

ОРГАНИЗАЦИЯ СОТРУДНИЧЕСТВА  
ЖЕЛЕЗНЫХ ДОРОГ  
(ОСЖД)

铁路合作  
组织  
(铁组)

ORGANIZATION  
FOR CO-OPERATION  
OF RAILWAYS  
(OSJD)



# OSJD CORRIDORS

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# OSJD RAILWAY TRANSPORT CORRIDORS

СХЕМА ЖЕЛЕЗНОДОРОЖНЫХ ТРАНСПОРТНЫХ КОРИДОРОВ ОСЖД

铁组欧亚联运主要铁路走廊示意图

SCHEMA DER EISENBAHNTRANSPORTKORRIDORE DER OSShD  
MAP OF OSJD RAILWAY TRANSPORT CORRIDORS





## OSJD RAILWAY TRANSPORT CORRIDORS

In 2009 within the framework of the OSJD Commission on Transport Policy and Development Strategy the development of the subject “Map of OSJD Railway Transport Corridors and their parameters” was completed. The experts and representatives of the following OSJD member countries took part in the development process: Azerbaijan, Belarus, Bulgaria, Hungary, Vietnam, Georgia, Iran, Kazakhstan, China, DPRK, Kyrgyzstan, Latvia, Lithuania, Moldova, Mongolia, Poland, Romania, Russia, Slovakia, Tajikistan, Turkmenistan, Uzbekistan, Ukraine, Czech Republic, Estonia, as well as representatives of UNESCAP, SNCF and DB AG.

The materials of the European transport corridors, adopted in Helsinki, Crete and St. Petersburg, memoranda on OSJD corridors 3 and 5, materials on the TRACECA corridor, Trans-Asian Railway, developed by the UNESCAP were used for creation of the Map of OSJD Railway Transport Corridors.

While elaborating the corridor transport network the following specifications were taken into account: Railway Transport Corridor is a set of ground railway lines and rail-water crossings with modern equipment, designed to concentrate in them international transit traffic with minimum time for delivering cargos and passengers, high operational and economical performances.



## THE CORRIDORS ARE SUBDIVIDED INTO THREE CATEGORIES:

- Latitudinal direction (East – West);
- Meridional direction (North – South);
- Those, occupying intermediate position between the corridors of latitudinal and meridional directions.

## BASIC REQUIREMENTS FOR CORRIDORS:

- A corridor is to pass through the main line, on which a large volume of international freight and passengers is or will be concentrated in the future;
- Corridors are supposed to meet the international technical specifications or to be modernized according to the requirements of the Agreement on the Main International Railway Lines (AGC);
- A corridor is to pass through several states;
- A corridor is supposed to run along the shortest route between the points of cargo origin and destination.

» **13 OSJD Railway Transport Corridors have been adopted.**



## Technical-Operational Passports for OSJD Rail Transport Corridors

- Corridor scheme**
  - Main technical characteristics of sections of a 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 2030**

- ✓ Characteristics of the area, used for the international transport corridor No. ... OSJD network;
- ✓ Description of the infrastructure;
- ✓ Operations carried out at interface points;
- ✓ A comprehensive plan for the development of OSJD corridor No. \_\_\_\_ ;
- ✓ Activities for the development of railway infrastructure;
- ✓ Comprehensive development plan for interfaces.



## **Implementation of Memoranda on Cooperation in the field of technical, operational and commercial development of the railway corridor of Organization for Co-operation between Railways**

*The goal of memorandum:*

- Co-operation in monitoring of passenger and freight flows and the implementation of comprehensive measures to improve transport and development corridor;
- Exchange of information on the state of infrastructure of the railway corridor and work towards coordination of actions on its development;
- Establishment of mutually beneficial and economically competitive tariffs for the implementation of combined and multimodal freight traffic along the corridor;
- Reduction of travel time for passengers and freight delivery through cooperation with border, customs and other control services of countries, facilitation of border crossing through better coordination between parties;
- Coordination of actions aimed at increasing freight and passenger traffic along the corridor;
- For implementation of the Memoranda, the Parties may establish a Coordinating Board;
- Strengthening close cooperation and if necessary coordination of activities with international intergovernmental and non-governmental organizations, associations, development bodies, including the coordinating bodies of international railway transport corridors in the Eurasian area.



## Implementation of Memoranda on Cooperation in the field of technical, operational and commercial development of the railway corridor of Organization for Co-operation between Railways

- Creation of a coordinating body of the Corridor can be another step towards the development of rail transport.
- In our opinion development and functioning of such a body is possible after the corridor participants both at the level of State bodies and business entities come to a common understanding and find answers to the following five questions:
  - Functions of the Coordinating body;
  - Status of the Coordinating Body;
  - Rights and obligations of the Coordinating body;
  - Formation of the Coordinating body;
  - Ways of making a budget of the Coordinating body.
- For this to happen it is necessary to hold consultations on a regular basis with the participation of at least the majority of the participants in the corridor. They will review both the above mentioned issues and other relevant points related to the functioning of the corridor.





## **Implementation of Memoranda on Cooperation in the field of technical, operational and commercial development of the railway corridor of Organization for Co-operation between Railways**

*To begin with, it is possible to consider cooperation in three areas:*

- ✓ Infrastructure;
- ✓ Passenger traffic;
- ✓ Freight traffic.

*Under each of these groups of issues if desired it is possible to create a working group of experts.*

1) For identification of calls related to the infrastructure, especially border crossings and their capacity, as well as charges associated with their use;

2) For issues related to the organization of passenger traffic, including comfortable border crossing for passengers, appropriate border crossings points equipment; interaction between different control bodies and carriers; rolling stock issues; preliminary electronic exchange of information, etc.;

3) For issues related to the organization of cargo traffic, including proper equipment at the relevant border crossings; interaction between different control bodies and carriers; rolling stock issues; preliminary electronic exchange of information, etc.;



## Consultations on the development of the OSJD railway transport corridor No. 1

- In 2022, Consultations of the participating countries of the OSJD Railway Transport Corridor No. 1 have intensified.
  - The main objectives of the Consultation are the following questions:
    - identification of bottlenecks and development of appropriate solutions to eliminate them along the Corridor;
    - improvement of interaction between the countries participating in the corridor and their railway companies, for more efficient functioning, including the digitalization of transportation along the Corridor;
    - the Corridor Management Mechanism, which will monitor the activities of the corridor and, if necessary, develop an appropriate decision to remove barriers, both physical and non-physical.



## **Implementation of Memoranda on Cooperation in the field of technical, operational and commercial development of the railway corridor of Organization for Co-operation between Railways**

- We believe that in the future growing mobility of the people and closer economic ties between countries will increase the role of rail transport and lead to its greater use. Therefore we will have to adapt to the new conditions and this we believe is impossible without the cooperation between all interested parties.



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# OSJD IS OPEN FOR COOPERATION

谢谢关注！

**Thank you!**



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