About OSJD activities in the field of transportation of containers in communication Asia – Europe – Asia

Zubaida ASPAYEVA
Chairperson of the OSJD Commission on Freight Traffic

Joint OSJD/FIATA Workshop on combined transport “New possibilities of Europe – Asia – Europe multimodal transportations”
(11-12 July 2018, Istanbul, Turkey)
MEMBER-COUNTRIES OF OSJD

29 OSJD member countries
7 Observers
51 Affiliated enterprises

Total area 37 mln. square km
Population 2 bln. people
Total length of rail lines 288 166 km
Total No of rail personnel 3,5 mln. people
Passenger traffic by rail a year 4,0 bln. people
Freight traffic by rail a year 15,3 bln. tn

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### 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.
In 2017 in the direction China – Europe – China 6 637 container trains were organized:
- China – Europe - 4 498 container trains;
- Europe – China - 2 139 container trains.
ORGANIZATION OF CONTAINER TRAINS IN COMMUNICATION BETWEEN EUROPE AND ASIA

<table>
<thead>
<tr>
<th>Designation Route</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>

<table>
<thead>
<tr>
<th>Route</th>
<th>Distance, km</th>
<th>Speed, km/day</th>
<th>Underway time, days</th>
<th>Number of trains 2016</th>
<th>Number of trains 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chongqing - Duisburg</td>
<td>10760</td>
<td>677</td>
<td>16</td>
<td>270</td>
<td>314</td>
</tr>
<tr>
<td>Duisburg-Chongqing</td>
<td>10700</td>
<td>677</td>
<td>16</td>
<td>131</td>
<td>195</td>
</tr>
<tr>
<td>Wuhan - Pardubice/Lodz/Hamburg</td>
<td>10560</td>
<td>700</td>
<td>14/15/16</td>
<td>6/0/16</td>
<td>7/24/88</td>
</tr>
<tr>
<td>Chengdu - Lodz/Hamburg</td>
<td>9000/10000</td>
<td>701</td>
<td>19/6/17</td>
<td>180/77</td>
<td>265/34</td>
</tr>
<tr>
<td>Lodz/Nurnberg - Chengdu</td>
<td>9500</td>
<td>701</td>
<td>19/6/17</td>
<td>91/11</td>
<td>186/48</td>
</tr>
<tr>
<td>Zhengzhou - Hamburg</td>
<td>10714</td>
<td>670</td>
<td>17</td>
<td>47</td>
<td>125</td>
</tr>
<tr>
<td>Hamburg - Zhengzhou</td>
<td>10214</td>
<td>6/0</td>
<td>17</td>
<td>48</td>
<td>48</td>
</tr>
<tr>
<td>Yiwu - Madrid/London</td>
<td>12000</td>
<td>760</td>
<td>19</td>
<td>16/3/0</td>
<td>62/4</td>
</tr>
<tr>
<td>Chengdu - Tilburg</td>
<td>11000</td>
<td>770</td>
<td>19</td>
<td>6</td>
<td>108</td>
</tr>
</tbody>
</table>

Transport volume of container train “Chongqing-Duisburg”

<table>
<thead>
<tr>
<th>Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport volume (TEU)</td>
<td>56 880</td>
<td>91 008</td>
<td>137 956</td>
<td>201 640</td>
</tr>
<tr>
<td>Number of trains</td>
<td>91</td>
<td>146</td>
<td>270</td>
<td>314</td>
</tr>
</tbody>
</table>

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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)
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Railway – transcontinental land bridge between Asia and Europe!

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OSJD IS OPEN FOR COOPERATION