Better connectivity through regulatory framework: the case of the unified railway law

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Almaty and Vienna Programmes of Action

**ALMATY PROGRAMME OF ACTION**
(adopted in 2003)

**Main objectives:**
Formation of an efficient platform for cooperation of landlocked countries with external partners, including transit states, donors’ community and specialized international organizations.

**VIENNA PROGRAMME OF ACTION**
(adopted in 2014)

**Aims and Objectives:**
- facilitation and promotion of *efficient access to and from the sea* for all means of transport
- *reduction of* transaction and transport *costs* in *trade*, as well as improvement of international trade services
- development of adequate *transit transport infrastructure networks*
- strengthening of regional *integration*
- promotion of growth and increased participation in *global trade*
- enhancement and strengthening of *international support* for landlocked *developing countries*

Development of systematic regional, interregional and intercontinental cooperation in the field of freight and passenger transportation | Better connectivity through regulatory framework: the case of the unified railway law | 2
Trans-Eurasian Belt “RAZVITIE” is a complex continental megaproject which is aimed at formation of a new center for generation of social wealth on the territory of Eurasia and creation of infrastructural, industrial systems and settlements as well as at ensuring acceleration of development processes in socio-economical and socio-cultural spheres on the territory of Eurasia.

Start of the large-scale infrastructural projects in time of the global financial crisis is a reasonable and essential measure for overcoming the economic recession and to our view is the only way to stimulate the national and global economy. If the demand for products of a new round of industrialization and reclamation of vast unoccupied space, as well as for the technologies of the next generation and new fundamental knowledge should arise, a zone for attracting various forms of capital, resources and, most importantly large-scale comprehensive project proposals will begin to form.

TEBR is a new form of investment – investment into Development
JSC UTLC – a key instrument for the integration of the transport systems of the CES member-states

JSC United Transport and Logistics Company (JSC UTLC) was registered on November 13th, 2014 in Moscow with a charter capital of 39.7 billion rubles (app. 800 million USD according to exchange rates at the time)

FOUNDING ENTERPRISES:

The second stage (2015) envisages an increase of the JSC ULTC charter capital

MANAGING OPERATOR COMPANIES:

TRANSPORT AND FREIGHT FORWARDING SERVICES:
Relative share of railway transport in freight transportation on the routes Asia – Europe – Asia in 2014

The current system of legal regulation of the railway transport

Legal regulation of the railway transport at the global level

At the level of UN and regional commissions

UN Agreements and conventions

(legal regulation, standards and recommended practice in the field of infrastructure, rolling stock, transportation technology and border crossing)

At the level of World Trade Organization

WTO agreements, first and foremost GATT and GATS

(legal regulation of the access for services and their providers to the international markets of the railway transportation)

Legal regulation of the railway transport at the regional level (relating to Eurasia)

OSJD Legal basis (“Eastern railway legal basis”)

COTIF (“Western railway legal basis”)

Bilateral and multilateral regional agreements

Bilateral agreements on direct and intermodal railway transportation

EU legal basis

Agreements accepted within the Council for railway transport of the CIS States

Common Economic Space (CES) legal basis

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Basis for future Unified transport law

Unified CIM/SMGS consignment note

OSJD Draft Convention on Direct International Rail Transport

Convention concerning International Carriage by Rail (COTIF)

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Key strategic areas for developing cooperation between UIC and UNECE

- Forming **global transport policy** and global railways’ common viewpoint on the current agenda

- Harmonizing and **unifying principles and standards** in the field of railway equipment, infrastructure and technologies

- Promoting common approaches and methods of developing **unified railway law** for use around the globe

- Developing and introducing harmonized **information support systems** on the railway transport

- Defining the network of integrated intermodal **international transport corridors/routes**

- **Reducing environmental impact** of the railway transport

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Thank you!