tunnels (TSI SRT)
- Rolling Stock – Noise (TSI NOI)

2. Revision of the working documents previously completed by the Contact Group taking into account developments of TSIs and railway technical regulations in OSJD countries;

3. Regular exchange of practical experiences to coordinate measures for preservation and improvement of the existing technical and operational compatibility on the CIS-EU border.
OSJD IS OPEN FOR COOPERATION