

PROTOCOL
on Coordinated (Harmonized) Transport Policy

I. General provisions

1. This Protocol is developed in accordance with Articles 86 and 87 of the Treaty on the Eurasian Economic Union for purposes of coordinated (aligned) transport policy performance.

2. Definitions used in this Protocol mean the following:

«Civilian aviation» – is the aviation used to meet the public and economic needs;

«Single Transport Area » – is a complex of transport systems of member States within which is provided unrestricted movement of passengers, movement of goods and vehicles, their technical and technological compatibility on the basis of harmonized legislation of member States in the field of transport;

“Legislation of member States” – national legislation of each member States;

"Common market of transport services" – is a form of economic relations in which equal and parity conditions of transport services are created, functioning peculiarities of the market according to transport mode are defined by this Protocol, and by the international treaties within the EAEU.

3. Protocol Implementation is performed taking into consideration the commitments of member States undertaken by them within the World Trade Organization as well as within the other international treaties.

II. Road Transport

4. International road transport of goods conducted by carriers of cargo registered on the territory one of member States shall be carried out on permit-free basis:

- 1) between member States on whose territory the carriers are registered, and another member State;
- 2) in transit through the territory of other member States;
- 3) between the other member States.

5. By 1 July 2015 member States shall adopt a gradual liberalization program of transportation by carriers registered on the territory of member States, road transport of goods between points within the territory of another member State, for the period from 2016 to 2025 with definition of extent and conditions of this liberalization.

In member States different levels and speed of liberalization for road transport of goods specified in the first paragraph of this article are allowed.

6. Gradual liberalization program stated in paragraph 5 of this Protocol shall be approved by the Supreme Council.

7. Peculiarities of coordinated (aligned) transport policy on the regulation of road transport freight services are defined by international treaties within the EAEU.

8. member States adopt coordinated measures to remove obstacles (barriers) that influence the development of international road service and establishment of the road transport services within the EAEU.

9. Transport (road) control is conducted in accordance with the order stipulated in Appendix No 1 to this Protocol.

III. Air Transport

10. Development of air transport in the EAEU is conducted in the framework of the coordinated (aligned) transport policy by the gradual formation of a common market of air transport services.

The member States coordinate efforts for a common approach to application of standards and recommended practices of the International Civil Aviation Organization (ICAO).

11. A common market formation of air transport services shall be based on the following principles:

- 1) to ensure compliance of international treaties and acts constituting the EAEU legislation, with the norms and principles of international law in the field of civil aviation;
- 2) to harmonize the legislation of member States in accordance with the norms and principles of international law in the field of civil aviation;
- 3) to provide fair and sound competition;
- 4) to create the conditions for fleet aircraft renewal, modernization and development of ground infrastructure of airports in accordance with the requirements and recommended practice of the International Civil Aviation Organization (ICAO);
- 5) to provide flights safety and aviation security;
- 6) to ensure non-discriminatory access of the aviation companies of member States to the aviation infrastructure;
- 7) to expand air services between member States.

12. The member States recognize that each member State possesses complete and exclusive sovereignty over the airspace above its territory.

13. Aircraft flying of member States within the EAEU are performed on the basis of international agreements with member States and (or) permits issued in accordance with the legislation of member States.

14. The provisions of this section shall apply only in relation to civil aviation.

IV. Water Transport

15. The development of water transport in the EAEU is conducted within the framework of coordinated (aligned) transport policy.

16. Ships under the flag of member States have the right to carry freight, passengers and their baggage, towing operation between the ship flag state and another member States on the adjacent inland waterways, transit on the inland waterways of another member States (except for transportation and towing between ports in other ports of member States and Third Countries (from the ports of another member States and Third Countries)) in

accordance with international Agreement of member States of the Shipping concluded by member States for the performance of this Protocol.

17. Ships navigating on inland waterways of member State shall be registered in vessels register of member State and being in possession of a resident of member State registered in its vessels register.

V. Railway Transport

18. The member States, contributing to the further development of mutually beneficial economic relations, considering the need to enable access to rail transport services of member States and coordinated approaches to state regulation of tariffs for these services, if such regulation is provided by the legislation of member States, the following objectives are defined:

1) to obtain gradual formation of a common market of transport services in the field of railway transport;

2) to ensure consumer access of member States to rail transport services in the exercise of transportation through the territory of each member State on terms no less favorable than those established for consumers of that member State;

3) to maintain a balance between the economic interests of rail services consumers and rail transport organizations of member States;

4) to provide facilities for railway transport organizations access of one member State to the home market of railway transport services of another member State;

5) to ensure facilities access for carriers to infrastructure services of member States in accordance with Appendixes 1 and 2 to the Order of regulation in the field of rail transport services, including the basics of tariff policy (Appendix No2 to this Protocol).

19. Regulation of access to rail transport services, including the basics of tariff policy, is performed in the manner prescribed by Appendix No.2 to this Protocol, as well as international treaties.

Appendix 1
to the Protocol on the Coordinated
(Harmonized) Transport Policy

Order for Transport (Road) Control on the External Border of the Eurasian Economic
Union

1. This Order is developed in accordance with paragraph 9 of the Protocol on the coordinated (aligned) transport policy (Annex No 24 to the Treaty of the Eurasian Economic Union) and determines the procedure for the transport (road) control on the external border of the EAEU.

2. Definitions used in this Procedure have the following meanings:

"Weight and dimensions of the transport vehicle" – are weight value, axle loads and dimensions (width, height and length) of a transport vehicle with or without cargo;

"External border of the EAEU" – is the customs territory borders of the EAEU, dividing the territories of the member States and the territories of not member States of the EAEU;

"Checkpoint" – equipped in accordance with the legislation requirements of member States a fixed or mobile point (post), and border entry point through the state border, in which transport (road) control is carried;

"Transport (road) control authorities" – is the competent body authorized by the member States for the transport (road) control implementation in the territory of a member States;

"Carrier" – is a legal or natural person using a vehicle on the right of ownership or of other lawful ground;

"Vehicle":

In transit of goods - truck, truck trailer, streamlined semitrailer or truck-semitrailer combination, chassis;

In transit of passengers - car vehicle intended for the carriage of passengers and baggage, with more than 9 seats, including the driver, as well a trailer for luggage;

"Transport (road) control" – is an implementation control over the international road transport.

Other definitions specifically not stipulated in this Order, are used in the meanings established by international treaties, including international treaties within the EAEU.

3. This Order defines unified approaches to the transport (road) traffic control implementation by the transport (road) controls authorities on the external border of the EAEU of vehicles entering (departing, in transit) in the territory of member States.

4. Vehicles, following onto the territory one of member State through the territory of another member State, are liable to the transport (road) control in the checkpoints located on the external border of the EAEU, in accordance with the legislation of member State through the territory specified vehicles follow, and paragraphs 7 and 8 of this Order.

5. Check of the vehicles, the documents required for the purposes of transport (road) control, and the execution of its results shall comply with the law of member States whose territory they cross at the external border of the EAEU and this Order.

6. Transport control authorities mutually accept documents executed by them based on results of the transport (road) control.

7. Transport control authorities of member States through the border of which entry to the customs territory of the EAEU is performed, in checkpoints besides the actions on transport (road) control, provided by the legislation of the member States shall exercise:

1) compliance check of the vehicle weight and dimensions to the standards set by similar legislation of other member States on whose territory the transit is occurred, as well as the data specified in special permits for transportation of large size and (or) heavy cargo or large size and (or) heavy vehicle transit on the territories of another member State;

2) Existence checks of permits for transition through the territories of another member States, where the transit is occurred, its accordance to the type of transportation and compliance characteristics of the vehicle requirements provided with such permits;

3) Existence checks of special permits for transportation of oversized and (or) heavy cargo, transition of large-sized and (or) heavy vehicle, as well as special permits for the transportation of dangerous goods in the territory of another member State, where the transportation or transit is occurred;

4) Existence checks of permits (special permits) for the carrier to transport into Third Countries (out of Third Countries) into the territories of another member States where the transportation is occurred;

5) issuing to carrier the registration certificate in the form agreed with transport control authorities, in case if in accordance with the legislation of another member States transportation is allowed without permission to transit through the territories of other member States as well as in case if transportation is performed in accordance with multilateral permission.

8. Transport control authorities when vehicle departing through the external border of the EAEU except for the actions specified in paragraph 7 of this Order in the checkpoints perform a check of:

1) Carrier's existence of the receipt for payment of fees for the transit of a vehicle on the roads of member States on whose territory the transportation is occurred, if the payment of such a charge is binding in accordance with the legislation of member States;

2) Carrier's (driver's) existence of the receipt confirming fine payment for the execution procedure violation of international road transport on member States territory or court decisions on the complaint for imposition of a corresponding administrative penalty to the carrier (driver) in case if the permission to transit through the territory one of the member States or in the registration certificate there is a mark of transport control unit to fine the carrier (driver) with such a penalty ;

3) Access existence for vehicles of carriers of member States to international road transport;

4) Carrier's existence of the necessary documents in case of notification receipt specified in paragraph 9 of this Order, from the transport (road) control authorities of another member States.

9. When establishing control actions as provided in paragraph 7 of this Order, inconsistencies controlled vehicle parameters, lack or inconsistency of documents provided by the legislation of member States, transport (road) control authorities one of the member States provides the driver with a notice in the form coherent to the transport (road) control authorities of member States with the following information:

on exposed nonconformance;

on the necessity to obtain the missing documents before arriving into the territory of another member State;

on the closest due to the route of the vehicle checkpoint of the transport (road) control authority of another member State in which the carrier shall offer the evidences of removal of nonconformity controlled parameters of the vehicle and (or) the documents specified in the notice.

10. Information on the notification issue shall be sent to the transport (road) control authority of another member State and entered into the data base of the transport (road) control unit identified nonconformance.

11. In case if the transport (road) control authorities of one of the member States issued a nonconformance notice to carrier in accordance with paragraph 9 of this Order, the transport (road) control authorities of another member State shall be free to make a check on to verify the performance of this notice in the checkpoint, and if there are reasons to apply the carrier (driver) measures in accordance with the legislation of that another member State.

12. Vehicle release from the territory of the EAEU is not carried out prior to the presentation of carrier documents of which the existence is required by paragraphs 7 and 8 of this Order.

13. When exposing nonconformance of the vehicle controlled parameters, the absence or nonconformance of documents provided by the legislation of the member States, the transport (road) control authorities one of member State when vehicle departing through the external border of the EAEU, heading from the territory of that State onto the territory of another member State, informs the transport (road) control authorities of that another member State.

14. Member States on the basis of reciprocity, take measures to harmonize its legislation, methods and techniques of the vehicle (car) controls on the external border of the EAEU with:

- 1) The requirements for weight vehicles parameters when driving on public-access roads which are included into the international transport corridors;
- 2) establishing a monitoring system for the full payment of fees for the vehicles transition on the public-access roads of another member State;
- 3) developing a mechanism for the settlement of disputes as they arise with carriers of Third Countries;
- 4) working out a return mechanism (detainment) vehicles in case of violation of the established requirements to fulfill conditions of the international automobile transportation in the territory of the EAEU.

15. Permissions (special permits) shall be invalid in the following cases:

- 1) such permissions are executed or used in violation of the legislation of member States, which were issued by the competent authorities;
- 2) weight and (or) dimensions vehicle parameters specified in the special permit that are not consistent with the results of weighing and measuring the vehicle dimensions;
- 3) the characteristics of the vehicle do not correspond to the characteristics of the vehicle, provided permission to transit through the territories of member States.

16. In case of establishing in course of the control actions parameters (characteristics) mismatch the vehicle parameters (characteristics) specified in the permission, transport (road) control authorities of one of member States is entitled to request on-the-spot from the transport (road) control unit of another member State the permission validity.

17. For the purpose of implementation of this Order, transport (road) control authorities:

- 1) sign separate protocols, bring them to the transport (road) control authorities of another Member-state legal enactments of their states, providing requirements for the transport (road) control, inform each other about the changes brought to these acts, as well as exchange the document samples which are necessary for the transport (road) control in accordance with this Order;

2) mutually and regularly exchange the information received in results of transport (road) control. Form and procedure for the exchange of the specified information, as well as its composition are determined by the transport (road) control authorities;

3) organize the vehicles database maintenance in transit through the territory of one member State to the territory of another member State, and share the information contained in this database.

18. The information exchange received in the result of transport (road) control is done electronically.

19. Transport (road) control authorities can provide the received in the result of transport (road) control another information on the international transport vehicles, transiting goods.

20. For the purpose of execution and consideration of transport (road) vehicles results, transport (road) control authorities use information resources containing information on the results of the additional actions on transport (road) monitoring performed in accordance with paragraphs 7 - 9 of this Order, and provide mutual use of these information resources.

21. Member States, in accordance with established procedure inform the competent authorities of the States that are not members of the EAEU, about changing the order of the transport (road) controls at the external border of the EAEU.

Appendix 2

to the Protocol on the Coordinated (Harmonized) Transport Policy

Order on Regulation of the Access to the Railway Services, Including the Basics of
the Tariff Setting Rules

1. This Order is developed in accordance with the Protocol on the coordinated (aligned) transport policy (Annex No 24 to the Treaty on the Eurasian Economic Union (hereinafter - Treaty)), and defines the procedure for access to rail transport services, including the basics of tariff policy, and applies to the relations between railway transport organizations, consumers, competent authorities of member States in the field of railway transport services.

2. Definitions used in this Order have the following meanings:

"Access to rail transport services" – rendering of services by railway transport organizations of one member State to consumers of another member State on terms no less favorable than those which similar services to consumers of the first member State are rendered;

"Access to infrastructure services" – is the possibility of obtaining services by carriers for transportation infrastructure in accordance with the rules under Appendixes No 1 and 2;

"Infrastructure" – is the railway transport infrastructure, including main lines and station yards, power supply units, signaling arrangement, communications, facilities, equipment, buildings, structures, and other objects technologically necessary for its functioning;

"Organization of railway transport" – is a natural person or juridical person of the member State that provides services to rail transport consumers;

"Transportation process" – is a set of organizational and technologically interconnected operations involved in the preparation, implementation and completion of the transport of passengers, cargo, baggage, freight and railway mail service;

"Carrier" – is the organization of rail transport conducting cargo, passengers, baggage, freight and mail activities, which has the appropriate license, having the right of ownership or on other legal basis with rolling stock, including towing vehicles;

"Consumer" – is a natural person or juridical person of member State, using or intending to use the railway transport services;

"Tariff for railway transport services" - is the monetary value of the rail transport services cost;

"railway transport services " – are services (work) provided (executed) by the railway transport users organizations, namely:

freight and additional services (work) connected with the organization and performing of freight (including empty rolling stock);

transportation of passengers, baggage, freight, mail and additional services (work) related to such transportation;

infrastructure services;

"Infrastructure services" - are services related to the infrastructure use for transportation, and other services specified in Appendix No 2 to this Order.

3. Rail transport organization regardless of consumer membership or of one or another member State, its organizational and legal forms provide the rail transport services access taking into account this Order and the legislation of member States.

4. Member States shall ensure access for carriers of member States to infrastructure services in compliance with the principles and requirements specified in Appendixes No 1 and 2 to this Order.

5. Procedure and conditions of other rail services within the formation of a common market for transport services are defined by international treaties if necessary within the EAEU.

6. Tariffs for rail transport and (or) its limit (price limits) are set (changed) in accordance with the legislation of member States and international treaties ensuring differentiation of tariffs opportunities in accordance with the legislation of their member State with the following principles:

- 1) Compensation for economically justified costs directly relevant to the services of railway transport;
- 2) ensuring the development of rail transport in accordance with the legislation of member States;
- 3) Ensuring tariffs transparency for railway transportation services, as well as the opportunity of the additional revision of such tariff and (or) its ceiling (price limits) with the sharp change in economic conditions with advance notification of member States;
- 4) ensuring decision-making publicity on tariffs for railway transport services;
- 5) a harmonized approach to the definition range of cargo and tariff-setting rules for railway transport services provided under conditions of natural monopoly;
- 6) exchange rate determination for railway transport services in each member State in accordance with the legislation of its member State.

7. Establishment (Change) tariffs for railway transportation services and (or) their ceiling (price limits) made in accordance with the legislation of its member State taking into consideration of this Order.

8. When railway transportation through the territories of member States uniform tariffs by transportation mode are applied (export, import and state-based tariffs).

9. To increase the competitiveness of rail transport of member States, to create favorable conditions of railway transportation, to attract new cargo flows previously performed by railway transport, to enable the possibility of using the unused or partly used routes of freight by railway, to stimulate traffic growth of goods by railway of member States, to stimulate the adaptation of new equipment and technology for rail transport organizations authorized to make decisions, reason from economic efficiency, about changing tariffs of railway transport freight services within the ceilings (price limits), established or agreed by the competent authorities of member States in accordance with its the legislation.

10. Railway transport organizations realize granted right of tariffs changing for the railway transport freight services within the ceilings (price limits) in accordance with the methodology (methods, procedures, rules, regulations or other legislative instruments), approved (defined) by the competent authorities of member States in accordance with the

legislation of member States, in compliance with the basic principle of the prohibition of creating advantages for specific producers of member States.

11. Decisions about tariffs changing of railway transport freight services shall be officially published in accordance with the legislation of member States, being sent automatically to the competent authorities of member States and to the Commission not later than 10 working days before the date of entry into legal force.

12. If the actions of the railway transport organizations on the tariffs change for railway transportation freight services violated the rights and interests of consumers, consumers are entitled to apply to the national competition authority of a member State in the territory of which the consumer is in or is resident of, with the defense of rights statement of their violated rights and interests.

In case of rail transport organization, whose actions are appealed by the consumer, is based on the location or residence of the consumer, the national antimonopoly competition authority of a member State shall examine the application of the consumer in accordance with the legislation of the state.

In case if the application is filed by the consumer to the actions of rail transport, based out of the location or residence of the consumer, the national antimonopoly competition authority of a member State, after the determination and recognition of the requirements validity specified in the statement of the consumer, not later than 10 working days, directs the request to investigation to the Commission, as within 3 working days from the date of application to the Commission shall notify the consumer and the national competition authority of member State on whose territory the rail transport organization committed a violation is situated.

Commission on the basis of appeal shall handle the application of consumer and makes decisions in accordance with rules established by an international agreement within the EAEU.

13. When transporting goods by railway transport between member States through the territory of another member State and between the territories of member States with the participation of the railways of another member State, as well as when transporting goods from the territory of one member State through the territory of another member

State in Third Countries through sea ports of member States and in the opposite direction, each member State applies a unified tariff of each member State.

14. When transporting goods from the territory of one member State through the territory of another member State to a third country and vice versa (except for transport of goods through the ports of member States), as well as when transporting goods from Third Countries in transit to Third Countries through the territory of member States, coordinated (aligned) tariff policy is performed in accordance with the concept of establishing a coordinated tariff policy on railway transport of the member States of the Commonwealth of Independent States of October 18, 1996.

15. The member States shall assign the competent authorities responsible for the implementation of this Order.

16. The member States shall inform each other and the Commission about the assign and the official name of its competent authorities not later than 30 days from the date of the Treaty entry into a legal force.

Attachment 1
to the Order on Regulation of the Access
to the Railway Services,
Including the Basics of the Tariff Setting Rules

The Rules on an Access to Services of the Railway Infrastructure within the Eurasian
Economic Union

I. General Provisions

1. These Rules shall govern the relations of carriers and infrastructure operators in the provision of access to infrastructure services in the areas of infrastructure within the framework of the EAEU.

2. The regulation of relations of transporters and infrastructure operators for the provision of access to infrastructure services within the territory of one member State, with the exception of relations, provided in paragraph 1 of these Rules shall be in accordance with the legislation of the member States.

3. These Rules do not apply to the relationship between the carriers of the member States to provide services on the use of locomotives and locomotive crews in the areas of infrastructure of the member States, which shall be based on the agreements (contracts) between these carriers.

II. Definitions

3. The terms used in these Rules shall mean the following:

"schedule of trains" – is a legal and technical document infrastructure operator, establishing the organization of trains of all categories in the areas of infrastructure, graphically displays the following trains on scale grid in the conventional day, divided into

standard (for the planning year), variant (in some periods of time) and operational (for the current planning day);

"Long-term agreement for the provision of infrastructure services" – is the agreement for the provision of infrastructure services concluded between the infrastructure operator and a carrier for a period of not less than 5 years;

"Additional application" – is an application for the granting of access to infrastructure services, received from the Carrier to carry additional traffic during the period of regulatory train schedule;

"Access to infrastructure" - is the possibility of obtaining services by carriers for transportation infrastructure;

"National (network-wide) Carrier" – is the carrier, carrying out activities in the carriage of goods, passengers, baggage, freight, mail and ensuring implementation of the plan of formation of trains on the entire infrastructure of a member State, including special and military transport. National status (network-wide) of the carrier shall be determined by the legislation of a member State;

"Graphics thread" – is a graphical display on the train schedule of the route of the train indicating the points of origin, destination and passing, time of departure, arrival, technological parks, average travel times, as well as other technical and technological parameters of the train;

"Infrastructure operator" – is the organization of rail transport, which owns the infrastructure and infrastructure using legally and (or) providing infrastructure services in accordance with the legislation of the member State on whose territory is located infrastructure;

"Train formation plan" - is the regulatory technical document approved by infrastructure operator on the basis of the draft plans and train formation carriers determine the categories and destination of trains, train stations formed taking into account the capacity of the infrastructure sites and processing ability of stations;

"Carrying capacity of the infrastructure section" – is a maximum number of trains and pairs of trains that can be overlooked by the infrastructure section for the settlement period of time (day) depending on the technical and technological capacities of

infrastructure, rolling stock and ways of organizing the movement of trains in view of the various categories of trains crossing ;

"Timetable" – is document containing the information about the movement of trains on the specific calendar dates on the basis of the train schedule;

"Security certificate" - is a document certifying the conformity of the safety management system participant transportation process rules of rail safety issued in the established order in accordance with the legislation of member States;

"Competent authority" - is the executive authority (government) of the member State in whose jurisdiction includes issues of government regulation and (or) management in the field of railway transport determined in accordance with the legislation of member States;

"Infrastructure section" – is a part of the railway infrastructure, adjacent to the junction of two adjacent infrastructures of the member States within the established infrastructure operator land treatment locomotive.

4. The other terms used in these Rules shall have the meaning as defined in the Protocol on the coordinated (aligned) transport policy, the Order on access to rail transport, including the basics of tariff policy, as well as the Service Regulations of railway infrastructure within the Eurasian Economic Union (hereinafter - service Rules).

III. General Principles of Access to Infrastructure Services

5. Access to infrastructure services shall be provided in the areas of infrastructure and based on following principles:

1) Equality requirements for carriers, established by the legislation of the member State on whose territory the infrastructure, taking into account technical and technological capabilities within the areas of infrastructure capacity;

2) In accordance with the legislation of the member States on whose territory the infrastructure shall apply to carriers uniform price (tariff) policy on infrastructure services;

3) The availability of information about the list of infrastructure services, the order of their provision, based on the technical and technological infrastructure capacity, tariffs, fees and charges for these services;

4) Rational planning of repair, maintenance and service infrastructure for the effective use of its capacity and to ensure the continuity of the transportation process, the integrity and safety of technological processes;

5) Protection of information constituting commercial or state secrets, which became known in the planning, organization of transport activities and the provision of infrastructure services;

6) Priority of carriers providing access to infrastructure services in limited capacity of infrastructure in accordance with the regulatory schedule of trains;

7) To ensure the proper technical condition carriers used their railway rolling stock.

6. Principle of priority of carriers providing access to infrastructure services is implemented through the following levels of selection:

1) Determination of train category, priority which is determined in accordance with the legislation of member States on whose territory infrastructure is located or infrastructure operator acts not contradicting the legislation of the member State on whose territory infrastructure is located;

2) In the case of identity of categories of train depending on:

Availability of long-term agreements for the provision of infrastructure services based on contractual obligations in terms of traffic;

Intensity of use of the carrying capacity of infrastructure sections carrier;

Existence of the agreement for the provision of infrastructure services;

3) In the case of criteria identity specified in subparagraphs 1 and 2 of this paragraph, the implementation of competitive procedures in accordance with the legislation of the member State on whose territory the infrastructure is located.

IV. Terms of Access to Infrastructure Services

7. Access to infrastructure services shall be provided by infrastructure operators if carriers:

License for carrying out transport activities, issued by an authorized body of the member State in accordance with the legislation of the member State on whose territory the infrastructure is located;

safety certificates issued by the competent authority of the member State in accordance with the legislation of the member State on whose territory the infrastructure is located;

availability of documents proving their qualifications and training of the qualified employees involved in the organization, management and implementation of the transportation process, in accordance with the legislation of the member State on whose territory the infrastructure is located.

8. Access to infrastructure services is provided on the basis of:

1) technical and technological capabilities of infrastructure for the movement of trains and shunting movements within the site infrastructure;

2) plan formation of freight trains and train schedule;

3) capacity infrastructure sites, offers of carriers for use of infrastructure and distribution sections of infrastructure operator capacity infrastructure sections on the basis of access to infrastructure services, as defined in Section III of these Rules;

4) absence in accordance with the legislation of the member State on whose territory infrastructure is located, prohibitions and restrictions that hinder the implementation of the railway carriage;

5) presence of the carrier agreements with other bodies and organizations in cases where the legislation of the member State on whose territory the infrastructure is located.

9. Right of access to infrastructure services on certain graphics threads carriers can be provided for a period not exceeding the validity of train schedules, except for rights arising from long-term contracts.

V. Providing Access to Infrastructure Services

10. Providing access to infrastructure services is conducted to meet the requirements of legislation of member State on whose territory infrastructure is located, and includes the following steps:

- 1) Development and publishment of technical specification of sections infrastructure by infrastructure operator;
- 2) Submission of carrier applications for access to infrastructure services (hereinafter - application);
- 3) Consideration of application by infrastructure operator;
- 4) Approval of the train schedule and timetables;
- 5) Conclusion of a contract for the provision of infrastructure services in accordance with the legislation of the member State on whose territory the infrastructure is located. If the carrier is both infrastructure operator, planned to use, filing an application and conclusion of the Contract shall not required.

11. Providing access to additional transport infrastructure not provided statutory schedule of trains, is based on the additional claims in the manner prescribed by these Rules.

VI. Technical Specification of Infrastructure Sections

12. Annually, not later than 3 months before the start date of receipt of applications, infrastructure operator prepares, approves and publishes technical specification sections infrastructure in the manner prescribed by infrastructure operator acts not contradicting the legislation of the member State on whose territory the infrastructure is located.

13. The technical specifications in sections of infrastructure should be specified:

- 1) Technical characteristics of infrastructure sections and stations needed to organize the movement of trains and shunting movements, indicating the length and type of infrastructure sections thrust standards of weight and length of the trains, train speeds of different categories;
- 2) Projects thread train schedule for international passenger traffic;

3) Estimated time of receipt transfer (exchange) freight trains for each interstate points defined by the Board of Railway Transport member States of the Commonwealth of Independent States;

4) Carrying capacity of infrastructure sections, except capacity of sections of the infrastructure necessary to national (network-wide) carrier to perform transport in accordance with the legislation of the member State on whose territory the infrastructure is located.

14. Infrastructure operator shall specify in the technical specification sections and other information infrastructure conditions for transport planning and organization of traffic on the sites infrastructure.

VII. Submission and Examination of Applications

15. The carrier submits the application to the infrastructure operator.

16. The period of admission, examination requirements, the initial formation of a draft regulatory train schedule and deadlines for submission of information required by paragraphs 24 and 26 of these Rules shall be determined by the legislation of the member State on whose territory the infrastructure is located, and (or) acts infrastructure operator which do not contradict the legislation of the member State on whose territory the infrastructure is located.

17. The application shall be accompanied by:

- 1) Project planned schedule of thread;
- 2) Information on planned annual volumes of traffic;
(by quarter and month, as well as by type of goods);
- 3) Information on the number of trains planned for transportation;
- 4) Information on the types and characteristics of locomotives, provided by the carrier to provide transportation;
- 5) Documents confirming compliance with carrier requirements set forth in paragraph 7 of these Rules.

18. Application submitted by the carrier of infrastructure operator on paper shall meet the following requirements:

Application and accompanying documentation shall be bound, numbered and sealed by carrier, and signed by its head or his authorized representative;

The accompanying documents shall be originals or copies of them, in the latter case the head or his authorized person signing the application shall confirm in writing their accuracy and completeness;

application and accompanying documentation shall be submitted in Russian or in the language of the state where the legal registration of infrastructure operator and shall not contain corrections or additions. The application and its accompanying documents in another language shall be accompanied by duly certified text translation into Russian.

19. Application submitted in electronic form shall be submitted in accordance with paragraph 17 of these Rules with regard to the requirements of electronic document and shall be signed by electronic signature.

20. The application is subject to registration with the issuance of infrastructure operator carrier document, which shall contain the registration number, date of acceptance of the application and a list of received documents.

21. Infrastructure operator checks the received applications for compliance with the requirements established by paragraphs 17 - 19 of these Rules.

22. In case of inconsistency of application to the requirements established by these Rules, the infrastructure operator, within 5 working days of receipt of the application, shall notify in writing to the carrier's of the refusal to accept the application for review with the reasons for refusal.

23. During consideration of applications (but not later than one month before the expiry of the deadline for consideration of applications) infrastructure operator has the right, if necessary, ask the carrier for more information (data) required for the formation of regulatory train schedule.

Additional information (data) requested by the infrastructure operator shall be submitted to the carrier within 5 working days of receipt of the request from the infrastructure operator subject to the requirements of application.

24. The initial draft of regulatory train schedule drawn up taking into account the infrastructure operator accepted for consideration of applications carriers and maximum capacity usage of infrastructure sections.

Infrastructure operator shall inform the carrier on the outcome of its application in the terms defined by the infrastructure operator.

25. In case of disagreement of carriers with the initial result of the application infrastructure operator can arrange coordinating approval procedures aimed at resolving disputes (conflicts) between interested carriers through negotiations, during which the operator has the right infrastructure to offer carrier other thread schedule that differ from those on which the application was filed.

26. Infrastructure operator after all the procedures provided by this section shall inform the carrier on the harmonization (inconsistency) application with adjustments of the application filed by the carrier (if any).

VIII. Formation, Development and Regulatory Approval of the Train Schedule and Timetables

27. Regulatory train schedule and timetable are developed and approved by the infrastructure operator on an annual period in accordance with the legislation of the member State on whose territory the infrastructure is located, taking into account the carriers received from applications and the results of the coordination of procedures for harmonizing.

28. Regulatory schedule of trains is formed by the infrastructure operator taking into account:

- 1) train safety;
- 2) most efficient use of capacity and carrying capacity of infrastructure and processing sites in railway stations;
- 3) possibility of work for maintenance and repair of infrastructure sites.

29. Development of regulatory train schedule shall be based on the principle of priority.

30. Regulatory schedule of trains shall come into force at 24.00 last Sunday on May of the calendar year and shall be terminated at 24.00 last Saturday on May of the following calendar year.

31. Regulatory train schedule and timetable shall be adjusted for freight trains in the manner prescribed by the infrastructure operator.

IX. Conclusion of the Contract for the Provision of Infrastructure Services

32. The contract for the provision of infrastructure services is concluded after approval of the carrier infrastructure operator application, but not later than 10 calendar days before the date of entry into force of regulatory train schedule.

33. The contract for the provision of infrastructure services shall be subject to the provisions in the Rules for providing services.

The contract for services infrastructure for additional applications shall be concluded no later than 1 month prior to the calendar month of the traffic.

34. Infrastructure operator shall refuse to conclude a contract in the presence of the carrier's debt to the infrastructure operator for services rendered infrastructure as well as in other cases stipulated by the legislation of the member State on whose territory the infrastructure is located.

X. The Additional Applications

35. The additional application for access to infrastructure services (hereinafter - additional application) of the carrier shall be filed in accordance with the requirements of paragraphs 17 - 19 of these rules.

36. The additional application shall be registered by infrastructure operator with the issuance of the document to the carrier, which shall contain the registration number, date of receiving the application and a list of additional documents adopted.

37. The additional application shall be filed not later than 2 months before the beginning of the calendar month of carrying.

38. The additional applications shall reviewed for compliance with the requirements established by these Rules, within 1 month from the date of receipt, following the consideration of which shall be contracted or additional agreements signed.

39. According to additional applications by carriers infrastructure operator shall consider additional thread schedule.

40. The applications received after the deadline specified in paragraph 16 hereof shall not be accounted for in the formation of regulatory train schedule and treated as additional orders.

41. Bold graphics thread for additional applications shall be carried out in accordance with the legislation of the member State on whose territory the infrastructure is located.

42. Carriers bear the liability for risks of partially accept or reject the additional claims.

XI. Procedure for submission of information

43. Infrastructure operator posts on its official website the technical specification of sections infrastructure, list of legal acts and acts of infrastructure operator governing the access to infrastructure services, taking into account the requirements of the legislation of the member State on whose territory the infrastructure is located.

44. Infrastructure operators and carriers shall comply with the legislation of the member State on whose territory the infrastructure, including the requirements of national security, subject to the restrictions on the dissemination of information, containing information relating to state secrets or limited to disseminate.

XII. Settlement of Disputes

45. All disputes between the carrier and infrastructure operator arising in the implementation of these Rules shall be resolved through negotiations.

46. If, in the course of negotiations carrier and infrastructure operator cannot reach mutual agreement, all disputes shall be resolved in accordance with the legislation of the member State on whose territory the infrastructure is located.

Attachment

to the Rules on Access to Railway Infrastructure in the Framework
of the Eurasian Economic Union

Application Form for Access to the Railway Infrastructure in the Framework of the
Eurasian Economic Union

from " __ " _____ year _____

for the period from _____ to _____

Infrastructure operator _____

(Name, address, postal address)

Carrier _____

(Name, address, postal address)

Number and date of the contract for the provision of rail infrastructure services within
the Eurasian Economic Union (if any)

I hereby confirm the completeness and accuracy of the following documents
accompanying the application (information) on _____ * 1. in __ copies:

1) _____;

...) _____.

Signature Seal of Carrier * Note: The attached documents (information) provided for
in paragraph 17 of the Rules of access to railway infrastructure in the framework of the
Eurasian Economic Union.

Appendix No.2
to Access Regulation Order
to Railway Transport Service,
Including Basics of Pricing Policy

Rules on Providing Services of Railway Infrastructure within the Eurasian Economic
Union

I. General Provisions

1. The Rules define the order and conditions of service within the boundaries of areas of railway infrastructure of the member States in the framework of the planning and organization of transport activities, a list of such services, unified principles of scheduling and allocation of infrastructure capacity, significant terms of contracts for the provision of infrastructure services, rights, duties and responsibilities of the infrastructure operator and carriers.

II. Definitions

2. Definitions used in these Rules shall mean the following:

"Extra train" – is a train not covered by the schedule of trains (emergency train and fire train, snow plows, locomotives without cars, special self-propelled rolling stock), designed to eliminate obstacles of train movement, perform unforeseen work and appropriate relocation vehicles (their sequence is determined legislation of the member State on whose territory infrastructure is located or infrastructure operator acts not contradicting the legislation of the member State on whose territory infrastructure is located);

"Dispatching transportation process" – is a process of monitoring, traffic control and shunting work in the operational environment;

"Shunting" – is the change operation of trains (caval (uncoupling) of rolling stock), formation (disbanding) compounds, compositions permutation from park to park, movement and staging of the locomotive of the train locomotive or exclusion of a given composition, the supply of cars on driveways way or cleaning with such paths and other operations;

"Emergency situation" – is a circumstance that threatens the safety of trains due to failure of infrastructure or created obstacles to the passing of trains;

"Infrastructure operator" – is the organization of rail transport, which owns the infrastructure and infrastructure using legally and (or) providing infrastructure services in accordance with the legislation of the member State on whose territory infrastructure is located;

"Transport planning" – is the development of plan to transport facilities (stations) infrastructure for a set period of time (year, month, day) in accordance with the signed agreements for the provision of services;

"Daily train plan" – is a document drawn up by the operator of infrastructure for the transportation process scheduling and train traffic in the planned day;

"Technical Plan" - is a document drawn up by the operator, based on consolidated transportation plan, technical plans and information carriers Council for Rail Transport of CIS - Commonwealth of Independent States.

3. The other terms used in these Rules shall have the meaning as defined in the Protocol on the coordinated (aligned) Transport Policy and Order on access to rail transport, including the basics of tariff policy, as well as the Rules of access to railway infrastructure in within the Eurasian Economic Union (hereinafter - Access Rules).

III. Services Provided by Infrastructure Operator

4. Enumeration of the infrastructure services in accordance with Appendix includes basic services associated with the use of infrastructure for transportation.

5. List of operations (works) that are part of the infrastructure services is determined by taking into account the technological features of the transport process and the

requirements of the legislation of the member State on whose territory the infrastructure is located.

6. Infrastructure services listed in Appendix to these Rules, provided compliance with the law of the member State on whose territory the infrastructure is located, including part of providing national security.

7. According to the contract with the carrier infrastructure operator shall provide other services not listed in Appendix to these Rules in accordance with the legislation of the member State.

IV. Order on Providing Service of Infrastructure

8. Provision of infrastructure involves interaction infrastructure operator and the carrier under the following processes of the organizations and operations:

- 1) technology planning and evaluation services;
- 2) monthly and operational traffic planning;
- 3) implementation of transport under the contract for the provision of infrastructure services (hereinafter - contract);
- 4) communication between the operator and carrier infrastructure.

9. Planning and regulation of transportation, the adjustment of the volume of transportation and traffic schedule carried out in the manner determined in accordance with these Rules, the Rules of access legislation of the member State on whose territory infrastructure is located, infrastructure operator acts not contradicting the legislation of the member State on whose territory infrastructure is located.

10. At the operational planning of infrastructure operator and approved carriers operate daily plan of trains (train schedule and coordinated technical plan, including the plan of exchange trains, cars on interstate butt items as identified by the Council for Rail Transport of - the Commonwealth of Independent States).

11. Implementation of transportation is a set of organizational and technology-related operations of infrastructure operator and carriers conducted in accordance with these Rules, the legislation of the member State on whose territory the infrastructure is located,

and the infrastructure operator acts not contradicting the legislation of the member State on whose territory infrastructure is located.

12. Use of infrastructure is carried out in accordance with these Rules and in accordance with rules established by the legislation of the member State on whose territory the infrastructure is located, including the requirements of traffic safety, as well as infrastructure operator acts not contradicting the legislation of member State on whose territory the infrastructure is located.

13. Infrastructure maintenance is carried out in accordance with the legislation of member State on whose territory the infrastructure is located.

14. The common principles of transportation process scheduling and acceptance rate shall be as follows:

- 1) control of movement of trains on the areas being serviced by one infrastructure dispatcher;
- 2) Performance of technological norms and standards contained in the schedule of trains, processes and technical standards of operational work;
- 3) train safety and health of employees;
- 4) providing by dispatcher the priority of traffic.

15. Dispatch transportation process is carried out by infrastructure operator or person authorized by him to ensure the safe acceptance of trains on infrastructure.

Scheduling transportation process is carried out in accordance with the schedule of trains approved by plan daily trains, and in the manner prescribed by the rules of technical manuals, instructions for train movement and shunting operations at the stations, signaling and communications, approved by the legislation of the member State on whose territory is infrastructure, and (or) acts of the infrastructure operator, do not contradict the legislation of the member State on whose territory the infrastructure is located.

16. The admission process, origin and passing of trains, shunting movement of any vehicle (rolling stock), or self-propelled machinery used in the area of infrastructure, regulated infrastructure operator.

Orders (instructions) infrastructure operator in respect of these proceedings, including those relating to the security requirements of train traffic schedule standards, processes of linear units' infrastructure required for all participants in the transportation process.

17. For the purposes of the transportation process infrastructure operator and carriers use information systems infrastructure operator for the exchange of information (data) to the extent permitted by legislation of the member State on whose territory the infrastructure is located.

18. Additional information with respect to the basic information submitted by the operator to the carrier infrastructure based on the individual contracts.

19. Infrastructure operator may refuse to provide services to the carrier infrastructure if there is a contract in the case of:

1) termination or imposing restrictions on transportation, including restrictions on the import and (or) export, cargo, baggage and cargo in accordance with the legislation of the member State on whose territory the infrastructure;

2) inability to provide infrastructure services, following the occurrence of emergency situations;

3) the implementation of extra transport trains;

4) threat to national security or emergencies, force majeure, hostilities, blockades, epidemic or other, do not depend on the operator infrastructure and carriers circumstances that impede the fulfillment of obligations under the contract;

5) establishment of a procedure for providing infrastructure services authorized body on government decision member State on whose territory the infrastructure is located;

6) other cases stipulated by the legislation of the member State on whose territory the infrastructure is located.

20. Upon cancellation of the carrier in the provision of infrastructure services in the cases provided for in paragraph 19 of these Rules, the operator shall notify the carrier infrastructure of impossibility of implementing the obligations in the manner prescribed by the contract.

21. Infrastructure operator shall take the necessary measures to organize passing of trains, with the following deviations from the train schedule or not covered by this schedule.

22. The fact that the provision of infrastructure services infrastructure operator and the actual amount of supported documents, the form of which shall be approved in accordance with the legislation of the member State on whose territory the infrastructure is, and (or) acts of the infrastructure operator, do not contradict the legislation of the member State on whose territory infrastructure is located.

V. Contract on the Provision of Infrastructure and Services

23. Infrastructure services are provided on the basis of the contract concluded in written form between the infrastructure operator and carrier.

24. The contract shall not contain provisions contrary to the principles and requirements of the rules of access and these Rules and the legislation of the member State on whose territory the infrastructure is located.

25. If during the term of this contract there shall be found invalid information provided by the carrier (except for projected figures) referred to in paragraph 17 of the access rules and contract, the infrastructure operator may terminate it unilaterally.

26. The right to require from the carrier shall be prohibited under the contract, except as provided for in paragraph 27 of these Rules.

27. In case of inability to implement rights arising from the contract, the carrier may, with the consent of an infrastructure operator, transfer this right to another carrier in the presence of the latter contract concluded under the conditions stipulated by the contract.

28. The contract shall contain the following important conditions:

- 1) The subject of the v (the amount of services, the share of infrastructure capacity (number of threads graphics), land infrastructure);
- 2) terms and conditions of the provision of infrastructure services;
- 3) cost of services (tariffs, prices, charge rates) or the procedure of its determination;

4) procedure and terms of payment (settlement procedure, payment methods, payment currency);

5) The liability of the parties under the contract for causing losses to non-fulfillment or improper fulfillment of obligations under the contract (penalties, fines and damages);

6) force majeure (acts of God);

7) The validity period, grounds and procedure of termination of the contract, including the conditions of termination of the contract.

29. One-time contract, signed in the presence of signatory of the contract (or a supplementary contract to the contract) can be between the infrastructure operator and the carrier when filing in an application for further additional freight.

VI. The Rights and Obligations of the Infrastructure Operator and Carrier

30. The Carrier shall have the right to:

1) guide the infrastructure operator proposals for the organization of transport;

2) obtain information to the extent necessary for the organization of transport in accordance with these Rules and the Rules of access to mandatory compliance with the law of the member State on whose territory infrastructure is located, including the requirements of national security, subject to the restrictions on the dissemination of information, containing information relating to state secrets (the state secrets) or limited to the distribution;

3) obtain access to infrastructure and services infrastructure for transport activities, including route of the train in accordance with the terms of the contract;

4) implement other rights established by the legislation of the member State on whose territory the infrastructure, and (or) in accordance with the signed contracts.

31. The carrier shall:

1) provide to infrastructure operator information and documents necessary for the provision of infrastructure services;

2) ensure compliance with the requirements of the rolling stock of railway safety established by the legislation of the member State on whose territory infrastructure is

located and infrastructure operator acts not contradicting the legislation of the member State on whose territory infrastructure is located;

3) inform the operator on infrastructure incidents or circumstances that imply (may cause) a violation of the safety requirements in the field of railway transport, the legislation of the member State on whose territory the infrastructure is, and to take corrective measures (prevention);

4) ensure compliance with the requirements for safety and operation of railway transport, the legislation of the member State on whose territory the infrastructure is, and the infrastructure operator acts not contradicting the legislation of the member State on whose territory the infrastructure is located;

5) ensure the protection of information constituting commercial (proprietary) secret infrastructure operator, which became known to the carrier;

6) pay fee for infrastructure services at rates established in accordance with the legislation of the member State on whose territory the infrastructure is, and to make other payments due in the amount, terms and conditions stipulated in the contract;

7) recover amount of the costs incurred by the operator of infrastructure in connection with the relocation (moving) cars (trains) and (or) sludge rolling carriers at stations not covered by separate contract;

8) notify the infrastructure operator in written form on the refusal from the services provided by the contract, under the terms established by the legislation of the member State on whose territory the infrastructure is located;

9) to ensure harmonization and compliance with the conditions of the railway transportation of goods to special conditions, oversized cargo in accordance with the legislation of the member State on whose territory infrastructure is located;

10) provide transportation within the agreed scope and matching certain parameters (conditions) railway carriage carrying capacity of railway infrastructure sites and (or) processing capacity of railway stations along the route of the cargo;

11) compensate damage to infrastructure operator and (or) to the third parties;

12) perform other duties specified in the contract and the legislation of the member State on whose territory the infrastructure is located.

32. The infrastructure operator shall have the right to:

1) take measures to ensure safety, including:

install temporary and permanent speed restrictions on trains stations infrastructure;

stop the movement of the train station, the stretch in the cases by means of automatic detection and visual inspection of technical faults and identify commercial marriages rolling on a moving train, threatening traffic safety;

use resources (rolling stock, staff) of the carrier in the event of situations, preventing movement of trains, to restore normal operation of infrastructure;

give the carrier instructions (directives, regulations, instructions, warnings, etc.) related to the provision of railway traffic safety requirements, standards of train schedule, plan and order of formation of trains, process work stations (linear units) infrastructure;

2) demand the certificate for rail safety from the carrier on the stage of the contract, the license to perform all the activities subject to licensing for the transport;

3) demand on the stage performance of the contract from the carrier documents confirming compliance with the security of rail transport;

4) to unilaterally make changes and additions to the contract in terms of adjusting the proportion allocated bandwidth (thread graphics) in the case of carrier dedicated amount of acceptance rate infrastructure area not fully than established schedule of trains;

5) decide on the relocation (moving) and sludge carriers rolling stock at the station, where there are free travel opportunities for its sludge, or local infrastructure, in the case of carrier infrastructure for breach of contract;

6) refuse access to the carrier infrastructure for reasons beyond the operator infrastructure reasons (caused by third parties, including the adjacent (neighboring) railway administrations and (or) local infrastructure owners) without recognition of such facts breach of contract;

7) take unilateral decisions to suspend the provision of services related to transportation in certain areas of railway communication, or the provision of services is not in full, in case of emergency situations of natural and man-made disasters, as well as a state of emergency or other circumstances impeding traffic;

8) to restrict access to the infrastructure in case of emergency situations with the abolition of the distributed thread chart for the time necessary to restore the infrastructure;

9) implement other rights established by the legislation of the member State on whose territory is located infrastructure, and (or) the signed contract.

33. The infrastructure operator shall:

1) receive and consider proposals for the organization of transport carriers, as well as information and documents necessary for the provision of infrastructure services;

2) provide timely necessary information for the organization of transport in accordance with these Rules and the Rules for Access, with execution of the requirements of the legislation of the member State on whose territory the infrastructure is, including the requirements of national security, subject to the limitations set by dissemination of information, containing information relating to state secrets (the state secrets) or limited to the distribution;

3) coordinate acceptance rate of the infrastructure within the technical and technological infrastructure capacity in accordance with the Rules of access;

4) inform the carrier about the changes in train schedule, entailing a change of agreed terms and conditions of the provision of services within the time and in the manner specified in the contract;

5) notify the carrier, under the conditions defined in the contract, of an accident, damage to infrastructure and other circumstances that may create an obstacle to the carrier to carry out its activities using the infrastructure;

6) ensure protection of information constituting commercial (proprietary) secret carriers, which became known to the operator infrastructure from the provision of infrastructure services;

7) keep the necessary technical equipment in good condition and to take measures to prevent and eliminate breaks in the movement of trains, arising from natural or technological accidents;

8) perform other duties specified in the contract and the legislation of the member State on whose territory the infrastructure is located.

VII. Settlement of Disputes

34. All the disputes between the carrier and infrastructure operator arising in the implementation of these Rules or in the provision of services shall be settled through negotiations.

35. If during the negotiations the carrier infrastructure operator cannot reach mutual agreement, all disputes are resolved in accordance with the legislation of the member State on whose territory the infrastructure is located.

Appendix
to the Rules of Providing Services of the Railway
Infrastructure in the Framework
of the Eurasian Economic Union

List of services infrastructure railway transport

No Republic of Belarus Republic of Kazakhstan*Russian Federation**

1 Provision of infrastructure and implementation of required activities of the movement (passing) trains, including electricity traction rolling stock carrier

Provision of infrastructure and implementation of required activities of the movement (passing) trains Provision of infrastructure and implementation of required activities of the movement (passing) trains, including electricity traction rolling stock carrier

2 Provision of infrastructure and implementation of the necessary work for shunting movements, including electricity traction rolling stock carrier Provision of infrastructure and implementation of the necessary work for shunting movements

Provision of infrastructure and implementation of the necessary work for shunting movements, including electricity traction rolling stock carrier

3 Services for technical and commercial controls to ensure the safety of trains and transported goods, luggage and cargo — Services for technical and commercial controls to ensure the safety of trains

* Including areas for infrastructure belonging to the Republic of Kazakhstan in the territory of the Russian Federation;

** Including areas for infrastructure belonging to the Russian Federation in the territory of the Republic of Kazakhstan.
