SPEECH
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KEY ASPECTS OF COMPREHENSIVE LEGAL HARMONISATION: TODAY AND TOMORROW

SESSION 2
Legal harmonisation.
Paperless carriage
KEY ASPECTS OF COMPREHENSIVE LEGAL HARMONISATION: TODAY AND TOMORROW

Dynamics of international trade and freight turnover, %
(1994 = 100%)

Source: UNCTAD
Role of different types of transportation in freight turnover in the EU, Russia and China

Sources: Eurostat, Federal State Statistics Service of Russia, National Bureau of Statistics of China
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Rail transportation in freight carriage between Europe and East/South East Asia, %

Source: UNCTAD
Key projects to develop Europe – Asia carriage with results depending on legal harmonisation

Joint UNECE – UNESCAP project to develop Eurasian transport links

Almaty Programme of Action adopted at the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries on August 29, 2003, on cooperation in freight transportation

UIC’s projects to develop international railway corridors

Projects of UNESCAP and OSJD/UNESCAP to develop international rail transportation and integrate the Trans-Asian Railway (TAR) in the European rail network
KEY ASPECTS OF COMPREHENSIVE LEGAL HARMONISATION: TODAY AND TOMORROW

INTERESTED PARTIES

CONSIGNORS
- Benefiting from the development of competitive rail freight transportation

RAILWAY OPERATORS
- Expanding access to market and rising profits as a result of growing freight volumes

STATES
- Realising national trade and transit potential and a broad spectre of multiplier effects as a result of transportation and trade development

INTERNATIONAL ORGANISATIONS
- Creating effective comprehensive tools to develop rail transportation, promoting international trade
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OBJECTIVES

- Development of long-distance freight carriage involving multiple border crossings without excessive paperwork
- Canceling multiple checks and reducing waiting times (by speeding up freight carriage)
- Involving new countries and a new freight base in international freight transportation (in particular, Chinese cargos from the XUAR region)
- Promoting interoperability of railway systems in different regions, especially Europe, CIS and Asia
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OSJD – CIT
Administering the use of the CIM/CMGS consignment note and expanding the sphere of its application

OSJD - UNECE
Preparing new multilateral tools to regulate the sphere of rail transportation and to facilitate border crossing procedures in rail transportation

OSJD - UNESCAP
Implementing joint projects to develop Eurasian transport links and promoting legal harmonisation in countries – members of both OSJD and TAR

OSJD - UIC
Developing the system of common memos (to be replaced by technical regulations later) of OSJD/UIC aimed at harmonising West – East carriage practices, while also promoting the eastward expansion of the harmonised technical, technological, operational and other norms

OSJD - ERA
Promoting interoperability between the 1435 and 1520 mm gauge systems
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Structural reform of the Organisation for Cooperation of Railways (OSJD)

- Creating a **sustainably operating international organisation** acting as a depositary for agreements and contracts signed within its framework
- Drafting a **convention on direct international rail transportation**, reflecting technical requirements for rolling stock and infrastructure of the 1520 and 1435 mm gauge systems
- Creating common agreements on global freight and passenger transportation, rules to use railway cars and other regulations of different legal status under the OSJD convention
- Addressing the problem of multiplicity of equal members of OSJD’s Assembly of the Heads of Railway Companies from the same country
- Creating a multilateral dispute settling mechanism (arbitration by OSJD)

...and others
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в тексте доклада у меня другой перевод, наверное лучше этот
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Number of freight dispatches using the CIM/CMGS consignment note from Hungarian, German, Slovak, Polish and Czech railways in 2009 – In all: 15,310 dispatches

- Kaliningrad Railways
- Moscow Railways

Destinations leading in terms of freight carriage using the CIM/CMGS consignment note

Freight carriage using the CIM/CMGS consignment note in Russia’s railway system in 2009

- October Railways*
- Moscow Railways*
- Gorky Railways*
- Northern Railways*
- North Caucasus Railways*
- South Eastern Railways*
- Kuibyshev Railways*
- Sverdlovsk Railways*
- Kaliningrad Railways**

* - all stations except transit routes
** - including transit routes
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XUAR GDP, bn yuan

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<tr>
<th>Year</th>
<th>GDP</th>
<th>1978</th>
<th>2008</th>
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<tr>
<td></td>
<td>4.3</td>
<td>420.3</td>
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Per capita disposable incomes, XUAR, ‘000 yuan per person

<table>
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<tr>
<th>Year</th>
<th>Income</th>
<th>1978</th>
<th>2008</th>
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<tr>
<td></td>
<td>0.3</td>
<td>19.9</td>
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Output of XUAR’s key products in 2008, m tonnes

- Agricultural products: 0.2 m tonnes
- Construction materials: 0.5 m tonnes
- Chemical products: 0.8 m tonnes

Source: National Bureau of Statistics of China
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Exports of processed agricultural products in certain European countries in 2007-2008
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CIM/CMGS CONSIGNMENT NOTE IS SOLUTION FOR DEVELOPING INTERNATIONAL RAIL FREIGHT TRANSPORTATION BETWEEN ASIA AND EUROPE
THANK YOU FOR YOUR ATTENTION