

Organisation for Co-operation between Railways (OSJD)

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ERA-OSJD cooperation - introduction

OSJD – 65th anniversary in 2021

**29 member countries, about 300 thousand km network
5.5 bln passengers and 5.5 bln t of goods annually**



© OSJD Committee

Main cooperation channel: ERA-OSJD Contact Group

- Almost 15 years of activity, 57 meetings so far
- Technical and operational compatibility (including safety)
- 1435 mm and 1520/1524 mm gauge rail systems
- Current participants: OSJD Committee, 11 OSJD member countries, Railway Transport Council CSJT, UIC, ERA, DG MOVE



BY



GE



KZ



LV



LT



MD



PL



RU



SK



UA



EE

Other cooperation formats:

- Annual OSJD-UIC seminars on implementation of TAP TSI & TAF TSI
- ERA as observer in OSJD PWG on Coding & IT (since autumn 2020)
- Mutual invitations to other conferences



2007-2014 annual MoUs

→ 2015-2019 multiannual MoU

- 2007 – Assessment of regulatory framework and its evolution rules for 1520/1524 mm system
 - Contribution to ERA feasibility study on its relationship and convergence possibilities with 1435 mm rail system and approach to the 1520/1524-system in EU Technical Specifications for Interoperability (TSIs)
- 2008 onwards – More detailed analysis of 1520/1524 mm system and its comparison with EU TSI basic parameters for 1435 mm system
 - Preparation / revision of documents for each subsystem - inputs for reflecting the 1520-system in TSIs, e.g. for closing TSI “open points”
- 2009 onwards – Identification of measures for preservation and improvement of existing technical and operational compatibility on the EU-CIS border

→ 2020 onwards – tacit MoU renewal every five years

- The objectives above are maintained and adjusted in order to pursue fruitful cooperation, identify and address / promote further relevant topics / measures for **interoperability, safety and seamless railway transport between Europe and Asia** (including high speed and combined transport and border crossing aspects).

ERA-OSJD cooperation – key outputs

Key outputs of the ERA-OSJD Contact Group:

1. Comparative analysis of requirements for basic parameters of each subsystem in EU TSIs and OSJD member countries

- Approx. 75% of agenda time, finalised documents are **public**

Subsystem	ENE	INF	LOC & MU	PAS. Carr.	WAG	CCS	OPE	PRM	SRT	TAP	NOI	TAF
Initial comparison	2010	2010	2011	2013	2015	2016	2015	2015	2017	2019	2020	Finalisation
Update	2021	Starts	Ongoing									

2. Regular exchange of relevant information and practical experience to coordinate measures for preservation and improvement of existing technical and operational compatibility and seamless international railway transport

- Approx. 25 % of agenda time
- Presented / discussed topics included conformity assessment, standardisation, safety approach, incl. key pieces of EU legislation, new authority functions of ERA, cross-border operation, staff requirements, implementation of some interoperable infrastructure projects, some innovative technologies, EU Green Deal etc. ERA shared its publications regarding measures preventing the spread of COVID-19 in railway transport.

Building on existing strengths, the updated MoU between OSJD and ERA helps to optimise and streamline the cooperation in a flexible way

- 2007-TSI perspective → more room for considering bigger picture / sector agenda
 - Adjusted scope; possibility to work on other documents (topics) and use other forms of cooperation.
 - Enhanced possibility to address, when relevant, related expert recommendations to the competent bodies in charge of technical legislation applicable on the territories of OSJD and EU member countries.
 - Specific activities are defined in the annual plans.

 **More added value for the rail sector and society**

In coordination with EC (DG MOVE), ERA:

- Seeks to optimise contributions vs joint objectives and follow-up of the findings.
- Monitors developments in order to identify relevant topics for cooperation in the remit of ERA competence and in synergy with other initiatives aiming to promote safe and seamless international railway transport and modal shift.



Making the railway system work better for society.

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