OSJD and China-Europe Rail Container Transport
Established in the June 28, 1956 by Bulgaria, Hungary, German Democratic, China, DPRK, Mongolia, Poland, Rumania, Soviet Union, Czechoslovak

Railway intergovernmental organization

Total area: 37 mln. squ. km

Population: 2 bln. people
28 Countries
26 Member railways
7 Observers
40 Affiliated enterprises
Main Objectives of OSJD

- Development of international freight and passenger traffic
- Creation of common railway transport environment in the Eurasian region
- Higher competitiveness and an increase in transcontinental railway routes
- Promotion of technological progress and technical-scientific cooperation in the field of railway transport
Main Work

- Planning transport corridors
Main Work

- Simplifying the transit procedures
  - Cross-departmental meetings
  - Common CIM/SMGS Consignment Note
  - Information exchange & paperless technology
Main Work

- Improving the transport regulation, standards and laws
  - Agreement concerning International Passenger Traffic by Rail (SMPS)
  - Agreement concerning International Goods Traffic by Rail (SMGS)
  - Convention on Direct International Railway Traffic
  - 500 industry standards
  - Towards unified railway transport law
Detail work on goods transport 2015

- Updating of SMGS
- Steering and coordinating CIM/SMGS
- Rules for the Transportation of Dangerous Goods
- Technical provisions for stowing and fastening of goods in wagons and containers
- Coordination of time-tables for freight trains
- Coordination of freight carriage volumes in international traffic
- Transportation of large-capacity containers, organizing Asia – Europe container trains
- Paperless technology in international railway freight traffic
- Organizing heavy-haul traffic
The dynamics of changes in the operational length of the railway network and electrified lines

- Length of electrified lines
- Operational length of railway network

Years: 2006 to 2014

Key data points:
- 2006: 110,931 tsd. km
- 2007: 111,528 tsd. km
- 2008: 112,666 tsd. km
- 2009: 279,281 tsd. km
- 2010: 279,836 tsd. km
- 2011: 279,987 tsd. km
- 2012: 280,742 tsd. km
- 2013: 280,788 tsd. km
- 2014: 280,655 tsd. km

Operational length trends:
- Steady rise from 2006 to 2011, then plateau.
- Electrified lines trend:
  - Increased from 2006 to 2008, then stabilized.
The dynamics of changes in the traffic volume

Year | Freight traffic (in millions of tons) | Passenger traffic (in millions of persons)
-----|--------------------------------------|--------------------------------------------
2006 | 5367                                 | 3976                                       
2007 | 5671                                 | 4006                                       
2008 | 5604                                 | 4058                                       
2009 | 5365                                 | 3894                                       
2010 | 5816                                 | 3786                                       
2011 | 6190                                 | 3870                                       
2012 | 5881                                 | 3903                                       
2013 | 5743                                 | 3916                                       
2014 | 5500                                 | 3925                                       

Legend:
- Blue: Freight traffic
- Red: Passenger traffic
Average transport tonnage per km of tracks in OSJD
China-Europe Rail Container Transport
Reasons

- Important to local economy
- Saving in cash flow and product launches
- Relatively stable price
- Almost all-weather
- Fast picking away
- .......
Features

- Accelerated growing
## Statistics of China-Europe Container Block Trains 2015

<table>
<thead>
<tr>
<th>City</th>
<th>Trains direction</th>
<th>Send from</th>
<th>Arrive at</th>
<th>Sum</th>
<th>±</th>
<th>± %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Chongqing</strong></td>
<td>Outbound</td>
<td>Chongqing</td>
<td>Duisburg</td>
<td>145</td>
<td>53</td>
<td>58%</td>
</tr>
<tr>
<td></td>
<td>Return trip</td>
<td>Duisburg</td>
<td>Chongqing</td>
<td>98</td>
<td>77</td>
<td>367%</td>
</tr>
<tr>
<td></td>
<td>Outbound</td>
<td>Chongqing</td>
<td>Cherkessk</td>
<td>11</td>
<td>1</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Chengdu</strong></td>
<td>Outbound</td>
<td>Chengdu</td>
<td>Lodz</td>
<td>72</td>
<td>27</td>
<td>60%</td>
</tr>
<tr>
<td></td>
<td>Return trip</td>
<td>Lodz</td>
<td>Chengdu</td>
<td>30</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td><strong>Suzhou</strong></td>
<td>Outbound</td>
<td>Suzhou</td>
<td>Warsaw</td>
<td>93</td>
<td>58</td>
<td>166%</td>
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<tr>
<td></td>
<td>Return trip</td>
<td>Brest</td>
<td>Suzhou</td>
<td>10</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>Yiwu/Hefei</strong></td>
<td>Outbound</td>
<td>Yiwu, Hefei</td>
<td>Madrid/Hamburger</td>
<td>36</td>
<td>35</td>
<td>3500%</td>
</tr>
<tr>
<td></td>
<td>Return trip</td>
<td>Madrid</td>
<td>Yiwu</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td><strong>Zhengzhou</strong></td>
<td>Outbound</td>
<td>Zhengzhou</td>
<td>Hamburger</td>
<td>98</td>
<td>21</td>
<td>27%</td>
</tr>
<tr>
<td></td>
<td>Return trip</td>
<td>Hamburger</td>
<td>Zhengzhou</td>
<td>60</td>
<td>57</td>
<td>1900%</td>
</tr>
<tr>
<td><strong>Wuhan</strong></td>
<td>Outbound</td>
<td>Wuhan</td>
<td>Pardubice/Duisburg</td>
<td>91</td>
<td>71</td>
<td>355%</td>
</tr>
<tr>
<td></td>
<td>Return trip</td>
<td>Hamburger</td>
<td>Wuhan</td>
<td>29</td>
<td>29</td>
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</tr>
<tr>
<td><strong>Lanzhou</strong></td>
<td>Outbound</td>
<td>Lanzhou</td>
<td>Hamburger</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Return trip</td>
<td>Hamburger</td>
<td>Lanzhou</td>
<td>1</td>
<td>1</td>
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<tr>
<td><strong>Kunming</strong></td>
<td>Outbound</td>
<td>Kunming</td>
<td>Rotterdam</td>
<td>1</td>
<td>1</td>
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<tr>
<td><strong>Shenyang</strong></td>
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<td>Shenyang</td>
<td>Hamburger</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Return trip</td>
<td>Hamburger</td>
<td>Shenyang</td>
<td>34</td>
<td></td>
<td></td>
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<tr>
<td><strong>Shihezi</strong></td>
<td>Outbound</td>
<td>Shihezi</td>
<td>Chelyabinsk</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Total of Outbound</strong></td>
<td></td>
<td></td>
<td></td>
<td>550</td>
<td>270</td>
<td>96%</td>
</tr>
<tr>
<td><strong>Total of Return trip</strong></td>
<td></td>
<td></td>
<td></td>
<td>265</td>
<td>237</td>
<td>846%</td>
</tr>
<tr>
<td><strong>Sum</strong></td>
<td></td>
<td></td>
<td></td>
<td>815</td>
<td>507</td>
<td>165%</td>
</tr>
</tbody>
</table>
Features

- Accelerated growing
- From inland to coast, from Germany to Spain ........
- More and more goods category
- From independent to unified
- Unbalanced outbound and return
Outlook

- Shorter and shorter run time
- More and more return goods
- Lower and lower price
- Less and less subsidies
- More and more public trains
Outlook

- Shorter and shorter run time
- More and more return goods
- Lower and lower price
- Less and less subsidies
- More and more public trains
- Co-operation and competition
Благодарю за внимание
谢谢
Thank you for attention
Vielen Dank für Ihre Aufmerksamkeit