

Тезисы выступления председателя МСЖД,
президента ОАО «РЖД» В.И. Якунина на 84-й сессии
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**Dear members of the UIC General Assembly,
dear colleagues,**

Today we shall be reviewing our work in all the priority areas of the UIC activities over the last six months and, of course, mapping out steps for the future. But before we do that, a few words about what's happening today in rail transport as a whole.

As you know, large-scale changes are currently taking place in production and transport geography. On the one hand, the countries of South-East Asia have become the “workshop of the world”, where one-third of the world's goods are produced.

On the other hand, the EU, expanded to 28 countries, has created an enormous sales market. And let us not forget about the integration processes within the **Common Economic Space of Belarus, Kazakhstan and Russia**, which resulted in signing of the **Eurasian Economic Community Treaty** on 29 May 2014 in Astana.

Unfortunately, despite the important role which railways play in domestic and regional freight transport, for historical and technological reasons the scale and intensity of **transcontinental** rail transport is restricted.

Thus, for example, the share of rail transport in freight traffic on the Europe – South-East Asia (China) – Europe route is only 0.14%, while sea transport accounts for 99.85%.

As a professional railway association, therefore, UIC is making it a priority to promote inter-regional cooperation and to build a common understanding of the high-priority areas of the Union's work which should be implemented in practice.

In my capacity as chairman of UIC, **the role with which I have been entrusted thanks to your support and trust**, I would like to note what in my view are the most important results of our work over the last six months.

First of all, a few words about the preparation of the **UIC roadmap for the global development of rail transport**, which takes into account the strategies for developing each of the six regional assemblies separately. The members of virtually all the regional assemblies have discussed the proposals for the structure and content of the global roadmap.

I am pleased that some of the Headquarters departments (the Rail System and Freight departments) and working bodies (the IRRB) have got involved in this matter. I hope we shall be able to discuss all the proposals in December, at the end-of-year session of the General Assembly.

I again invite all the regions to take an active part in this work and to send their proposals to the UIC Headquarters so that all the specific aspects and requirements of the regions can be taken into account to the maximum degree in the global roadmap.

I would like to focus particularly on the further development of **cooperation with the UN bodies** on matters concerning the legal regulation of all aspects of rail transport operations, including freight and passenger transport and border-crossing procedures (regional commissions – UNECE, UNESCAP, ECLAC (the UN Economic Commission for Latin America and the Caribbean), ESCWA (the UN Economic and Social Commission for Western Asia) and ECA (the UN Economic and Social Commission for Africa)), and also cooperation with UNCTAD on the development of rail transport and logistics issues.

I would like to express my thanks to the UIC Headquarters for its timely submission of documents to the UN Economic and Social

Council (ECOSOC) with the aim of raising the status of our association with ECOSOC to Special Consultative level.

Addressing this issue will enable the members of the association to influence the agenda of the UN measures and to take a more active part in the activity of this system's organisations.

This also includes the very important work being done by the Inland Transport Committee of the UN Economic Commission for Europe to create a unified railway law, a draft Convention on the Facilitation of Border-Crossing Procedures for passenger trains, and, of course, to implement some very important projects to develop Eurasian transport links.

I must also mention the objectives of increasing the efficiency of transport links. This is extremely important for states which enjoy a unique geographical and transport position in both Europe and Asia, as well as on other continents.

It should be noted that several models for increasing the efficiency of transport links are currently being successfully used around the world, each of which is stimulating in its own way the development of integration processes and trade by reducing the transport component in the price of foreign trade goods.

One of these models is the development of **international transport corridors** (ITCs), which are a combination of mainline transport services by various types of transport, and account for large volumes of passenger and freight transport.

In this context, a few words about the work of the **Global Team of Experts on international transport corridors** (GTE).

The analysis of accumulated experience and best practice, and also close cooperation between all the interested international organisations, business associations and railway companies around the world, within the framework of the GTE has enabled us to

identify universal approaches to the development of international transport corridors in any region of the world, and also to increasing efficiency in the system of regional, inter-regional and global trade.

It is for the first time that a roadmap for the development of ITCs is not regional (there are many various roadmaps, including the joint ones by the ECE/UNESCAP, the EU, and the TER project) but rather global. The structure of the roadmap includes terms and definitions, criteria for the corridors, geographical coverage, work methodologies and key elements of work, and also the process of launching test container trains.

The roadmap has currently been submitted for consideration and approval to international intergovernmental and non-governmental organisations.

Another key area which has been successfully developing thanks to the efforts of the UIC Headquarters and members is **standardisation**. We shall examine the results of this work in detail under a separate item of the agenda.

I would like to emphasise once again not so much the importance of this work for the image of the association, which is obvious, but its absolute **practical** necessity for the members of UIC. Developing joint standards is not a nod to fashion, it is a conscious choice by the leadership of railway companies and is a practical market demand.

I would again draw your attention to the fact that despite all our historical and regional differences we should make every effort to create **joint** standards to harmonise our different railway systems. Harmonisation of this kind requires long-term and painstaking work, and its results will not be seen today or tomorrow, but consistent and persistent movement in this direction will bring our railways to a new level of technical development and

help us to substantially increase their traffic volume.

We have had some definite success in building relations with other international standardisation bodies – we have signed an agreement with the International Electrotechnical Commission, and a constructive dialogue with the ISO is underway.

Unfortunately, the Organisation for Co-operation Between Railways (OSJD), which has a serious regulatory base regarding technical standards for interoperability between the 1520mm and 1435mm gauge systems (the leaflets on technical specifications for rolling stock and infrastructure), has not yet got practically involved in this work.

It would be good to see more consistent and active cooperation between the OSJD Committee and the UIC Headquarters on development of joint international railway standards, as well as greater support for this cooperation on the part of the railways in Europe and the CIS, including Kazakhstan.

Moreover, it is no secret that the Russian Railways delegation at meetings of the OSJD top leadership bodies has come with the initiative to establish a joint OSJD/UIC working group on the development of International Railway Standards. Without a clear stance and actions by the representatives of the UIC Standardisation Platform and the OSJD Committee, however, progress is unlikely.

Also, dear colleagues, I would like to share my concern regarding the UIC project activity, or to be precise, the effective lack of global projects. We must admit that our division into regions has in many ways distanced us from each other. In order to rectify this situation, we must ensure more active cooperation not only within the regional assemblies but also between them.

And a few more words about the development of global principles to protect rail passenger and freight transport against trespass.

It must be said that a whole range of regulatory documents is being prepared within the Security Platform, in its working and special groups. In particular, the UIC special group COLPOFER has drawn up and approved the draft document “Guidelines for Protection of Railway Transport Information Infrastructure from Cyber Attacks” with the aim of ensuring its ongoing practical use. Much has also been done in terms of simplifying border-crossing procedures for train crews.

Dear colleagues, a significant amount of work has been done in many areas of the UIC activity. If by maintaining the spirit of mutual understanding and cooperation we succeed in bringing the work that has begun in these areas to completion, we shall have a truly global association, which will determine the functioning of the global rail transport market for decades to come.

Moreover, we shall have a modern international organisation which will be the main arena for cooperation in the field of rail transport worldwide.

History shows that despite geopolitical changes, the role of rail transport has always been, and remains, key to the development of all countries’ economies, trade and tourism. And that means that the development not only of transport links but also of trade and economic links between the countries represented in UIC depends directly on whether we address the issues facing us today effectively.

I would like to express to all members of UIC my hope that these relations will be built on mutual trust, openness and a rational approach to addressing the challenges we share together.

Thank you.