ORGANISATION FOR CO-OPERATION BETWEEN RAILWAYS (OSJD)

OSJD corridors

Zurab Kozmava

Expert of the OSJD Commission for Transport Policy and Development Strategy

ORGANISATION FOR CO-OPERATION BETWEEN RAILWAYS (OSJD)

- OSJD - - an international intergovernmental organization, main tasks are:
- 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 problems of the railway transport

Main prerequisites for organization of international railway transportation

- Common interest in intercontinental traffic;
- Creation of seamless infrastructure (routes / corridors);
- Availability of legal framework and joint liability;
- Coordination on technical parameters;
- Interoperability;
- Freight traffic containerization, logistics development;
- Improvement of technology to remove the difference between track gauges.

28 OSJD member countries

7 Observers

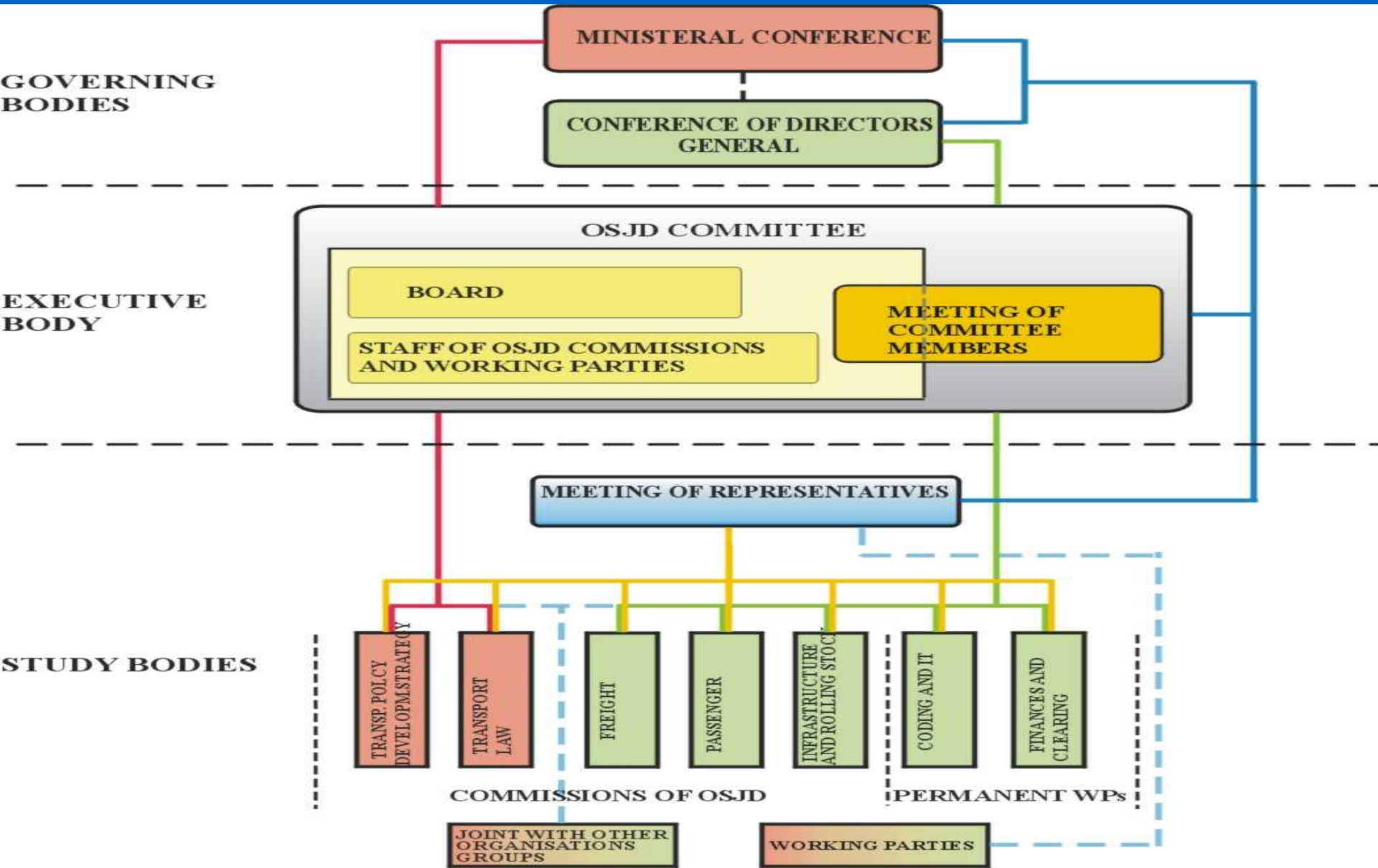
40 Affiliated enterprises

OSJD MEMBER COUNTRIES

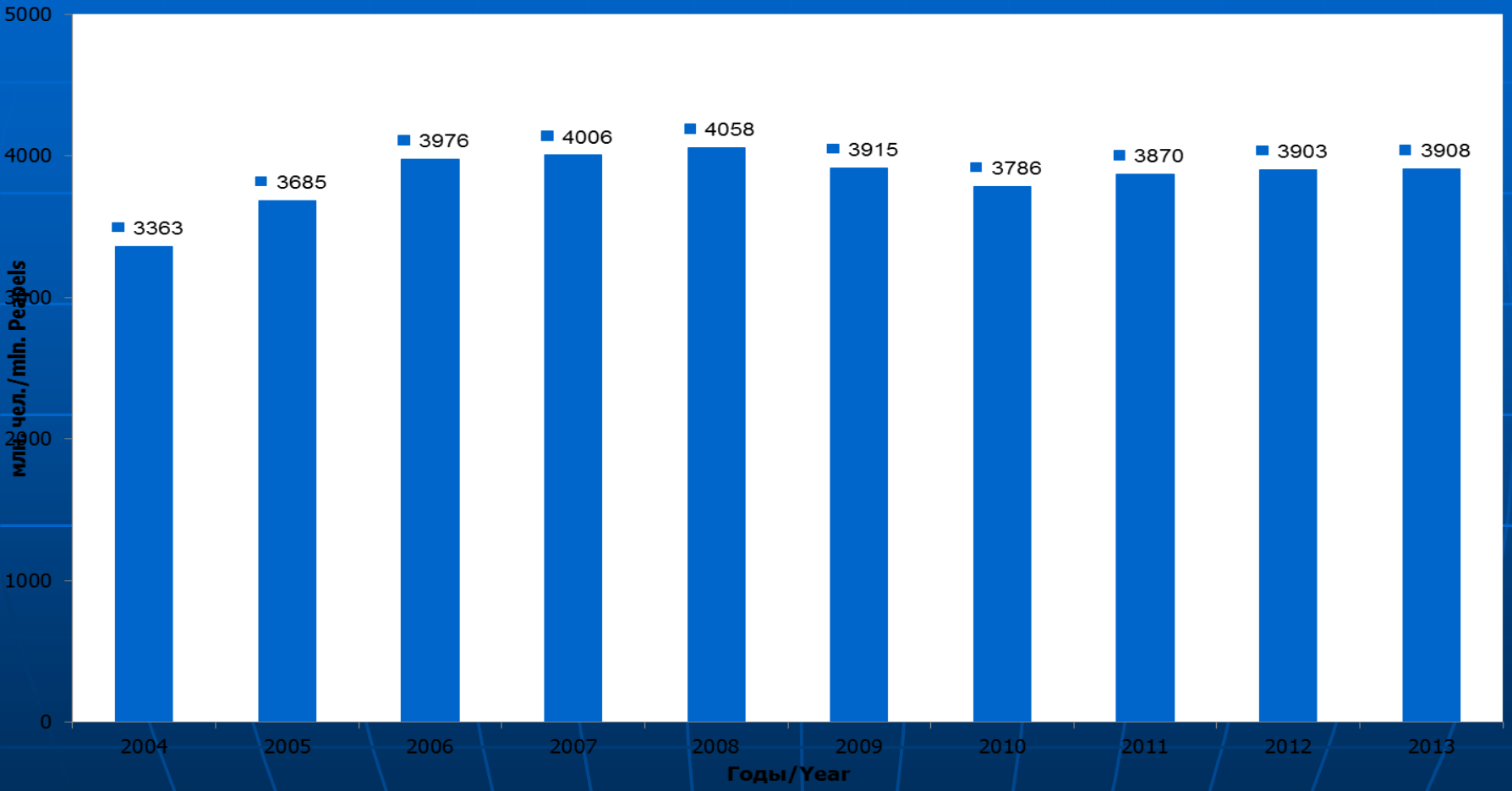
Member Countries of OSJD:

- Total area - 37 mln. square km
- Population - 2 bln. people
- Total length of railway lines - 281000 km
- Total number of railway personnel -4,4 mln.
- Railway passenger traffic per year -3,9 bln. people
- Railway freight traffic per year - 5,7 bln. t.

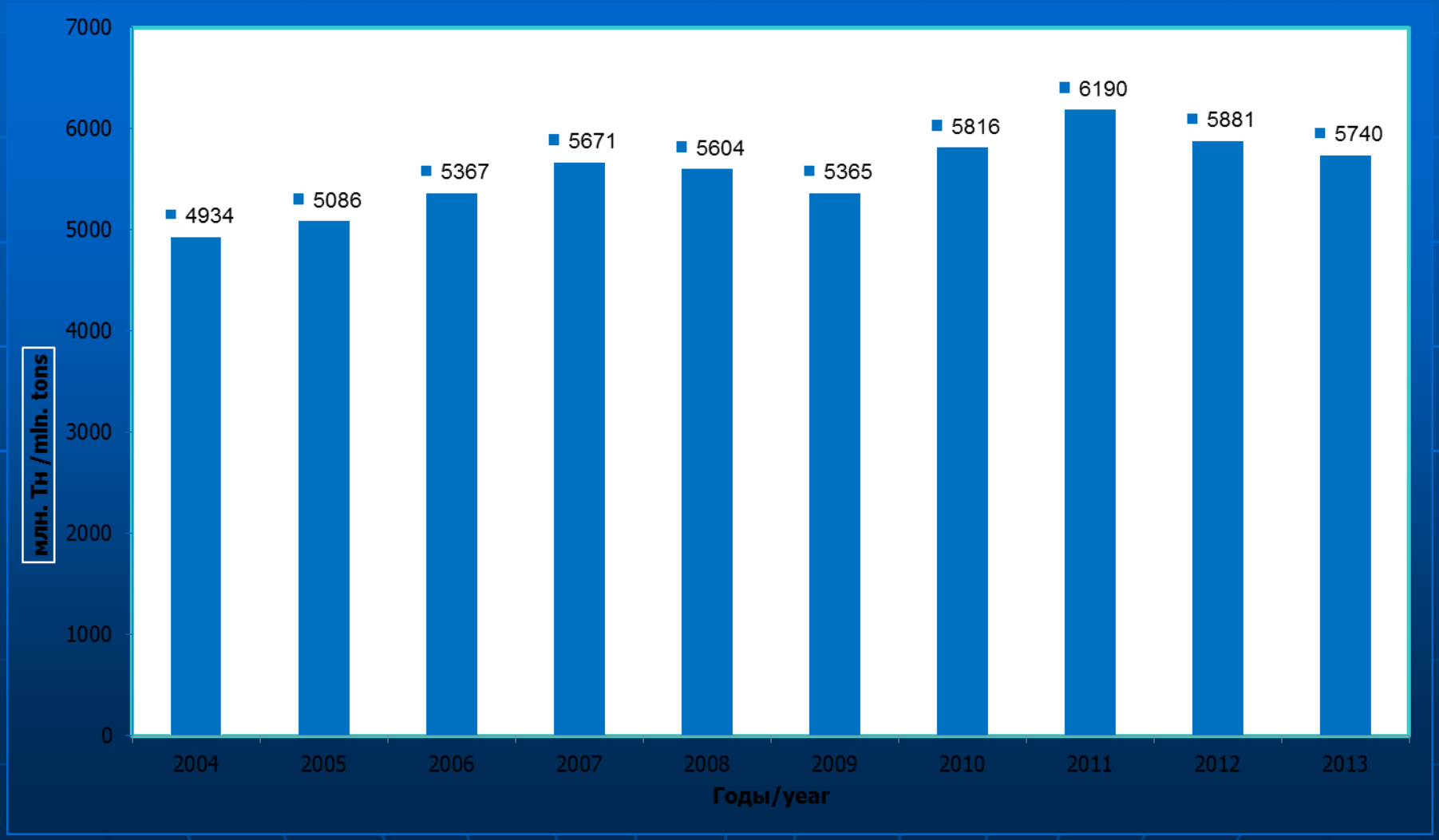
STRUCTURE OF OSJD



Dynamics of changes in passenger traffic



Volumes of freight traffic



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 requirements 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) [Budapest1951];
- 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 regulate the nominal price level (upper limit), the transportation technology , the economic relations between the railways and the common system of description and coding of goods.

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

TECHNICAL LEAFLETS

Determine parameters, design and maintenance procedure:

- Tracks and engineering structures;
- Rolling stock;
- SFT and communication networks;
- Power supply;
- Informatics and coding; *technical*

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

Work on improvement of transport law

- 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;
- Further harmonization of transport law in OSJD member countries and COTIF;
- Towards unified railway transport law

Improvement of legal framework (SMGS revision)

As of today, the process of improvement of SMGS Agreement and its adaptation to the new realities of the market have been fully completed;

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;

OSJD Railway Corridors

Technical-Operational Passports for OSJD Rail Transport Corridors

铁路合作组织		ОРГАНИЗАЦИЯ СОТРУДНИЧЕСТВА ЖЕЛЕЗНЫХ ДОРОГ

Technical-Operational Passports for OSJD №_ Rail Transport Corridor

The corridor passes through the territory_____

Leading performer _____

Утвержден на совещании Комиссии ОСЖД по транспортной политике и стратеги развития _____
По состоянию на _____

Approval of technical-operational passports for OSJD transport corridors		
2007	**2008**	**2009**
No.3, 7, 13	**No. 5**	**No. 2, 4, 8, 9, 11, 12**

Technical-operational passports for OSJD transport corridors No. 1, 6, 10 approved in 2010

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 development of OSJD transport corridor No. ___ until 2020

- 1. Characteristics of the area, attracted to the international transport corridor No. ... OSJD network;
- 2. Description of the infrastructure;
- 3. Operations carried out on interfaces
- 4. A comprehensive plan for the development of OSJD corridor No.___ ;
- 5. Activities for the development of railway infrastructure;
- 6. Comprehensive development plan for interfaces.

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.

Barriers and obstacles to the movement of goods in international traffic

- Border crossings
- Poor infrastructure in some corridor sections
- Insufficient level of services
- Uncompetitive tariffs

The main problems of cross-border freight transport by rail

- Imperfections in technology and control procedures at the border;
- Imperfections in 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

- Signing of Convention on “International Customs Transit Procedures For the Carriage of Goods by Rail under Cover of SMGS Consignment Notes (2007)”;
- Deployment of Annex 9 to the International Convention on the Harmonization of Frontier Controls of Goods, 1982 »:
- Requirements for border stations;
- Documentation;
- Use of CIM/SMGS consignment note
- Interagency conferences biannually;
- Implementation of recommendations and program of actions to facilitate border crossing;
- Improving the legal framework;
- Development of international customs agreements

Containerization and creation of block trains

- Work on pilot projects for demonstration container block trains;
- Reducing the time to generate block trains;
- Reducing empty runs;
- Establishment of logistics centers and dry ports;
- Development of multi modal and piggyback transportations.

Improving the services and safety of goods

- Implementation of single window principle;
- 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 preservation of cargo;
- Introduction of scientific and technological achievements and modern technologies;

  Introduction of CCTV and other control technologies;
- Improvement of locking devices;
- Speed increase up to 100 km for freight trains and 160 km - for passenger trains;
- Reducing the time of delivery.

Optimization of management structures

- Study of reforms carried out on railways and structural changes;
- Avoiding overlapping of functions;
- Staff development;
- Productivity increase.

Thank you for your attention!