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Meetings:

- Warsaw - 22 December 1950.
- Prague - 23 April 1951.
- Budapest - 10 July 1951.

Developed and agreed have been the first basic documents relative to international traffic of passengers and goods, which were put in force on 1 November 1951:

- Agreement on International Passengers and Luggage Transport by Rail (MPS) and Manual to the Agreement;
- Agreement on International Goods Transport by Rail (MGS) and Manual to the Agreement;
- International Transit Tariff for Transportation of Passengers, Luggage and Goods-Luggage by Rail in Direct International Services;
- Uniform Transit Tariff for Transportation of Goods through the countries whose railways are Parties to the Agreement on Goods Transport by Rail in Direct International Services;
- Rules for Use of Wagons in International Traffic (PPW);
- Rules for Accounting relative to MPS and MGS Agreements.

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Meetings of railways that are Parties to the Agreements:

Moscow – 1953

Berlin – 1955

Fundamental change of these Agreements, Tariffs and Rules

Agreements got new names:

SMGS (Agreement on International Goods Transport by Rail)

SMPS (Agreement on International Passengers Transport by Rail)

In June 1956, in Sophia, Meeting of Transport Ministers was held, at which they unanimously agreed to establish Organization for Cooperation of Railways (OSJD). In OSJD History, this very Meeting is considered to be the first session of OSJD Ministers Conference. The OSJD Committee, OSJD Executive Body, becomes depositary of SMPS and SMGS Agreements.

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Republic of Azerbaijan,
Republic of Albania,
Republic of Belarus,
Republic of Bulgaria,
Republic of Hungary,
SRV,
Republic of Georgia,
Islamic republic of Iran,
Republic of Kazakhstan,
People's Republic of China,
DPRK,
Kyrgyz Republic,

Republic of Latvia,
Republic of Lithuania,
Republic of Moldova,
Mongolian People's Republic,
Republic of Poland,
Russian Federation,
Republic of Tajikistan,
Republic of Turkmenistan,
Republic of Uzbekistan,
Republic of Ukraine,
Republic of Estonia

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Annex 1

List of commodities that constitute a monopoly of Post Office Department

Annex 2

Rules for transportation of dangerous goods (published separately, about 1200 pages)

Annex 3

Rules for transportation of dangerous goods accompanied by conductors of consignors or consignee

Annex 3.1

Certificate for the conductor who accompanies the goods

Annex 4

Rules for transport of perishable goods

Annex 4.1

List of main perishable goods

Annex 5

Loading gauges

Annex 6

Stickers for consignment points, wagons, containers and consignment notes, as well as signs of marking for consignment points

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Annex 7

Rules for transportation of automotive engineering

Annex 7.1

List of automotive engineering

Annex 8

Rules for transportation of containers

Annex 8.1

List of stations opened for operations with intermediate-tonnage containers

Annex 8.2

List of stations opened for operations with large-tonnage containers

Annex 9

Rules for transportation of palletted goods

Annex 9.1

List of stations between which transportation of palletted goods is allowed

Annex 10

Rules for transportation of private freight wagons and wagons of the railway that let them on lease

Annex 11

Rules for transportation of unitized goods

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Annex 12.1 u 12.2

Specimens of SMGS consignment notes

Annex 12.3 and 12.4

Specimens of additional copies of waybills

Annex 12.5

Explanatory notes for completion of SMGS consignment note

Annex 12.5.1

Check label

Annex 12.5.2

List of unified codes for additional charges and other costs

Annex 12.6

Peculiarities of completion of SMGS consignment note in case of carriage of goods with conversion of SMGS consignment note into a consignment note of another transport law and vice versa

Annex 13.1

Wagon notes of wagons transported on the route (in a group) under one consignment note

Annex 13.2

Explanatory notes for completion of wagon notes of wagons transported on the route (in a group) under one consignment note

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Annex 14

Rules for positioning and fastening of goods in wagons and containers (published separately)

Annex 14.1

Rules for positioning and fastening of trailer trains and semi-trailers on special railway flatcars of modifications of m13-9004, 13-4095 and 13-9009 for the 1520 mm track gauge

Annex 15

Goods locating statement

Annex 16

Formal report

Annex 17

Statement on change of contract of carriage

Annex 18

Report on opening a wagon, container, automobile, tractor or other self-propelled machine, trailer-train, swap body, semi-trailer, trailer for conducting border, customs, sanitary, phytosanitary types of control and other checks

Annex 19

List of titles and addresses of railway authorities that are competent to consider claims

Annex 20

Claim statement on delay in the delivery of goods

Annex 21

Rules for transportation of trailer trains, automobiles, trailers, semi-trailers and swap bodies of automobiles

Annex 21.1

List of stations opened for operations with trailer trains, automobiles, trailers, semi-trailers and swap bodies of automobiles

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Annex 22

Manual to CIM/SMGS consignment note (published separately)

Annex 22.1

Пояснения по применению отдельных положений СМГС для некоторых граф накладной ЦИМ/СМГС (издается вместе с Приложением 22)

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The Agreement establishes direct international service for goods transport by railways of 23 countries. The interests of these railways are represented by the ministers, which manage them and have concluded this agreement.

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On the terms of SMGS, direct international goods transport is carried out by rail between stations opened for freight operations, in domestic services of the countries the railways of which are Parties to the Agreement:

- 1) without transshipping at border stations of the railways that have the same track gauge,
- 2) with transshipment of goods or with change of wagon bogies of different track gauge or with use of adjustable wheel sets.

The Agreement has binding force for railways, consignors and consignees and is applicable regardless of nationality of parties to contract of carriage.

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1. Between OSJD Member States, non-Parties to SMGS
2. Between OSJD Member States, Parties to SMGS
3. Between OSJD Member States, Parties to SMGS and non-Parties to SMGS
4. Between OSJD Member States, non-Parties to SMGS, OTIF (CIM) Members at the same time OTIF (CIM) Member States only
5. Between OSJD Member States, Parties to SMGS, OTIF (CIM) Members at the same time and OSJD Member States, non-Parties to SMGS, OTIF (CIM) Members at the same time
6. Between OSJD Member States, Parties to SMGS, OTIF (CIM) Members at the same time
7. Between OSJD Member States, Parties to SMGS and OTIF (CIM) Members States, OSJD Members, Parties to SMGS at the same time
8. Between OSJD Member States, non-Parties to SMGS and OTIF (CIM) Members, OSJD Members, Parties to SMGS at the same time
9. Between OSJD Member States, Parties to SMGS, OTIF (CIM) Members at the same time
10. Between OTIF (CIM) Members States.

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Each railway, Party to this Agreement, shall transport all goods, if:

- transportation is envisaged in the goods transportation plan of the consignor's railway,
- transportation can be carried out by means of vehicles that are at the railway's disposal,
- consignor abides by the Agreement.

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The Agreement stipulates the items transportation of which is prohibited at least in one of the countries, dangerous goods that are not stipulated in Annex 2 to SMGS and etc.

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A Contract of carriage is processed by means of uniform consignment note including 5 pages

1 – original consignment note, 2 – waybill, 3 – duplicate copy of consignment note, 4 – goods delivery note, 5 – goods arrival report

Blank forms of consignment notes are printed in one of official languages of OSJD (Chinese or Russian).

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Goods accepted for carriage from one consignor by one consignment note at one departure station to one consignee to one destination station are considered consignment.

Types of consignment:

- - wagonload,
- - part-load consignment,
- - container transport,
- - piggybacking.

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The consignor shall declare the price of goods in the box of consignment note “Declared value of goods”, when a variety of goods is transported, which is charged additionally.

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The Consignor shall attach to the consignment note the accompanying documents required by customs and other rules. They must be listed in the consignment note.

The Consignor is responsible for correctness of information and statements indicated in the consignment note. In case of mistakes and incorrectness a fine is imposed.

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- Carriage charge is considered payment for carriage of goods, conductor’s travel, trailer train driver’s travel, additional charges and other costs and is estimated by tariffs applicable on the day of conclusion of contract of carriage. Whereby, by means of the shortest distance in the direction via border stations indicated in the consignment note by consignor.
- for goods of high speed – 1 day and night - 320 tar.km,
- - for goods of low speed – 1 day and night – 200 tar.km

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The right to change contract of carriage is vested in the consignor and also consignee.

Change of contract of carriage, which will lead to partition of goods, is not allowed.

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- The railway that has accepted goods for carriage by SMGS consignment note is responsible for fulfillment of contract of carriage all the way on the route until the delivery of goods at the destination station.
- Each next railway that accepts goods by the consignment note, hence, enters into the contract and assumes obligations under the contract.
- Specified are responsibilities for delay in the delivery of goods, damage, shortage of goods, damage to goods etc.

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Measure of damage is calculated by means of the price indicated in the bill of the foreign supplier or by means of the bank statement verified in the manner prescribed in the country in which claim is made. Either it is measured by State expert assessment department.

From 6 to 30 % of the carriage charge

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Each railway having levied carriage charges at acceptance or delivery of goods, which are stipulated in the contract of carriage, shall pay due charges to the railways participating in carriage.

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Accounting currency for payment for transit carriage is Swiss franc.

Central bodies of the railways have accepted, as a SMGS document, Manual to the SMGS (CMFC) that is related to the railway only and it does not regulate legal relations between consignor, consignee and railways.

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The signing of the "Protocol on cooperation in the field of application of CIM/SMGS consignment note"

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Approximation of the two legal systems, COTIF and SMGS, as well as much wider deployment of the common CIM/SMGS consignment note and larger areas of its application in the direction of China, Mongolia and Kazakhstan