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**STATEMENT BY MR. JEAN PIERRE LOUBINOX,
DIRECTOR GENERAL OF THE INTERNATIONAL UNION OF
RAILWAYS (UIC), AT PART II OF THE 18th MEETING OF THE
OSCE ECONOMIC AND ENVIRONMENTAL FORUM**

Prague, 24 to 26 May 2010

**“Promoting good governance at border crossings, improving the security of
land transportation and facilitating international transport by road and
rail in the OSCE region”**

Plenary Session V: The impact of transportation on environment and security

Rail transport is a major development asset for our societies in view of the quantities that can be transported and the fact that it is the means of transport most apt to contribute to sustainable development and protection of the environment.

For it to play this role, it must be in a position to take full advantage of its assets and free itself of a certain number general constraints, be they professional ones inherent in the organization of transport or more administrative or institutional. It must also bring into play the relationship between transport, national authorities and international institutions such as the OSCE, which can play an indispensable role, given its purpose, members and the existence of this Economic and Environmental Forum. According to UIC statistics, almost 70 per cent of the total national and international freight transport in the OSCE participating States is by rail. This is in line with the objectives of the UIC Department of Fundamental Issues/Values, which is responsible for security, safety, sustainable development, research and development, and expertise development.

Needless to say, these aspects need to be developed not for their own sake but for the benefit of traditional railway activities, i.e. passengers and freight and rail system/infrastructure. I should like to mention in particular some aspects of safety, which are a shared responsibility and at the heart of our discussion.

I should like to discuss each of these aspects and then continue wherever possible with the different authorities or organizations likely to be involved in the development of international rail traffic.

In this regard, we have elaborated memorandums of understanding, with the World Bank, for example, and with the United Nations Economic Commission for Europe, which we shall be signing presently, before moving on to establish similar relationships with other regional or specialist bodies – maybe even the OSCE one day.

The UIC is by definition the most comprehensive stakeholder in the world of railways, and the future of rail transport depends on ongoing co-operation with national bodies and the relevant intergovernmental organizations at the global or more regional levels.

It thus gives me great pleasure to be able to speak at this last session of the 18th Economic and Environmental Forum. I am, of course, aware of the links that have been forged over the last few years between our organizations and I would like to see them strengthened for the benefit of the railway community that I represent and all of the countries where we can work together in the interests of stability, safety and mutual development.

I should now like to touch on some specific areas where we should continue to work and progress together.

Border crossing

This is a fundamental problem in terms of the procedures, the time taken to cross borders and their consequences for the duration of the transport.

Since the end of 2003 we have developed a method of analysis and of standard instructions at the external borders of the European Union in the framework of Schengen. The UIC's activities have been a mixture of fieldwork and discussion and negotiations with the European Commission, which have resulted in an effective partnership in the form of FRONTEX, the European Agency for the Management of Operational Cooperation at the External Borders of the Member States of the European Union.

This is of relevance primarily to passengers, but it also has an impact on freight trains, which have to be checked systematically for illegal immigrants concealed in the freight being transported.

The countries on both sides of the European frontiers have been mobilized and the system put in place. This comprehensive approach has made it possible to proceed cohesively at more than 50 external frontier posts between the European Union and its neighbours.

All that needs to be resolved is the specific problem of an identity document for persons who regularly cross these borders as part of their work. Surveillance technology could also be used to develop automatic controls so as to save time, without any sacrifices in terms of efficiency.

There is also the question of the coexistence of the Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM) and the Agreement on International Goods Transport by Rail (SMGS), depending on the border concerned. Rail transport would benefit from political progress in terms of harmonization or standard consignment notes, possibly on the basis of trials in certain corridors under the aegis of the International Rail Transport Committee (CIT).

In this regard we are carefully studying the possibility of having a demonstration train in the near future to identify the influence that the customs union between the Russian Federation, Belarus and Kazakhstan, which enters in to force on 1 July 2010, might have on the transport duration.

Freight safety

Globalization has also brought about an increase in and diversification of production centres, making the logistics chain more and more complex and sensitive to transport delays and hazards.

The safety of the logistics chain is thus of particular importance and within the UIC we have been considering the safety of international freight corridors beyond the trials we are able to participate in.

There is a need to ensure that the safety conditions, norms and rules do not cause an imbalance between means of transport and that they do not have an excessive influence on the structure or size of enterprises within the railway system, or on the partial use of rail transport.

In this regard, it is important when elaborating transport safety rules to ensure that safety and customs regulations are as compatible as possible and do not further complicate the transport. The Authorized Economic Operator system currently used by customs administrations, for example, should be taken into account when considering future safety rules.

Transport of dangerous goods

There are a number of documents relating to the security of dangerous goods, in particular chapter 1–10 of the Regulation concerning the International Carriage of Dangerous Goods by Rail (RID).

In terms of the safety risks, in particular those connected with the evolution of terrorism and the possibility of the use of transports as a threat or weapon, these regulations are probably adequate at present and the safety risks for this type of transport are not significant.

If the situation calls for it in future, a review should be carried out by the competent authorities, notably the Committee of Experts for the Carriage of Dangerous Goods within the Convention concerning International Carriage by Rail (CTIF) and the European Commission committee dealing with dangerous materials.

The evolution of terrorism

We cannot exclude the possibility of new attacks on internal transport because of its vital importance to the functioning of society and the fact that the continued tightening of air transport safety makes it more and more difficult to attack this means of transport.

Rail transport is symbolic in two ways:

- As a means of urban transport, given the number of people transported and the media and political impact of any incident affecting it. There are sufficient examples in Europe and elsewhere, as unfortunately confirmed by the recent attack in the Moscow underground;

- As a means of high-speed transport and symbol of technology in industrialized countries.

Strengthening international cohesion

The common thread in all of the points discussed to date is the need to strengthen international cohesion with regard to transport safety.

The first way in which this can be done is through additional bilateral agreements. These can regulate specific infrastructures such as the Channel Tunnel or the Perpignan-Figueras railway line through a commitment of some kind by the States concerned and/or the relevant bodies, but they are only a partial solution and could make it more difficult for a country or for enterprises required to apply different agreements. Thus, they would not guarantee full cohesion.

The various European and non-European bodies do not provide blanket coverage and there is a certain overlap in the aims and membership of some international bodies.

A far-reaching and permanent partnership between transport companies and international institutions is essential if new texts are to be elaborated that allow the development of business while respecting the fundamental rules for the protection of persons and property.

For its part, the UIC is willing on behalf of its members to make a contribution to this concerted effort.

In conclusion, ladies and gentlemen, I should like once again to say how pleased I am to have been able to talk to you about the International Union of Railways and its work and to have touched on some of the problems we share.

I am confident that the 18th OSCE Economic and Environmental Forum will result in significant progress in the development of the security of all. Needless to say, we are willing to continue the work that has been embarked upon.

Thank you.