

Distr.: restricted
15 March 2019
English
Original: Russian

Economic Commission for Europe

Inland Transport Committee

Working Party on Rail Transport

Group of Experts towards Unified Railway Law

Nineteenth session

Geneva, 2-4 April 2019

Item 2 (c) of the provisional agenda

Execution of the Mandate of the Group:

Scope of URL and its conversion into a legally binding instrument

**Current functions of the railway transport Council member
States of the Commonwealth for management and
coordination the work of the Railways**

Submitted by the Russian Federation

**Current functions of the railway transport Council
member States of the Commonwealth for management and coordination
the work of the Railways.**

The Council for railway transport of the CIS member States (hereinafter-the Council) is an international organization formed to coordinate the work of railway transport at the interstate level and to develop coordinated decisions. The Council was established on February 14, 1992 in Minsk (Republic of Belarus) by the heads of governments of the Commonwealth of Independent States.

Members of the Council are the heads of administrations and bodies of management of railway transport (further — railway administrations) of the member States of the Commonwealth which are a part of Council on a position.

The Council consists of 11 railway administrations - members of the Council (Republic of Azerbaijan, Republic of Armenia, Republic of Belarus, Republic of Kazakhstan, Kyrgyz Republic, Republic of Moldova, Russian Federation, Republic of Tajikistan, Turkmenistan, Republic of Uzbekistan, Ukraine), 4 railway administrations - associate members of Council (of the Republic of Bulgaria, Georgia, the Republic of Latvia and the Republic of Finland), 2 railway administration, take part in the work of the Council in accordance with the regulations of the Board (the Lithuanian Republic and the Estonian Republic), and 1 railway administration in the capacity of observer (Islamic Republic of Iran).

The Directorate of the Council for railway transport of the CIS member States (hereinafter-the Directorate of the Council) is the Executive body of the Council, organizes the implementation of its decision, ensures the solution of current issues of railway transport.

The Council carries out activities on management and coordination of railway administrations in the following areas:

1. Maintenance of an Automated data Bank of the fleet of wagons.

The main purpose of the Automated data Bank of the fleet of freight wagon is the accounting of freight wagons plying on the space of 1520.

The automated data Bank of the freight wagons fleet is a single Bank containing the numbers of freight wagons of their characteristics throughout the space of the Commonwealth of Independent States.

This Bank is an information basis for the organization of the transportation process in the framework of existing automated systems for rail transport, provides the ability to monitor the technical condition of wagons, control their correct use. The database is maintained by a specially formed organization-the information and computing center of railway administrations (hereinafter-the ICC RA).

The data Bank contains information on the state of ownership of the wagons, the owner and technical characteristics for each wagons admitted to cruising on the Railways.

2. Development of regulatory documents of the railway transport Council.

Within the framework of the Council, regulatory documents are being developed that affect the interests of all areas of railway transport, including technical regulation, maintenance of rolling stock and infrastructure. To solve the set tasks, working and expert groups, commissions are formed, meetings of authorized representatives of railway administrations are held.

A number of meetings and meetings of the working bodies of the Council are chaired by representatives of the Directorate of the Council. Decisions and recommendations adopted at meetings and meetings of the working bodies of the Council shall be adopted by a majority vote (except for financial matters on which decisions are taken unanimously). Normative documents developed by the working bodies are submitted for consideration and approval at the meeting of the Council. The decisions taken are binding on all railway administrations of the Council.

3. Mutual settlements.

Mutual settlements are carried out between the railway administrations of the member States of the Commonwealth of Independent States, the Republic of Latvia, the Republic of Lithuania and the Republic of Estonia. The basis of calculations are international multilateral and bilateral treaties, as well as other normative acts and decisions adopted within the framework of the Council.

Calculations are carried out for: transportation of passengers, baggage, cargo, mail and services; transportation of goods and household items; use of freight wagons and containers; cargo transshipment, rearrangement of freight wagons at border stations; rearrangement of passenger wagons; rental of locomotives, provision of locomotives for shunting work; for the provision of special rolling stock and other services; work of locomotives and crews and equipment of locomotives; damage or loss of rolling stock and containers; the use of refrigerated wagons, equipment of refrigerator wagons; rental of insulated wagons; satisfied claims and actions; the amounts paid to the agents of other railway administrations; the transportation of stowaways, excess hand Luggage, unregistered baggage, cargo and the failure to implement the seats in the passenger trains in international traffic.

Calculations between railway administrations are carried out by the special settlement centers formed in structures of railway administrations which carry out registration of the relevant documents, send them to involved administrations for approval. The management Board exercises control over the settlement of accounts with further information on the meetings of the Council.

4. Settlement of disputes and settlements between railway administrations.

Within the framework of the Council, a Commission for settlement of disputes and settlements between railway administrations was established as a body for pre-trial settlement of disputes in the field of Finance and mutual settlements. The meeting is attended by a representative of the Directorate of the Council.

The Commission considers disputes arising in the implementation of complex settlements between railway administrations, the solution of which is not achieved on a bilateral basis, on the payment of long-term (more than three months) debt. The Commission's decision is binding on the parties to the dispute and is enforceable.

5. Railway operation:

5.1 Maintenance of Tariff guide № 4.

Tariff guide № 4 is a single technological document designed to determine the tariff distances of transportation. The tariff guide contains alphabetical lists of railway stopping points with the indication of the cargo and passenger operations made on them.

Within the framework of the Council, the electronic database of the Tariff guide No. 4 is maintained. The automated system of maintenance of the electronic database of the Tariff management No. 4 is a set of the organizational, software and technological means providing the automated maintaining of databases by railway administrations.

Control over the maintenance of the electronic database of the Tariff guide № 4 is carried out by the ICC RA together with the Directorate of the Council. In case of disputes, the management of the Council considers them with the involved railway administrations for the correct reflection of changes in the database.

5.2 Number Ranges of the railway stations.

Within the framework of the Council, the reference Book "Ranges of railway administration stations numbers" (hereinafter - the Reference Book) is organized, which contains a list of numbers intended for coding stations. The designation of railway stations by digital codes is intended for entering data into transportation documents.

The maintenance and updating of the Directory is carried out by the ICC RA.

In the absence of free codes on the railway administration, the railway administration shall apply to the Directorate of the Council with the justification of the need to allocate new station numbers, which from the established reserve determines the numbers for coding stations and notifies the railway administration. On the basis of this notice, the ICC RA makes a change to the directory, and the railway administration, which has been allocated additional numbers for assigning new codes to stations, makes changes to the Tariff guide No. 4 in the established order.

5.3 Maintaining a Unified tariff and statistical nomenclature of goods.

The uniform tariff and statistical nomenclature of goods is the uniform nomenclature of the freights uniting the similar groups of freights designated by the 6-digit code which are applied to calculation of the freight charge on railway transport in the territory of railway administrations of the member States of the Commonwealth.

The name of the load and its code when transporting goods are specified by the consignor in transportation documents according to the alphabetical list of the Uniform tariff and statistical nomenclature of the load. Making changes and additions to this document is possible after consideration at a meeting of a specially formed expert group. Its decisions are submitted for consideration and approval by the Council.

For transport to the Republic of Latvia, the Republic of Lithuania, the Republic of Estonia and European countries, use of special tables.

5.4 Development of the schedule of the movement of the international passenger trains, the plan of formation of freight trains, the plan of formation of wagons with containers and the order of the direction of wagons flows in the international traffic.

The Council annually develops a schedule of international passenger trains-a fundamental technological document regulating the organization of work on rail transport.

The schedule of the movement of trains provides time of arrival and departure of the international passenger trains, time of their transition on interstate butt points (further – IBP), number of trains on each railway administration of formation, purpose of following of trains, number of wagons (including hook-on and mail and Luggage wagons), and also frequency of their plying.

The plan of formation of freight trains is the plan of the organization of the movement of wagons in trains. This is a document that establishes the categories of formation and the wagons of what purposes will be included in these trains. It provides an efficient system with trains at the railway stations, yards and maintenance stations.

When developing a plan for the formation of freight trains, the directions of freight trains on each road of the formation are developed, the maximum possible size of traffic for each IBP is determined. For each railway administration is determined by the number of container, piggyback, container-piggyback international trains, which developed an individual schedule.

The main indicators of the train schedule are approved annually at the meetings of the Council, whose decisions are binding.

5.5 Establishment of standards for Railways on the number of trains transferred to the IBP, the establishment of the size of loading.

The establishment of loading standards for each railway administration, the number of trains transmitted under the IBP is carried out by the Directorate of the Council on the basis of data provided by the railway administrations.

On the basis of the direction of trains and wagons, the availability of opportunities for them to pass, are developed and communicated monthly the railway administrations of the dimensions of motion for each IBP, and the amount of loading on the railway administrations.

Railway administrations shall ensure compliance with approved standards. The management of the Council within a month coordinates the operational work and, if necessary, makes adjustments to the planned indicators.

5.6 The uniform system of numbering trains.

Within the framework of the Council, a unified system of numbering of freight trains operates in international traffic. It is designed to eliminate the assignment of the same numbers to trains, to categorize trains, the correct operation of information systems and includes: the numbering of passenger trains in international, long-distance and local traffic, commuter trains, technical and freight trains, as well as forwarded locomotives and utility trains.

Train numbering in the development of the schedule is assigned in accordance with the Unified train numbering system. When entering the train schedule, the Directorate of the Council monitors compliance with the numbering.

5.7 Planning of international transportation.

To meet the needs of shippers in the transport of goods in international traffic railway administrations made planning the amount of cargo and wagons. These data, subsequently, are the basis for establishing standards for Railways (p. 5.5). Planning of cargo transportation is carried out in international railway communication, including transportation to countries outside the Council.

Coordination of transportations in the international railway communication is carried out by means of the automated system. After making the relevant requests for planning transportation, each railroad traversing of the carriage sees it and makes a note of its consistency. After approval by all Railways included in the route of the car, the transportation is considered to be agreed and will be carried out within the time specified in the application.

5.8 Change of the plan of formation of freight trains.

Change and adjustment of the plan of formation of freight trains, the order of the direction of wagons flows in the international message are made by Management of Council in coordination with involved railway administrations.

Changes of the plan of forming approved by Council (p. 5.4), it is possible on the address of railway administrations (on the basis of addresses of consignors, consignees or forwarding company) and in coordination with all railway administrations participating in this transportation. Change of the order of the direction of wagons flows is made out in writing by Management of Council and allowed for a period of no more than three months. Change of the plan of forming at volumes of transportations to three wagons inclusive is performed on the notification of Management of Council without coordination with involved railway administrations.

5.9 Prohibitions on the loading of goods and the direction of empty own and leased wagons.

If there are any restrictions on the capacity of the Railways, loading and unloading complexes, etc., it is necessary, for a certain period of time, to limit the number of wagons following the loading and unloading operations, or to prohibit transportation in certain directions for this purpose, the rules of the Council provide for prohibitions on the loading of goods and the direction of empty own and leased wagons.

On the basis of appeals of railway administrations, the Directorate of the Council shall consider and decide on the direction of the notification to the involved railway administrations on the termination of loading or the direction of empty own and leased wagons, loading by appointment to other railway administrations. The prohibitions shall be lifted upon notification to the Directorate of the Council upon receipt of telegraphic notices from the railway administrations, at the request of which the prohibition has been established.

5.10 Accounting for unreasonable delays of freight trains on the IBP.

Account of undue delay trains on MGSP conducted with the aim of eliminating the difficulties with the promotion of freight wagons, their savings on IBP.

In case of unjustified refusal to receive trains, the railway administration, where freight trains are detained, transmits information to the ICC RA, the Directorate of the Council and the railway administration, which did not provide the reception of freight trains.

ICC RA daily generates a certificate indicating the number of delayed wagons by their genus and facilities of the railway administration and submits it on the Board. The management of the Council analyzes the reasons for the delays, if necessary, requests additional materials on the basis of which announces the economic stations to the railway administration, which allowed unjustified delay of freight trains.

5.11 The interaction of the loss of freight wagons.

With the loss of wagon, the railway administration its lost, must compensate the railway administration of registry of the wagons the loss or giving the same wagons, or pay its value. Railway administrations, which have only their own freight wagons, compensate for the loss of a freight wagons in value terms.

According to the rules approved by the Council, the responsibility for the loss of the wagons rests with the railway administration, which cannot document its transfer to other railway administrations.

On the basis of the Automated data Bank of the Park of freight wagons (p. 1) monthly provides to railway administrations and Management of Council data on the lost wagons for coordination of the question of compensation for the lost wagons. The management of the Council in case of loss of the freight wagons exercises control over the settlement of the issue between the involved railway administrations.

6. Carrying out research and development work.

Research and development work is a set of works aimed at obtaining new knowledge and practical application in the creation of a new product or technology. They are conducted for the benefit of all members of the Council in order to ensure a coherent science and technology policy.

Funding is provided by railway administrations interested in their implementation. The plan of research and development works, after approval at a special meeting of authorized representatives of railway administrations, is submitted for consideration and approval to the meeting of the Council.

Conducting contract work, organization of acceptance tests is carried out by the Directorate of the Council.

7. Additional function:

7.1 The direction of the empty wagons.

Empty wagons are sent by the railway administrations when they do not have enough wagons to ensure the shipment of the cargo.

In this case, the railway administration refers to the Directorate of the Council on the need to send her empty wagons. The Directorate of the Council, based on the actual availability of wagons, establishes and requests the railway administration, whose wagons can be sent to ensure loading. After obtaining the consent of the involved railway administrations, including transit ones, the Directorate of the Council notifies in writing about the direction of such wagons.

Empty wagons are sent to ensure loading without paying the tariff. Transit railway administrations, upon written notification to the Board Directorate, are obliged to ensure the unimpeded passage of empty wagons.

This procedure also applies on private wagons.

7.2 Control for violation of specialization.

The Council has established rules according to which specialized wagons must be loaded only with the goods for which they are intended. Loading of such wagons by other freights can be made only at the consent of railway administration to which these wagons belong.

In case of loading of the specialized wagon by freight with violation of specialization, without coordination with railway administration-the owner, on railway administration of loading the payment is charged.

The Directorate of the Council monitors compliance with the specialization in the loading of goods, keeps records of the number of such violations through the information provided by the ICC RA.

This procedure also applies on private wagons.

7.3 Information on the availability of freight wagons at railway administrations.

This information is necessary for railway administrations for the analysis of use of freight wagons, their location, time of finding of wagons on railway administrations, a condition (loaded or empty) and other.

ICC RA daily, based on the obtained data transition wagons IBP, detects the presence of wagons on the territory of the railway administrations and represents administrations and on the Board data. The structure of the document on the availability of wagons approved by the Council.

7.4 Economic responsibility for the transfer of international passenger trains in violation of the schedule of the IBP.

International passenger trains, arrived late at IBP, conducted in compliance with the approved schedule of trains, the rational use of ways stations, the timely implementation of control operations on state borders, efficient use of locomotives and the transportation of passengers within the period specified in the ticket.

This order is regulated by the Agreement on economic responsibility for transfer of international passenger trains with violation of the schedule of the movement on interstate butt points.

For each fact of the transfer of passenger trains through IBP late, the railway administration, committed the delay, bears the economic responsibility for every 30 minute delay.

The management of the Council keeps records of late trains, together with the railway administrations, takes measures to reduce delays, monitors the mutual settlements between the railway administrations for each fact of delay of an international passenger train.

7.5 Holding a meeting to consider disputes on the transport of cargo.

At the meetings, the requirements of the railway administrations for compensation of damage caused during the transportation of goods are considered. The meeting is organized and held by the Directorate of the Council twice a year.

Within the framework of the meeting, in case of non-settlement of claims for damages in the carriage of goods, meetings of arbitrators and the Board of arbitrators are held. The decisions taken at the meeting are subject to unconditional implementation.