铁 路 合 作 组 织
（铁组）

ORGANIZATION
FOR CO-OPERATION
OF RAILWAYS
(OSJD)

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13 May 2025

THE MAIN TASKS OF OSJD

Development and improvement of international railway and combined transportation between Europe and Asia;

Shaping of transport policy and strategy for international railway transport;

Management and improvement of documents forming the international railway transport law;

Co-operation on operational, technical, financial and environmental aspects of railway transport;

Co-operation with international organisations to address problems of railway transport;

Electronic Data Interchange

To enable electronic data interchange and to improve terms and conditions of carriage in international transport by rail.

Joint OSJD-UIC Leaflets:
O 920-5 “Unified digital coding of international freight transportation routes”;

O 920-9 “Unified digital coding of international passenger transportation routes”.

Electronic Data Interchange

OSJD Leaflets:

R 942-1 “General recommendations for transitioning to electronic documents in international freight transport operations.”

R 919 “Model agreement on electronic data interchange between OSJD national railways’ information systems in freight transport operations.”

O+R 943 “A library of UN/EDIFACT standard electronic messages used in international freight transport by rail under terms and conditions of the SMGS.”

Cooperation with International Organizations on Electronic Data Interchange

- OSJD cooperates with the International Rail Transport Committee (CIT) on the electronic CIM/SMGS consignment note. The use of an electronic consignment note plays an essential role in EDI between railways, since consignment notes contain information needed by adjacent railways as well as supervisory authorities. The common CIM/SMGS consignment note was designed to be a solution that eliminates the need to exchange of consignment notes.

- The key advantage of this joint product is that it can be used in both primary international railway systems governed by the SMGS Agreement and COTIF Convention.

- The paper version of the CIM/SMGS consignment note has been successfully implemented, with its geography continuously expanding.

Cooperation with International Organizations on Electronic Data Interchange

Another salient example of the cooperation is the OSJD-ESCAP Joint Document on the potential of electronic data interchange for harmonization of customs formalities in international railway transport operations.

Cooperation with International Organizations on Electronic Data Interchange

- The recommendatory Document was jointly prepared by ESCAP and OSJD in order to inform railways and border authorities about how EDI can streamline formalities that are performed at border crossings. The document was developed at the recommendation of the International Interagency Meeting of OSJD Member Countries “Practices of Border Crossing in Railway Transport” that took place in September 2021.

- The Document highlights how necessary Electronic Data Interchange is, and how it helps further development of international railway transport operations. The Document also contains new proposals on further digitalization of transport operations.

- The Document covers various aspects of Electronic Data Interchange.

Requirements to Electronic Data Interchange (EDI) between railways and supervisory authorities

The introduction of EDI to rail transport has to be preceded, as far in advance as possible, by the standardization of requirements to information needed by railways and government authorities responsible for the oversight of railway border crossings. The amount of required support documentation must be reduced to a minimum needed to perform regulatory formalities effectively and efficiently.

Customs and other government authorities often require a large number of documents, including sales contracts, consignment notes, letters of credit, and other commercial documents, as well as various certificates. Such authorities perform much administrative work affixing stamps on documents to complete border crossing formalities.

In order to avoid duplicating information, it may be helpful to predefine a list of required documents so as to simplify the formalities at border crossings. Performing an effective risk analysis and gathering information in advance may help to reduce excessive requirements to documentation and associated formalities, while improving the quality of border controls.

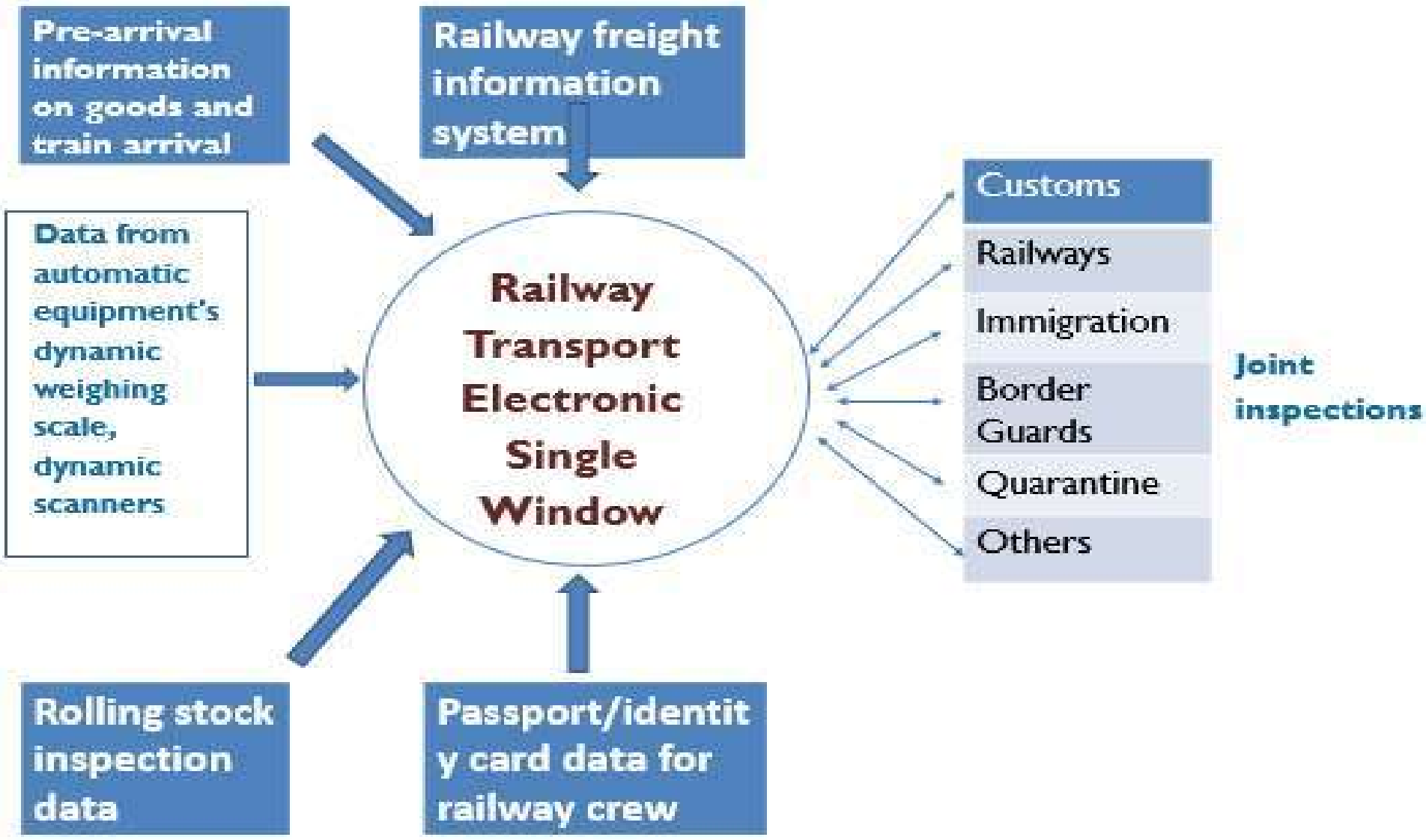
Requirements to Electronic Data Interchange (EDI) between railways and supervisory authorities

Standardized and agreed data and documents make it possible to simplify the processes involved in border crossing, to improve the efficiency of electronic data interchange (EDI) between interested parties, to implement an electronic single window system in rail transport, to enable joint use of inspection equipment, to integrate risk analyses, and to carry out joint inspections.

To address the problem of varied and excessive requirements to data and documents on the part of customs and other regulatory authorities, regional consultations need to be held to agree the minimal requirements to data in international railway transport operations.

Electronic data interchange (EDI) between railways and customs stimulates the use of new technologies in performing formalities at border crossings, thus improving their effectiveness and efficiency. The use of new technologies such as dynamic scanners and dynamic scales enables the collection of data needed for required checks while the train is moving. Non-intrusive inspections of freight and vehicles, such as inspections with X-ray machines and mobile scanners, greatly improve efficiency in carrying out the formalities.

Electronic Data Interchange (EDI) between railways and supervisory authorities



Electronic Data Interchange (EDI) between railways and supervisory authorities

For railways with large volumes of cross-border and transit transport operations, an electronic interface “railway-customs” should be developed, which interface would be used to provide advance information and electronic data based on elements of the railway consignment note.

Electronic data interchange between interested parties may facilitate the development of an electronic interface or an electronic single window system to further simplify formalities at border crossings.

Data received from multiple sources, including electronic systems operated by railways, customs, migration services, and automatic control equipment/systems. as well as from dynamic scanners may be stored on neutral platforms or in the single window system serving rail transport.

At the next stage, such sources may provide oversight authorities working at border crossings with data needed to carry out inspections required by rules and regulations. Such data may also be made accessible to other government authorities present at a railway border crossing to complete formalities required by regulations.

Electronic Data Interchange (EDI) between railways and supervisory authorities

The integration of railway electronic information processing systems with systems operated by government authorities, with a national single window mechanism, and with a carriers' information system will ensure efficient and effective information interchange and, among other things, will reduce the need to re-submit similar information.

An electronic interface between railways and border control authorities (an electronic single window system) may be implemented through a public-private partnership or by a dedicated government agency set up specifically for that purpose.

The proposed electronic interface between railways and border control authorities should be a neutral information processing platform that would aid regulatory authorities in performing their formalities effectively and efficiently. Border control authorities need to sign a Memorandum of Understanding with railways to cover various aspects of electronic data interchange (EDI).

Cooperation with the Partner Organizations on the use of Electronic Documents

- In order to promote the use of legally significant electronic documents, it should be noted that in cooperation with our partners namely TRACECA, CIT and UIC, we organized two seminars on the use of the electronic version CIM/SMGS railway consignment note, in which the countries participating in OSJD and TRACECA took part.
- One of the results of these activities was work on the preparation of the text of the Memorandum of Understanding (MoU) on the organization of the pilot project(s) on the use of the CIM/SMGS electronic consignment note on selected TRACEC routes.
- The signing ceremony of the Memorandum of Understanding (MoU) on organizing a pilot project(s) on the use of the CIM/SMGS electronic consignment note on selected TRACECA routes took place within the framework of the XIV International Workshop on Capacity Building in Trade and Transport Facilitation (Baku, Azerbaijan), on May 22, 2023.
- The Memorandum of Understanding (MoU) was signed by representatives of the railway operators of Azerbaijan (Azerbaijan Railways JSC), Georgia (Georgian Railways JSC), Kazakhstan (NC Kazakhstan Temir Zholy JSC), Turkey (TCDD – Transportation AS) and Ukraine (JSC "Ukrainian Railways").

Cooperation with International Organizations on Electronic Data Interchange

- We have a strong confidence that an across-the-board implementation of EDI will ensure faster transport operations and have an overall positive impact on the development of transport – and therefore economic – links.
- On the one hand, the use of an Electronic Document facilitates the transportation process, and on the other hand, it facilitates this type of service for customers, which is another condition for the development of international rail transportation.
- I would like to use this opportunity to thank the ESCAP Secretariat for its cooperation and joint work.

OSJD IS OPEN FOR COOPERATION

谢 谢 关 注 !

Thank you!



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