



**Краткое выступление президента ОАО
«РЖД» В.И.Якунина
по пункту 4 повестки дня
81-й сессии Генеральной ассамблеи
«Назначение председателя МСЖД,
вице-председателя и генерального
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г. Париж, штаб-квартира МСЖД,
12 декабря 2012 г., 09:30**

The spoken word alone prevails

Dear Mr. Chairman,
dear participants of the General Assembly!
Ladies and gentlemen!

First of all I would like to thank you sincerely, dear members of UIC, for the trust and support you have given me during my nomination to the post of chairman of the world's most respected railway organisation – UIC. This is especially pleasant during the celebrations of the organisation's 90th anniversary, and we are all conscious of the fact that over such a long period the International Union of Railways has not only proved how much it is needed by all the railway companies that are members of the Union but has also made a substantial progress in obtaining the status of a truly global railway organisation.

Dear colleagues, today our organisation includes almost 200 companies from around the world. The senior status of the members of the General Assembly (virtually all heads of companies) shows how important it is to have a coordinated policy and specific rules for economic, technical, technological and operational aspects of rail transport operations in the modern context of structural changes and reorganisation of the railways in many regions of the world, which resulted in a big number of independent and competing companies - both operators and infrastructure managers.

The growing requirements for sustainable development, safety and energy efficiency are leading to an increase in technical and operational standards. We are also seeing a real renaissance of railways, linked with the growing understanding of the efficiency and potential of rail transport that society is presently experiencing.

In this context it is becoming especially important to consolidate our efforts, to work together on projects, to exchange knowledge and experience, and to build the foundations for a single global railway policy. Only mutually advantageous cooperation and continuous constructive dialogue can produce results in our work. Continuing the fine tradition of this dialogue is an important objective for our organisation.

In its future activity UIC must work, as before, to **strengthen its global status**, since only thus can we achieve the development of cooperation in the field of rail transport worldwide, effectively defend the interests of the railway industry, and push forward large-scale projects.

I see **continuing to strengthen the authority of the Union, increasing its recognition in the international transport and economic community and ensuring its maximum effectiveness for UIC member companies** as our common aims which are capable of moving UIC forward (and that means all of us too).

I would like to propose three principles to you as the most important factors in the developing of the Organisation, capable of achieving these aims:

- 1. Involvement**
- 2. Integration**
- 3. Innovation.**

I think you will agree that these three principles translate into the fundamental conditions of our joint work as a global organisation.

Every organisation and every company that belongs to the UIC is part of this big organism. And for this system to work efficiently, every part of it must be **involved in its work**.

At the same time we must not act on our own, on the basis of only our own interests and advantage. To ensure effective and well-organised work our cooperation must be **coordinated** and must aim to **overcome national and regional borders**.

Finally, following an **innovative approach** to our work – including our planning – could be a powerful factor in developing the organisation. UIC can and should become a global centre of innovation in the railway sector, whose view will be taken into account when decisions are taken at the highest level.

On the basis of these principles, the **basic strategic areas** in the development of our cooperation should be:

- participating in the creation of global transport policy and a united view of the world's railways on the most important issues
- harmonising and unifying norms and standards in the field of railway equipment, infrastructure and technologies
- developing united approaches and methods to create a unified transport law, to be applied on a global scale (in virtually all regions of the world)
- creating and implementing harmonised IT systems

- defining the network of integrated intermodal international transport corridors / routes
- reducing the negative environmental impact of the railway transport on the environment

Speaking of UIC's global status, I would also like to emphasise the importance of **cooperation with other international organisations**, including with UN organisations, on matters concerning the regulation of rail transport and passenger and freight transport, and border crossing procedures.

We all understand that an important factor in increasing the competitiveness of rail transport on the international transport services market is **to increase train safety requirements, to modernise rolling stock and to increase the efficiency of its operation**. In an age of globalisation and scientific and technical progress, there is an increase not only in the range of railway equipment being produced and the level of its technical complexity, but also in the number of manufacturers that are trying to expand their presence in the global market.

In this context, dear colleagues, the key issue is to **assess the quality conformance of railway products** and the criteria and mechanisms of this assessment. Despite the significant progress made as a result of the work of such international organisations as the ISO (International Organisation for Standardisation), UNIFE (Association of the European Rail Industry) and some others, the world lacks a united and mutually recognised system for certifying the quality of railway equipment.

In its desire to maximise the advantages of rail transport at the global level, UIC could undertake to study and disseminate the available experience in the field of quality certification and to draw up proposals for using a single quality standard and having it mutually accepted, and possibly also to create a globally unified and mutually accepted **railway equipment quality certification system**.

In the longer term a self-financing structure could be set up under the auspices of UIC which would introduce a single quality standard and act as a quality certification centre, with regional offices set up for this on all continents.

It would also be desirable to create **independent traffic safety audit programmes** by analogy with the existing Safety Audit Programme of the International Air Transport Association – the IATA IOSA (IATA Operational Safety Audit). This programme could not only significantly increase transport safety but also create a source of additional revenue for UIC's budget.

And I would like to dwell on another very important objective for UIC – **the development of global transport corridors** linking centres of economic activity and promoting the development of global trade. This work would be an appropriate response by rail transport to the growing volume of international trade, the expansion of its geography and the growing demand for access to global markets for countries which lack access to the sea, and also to the challenges coming from other types of transport, primarily road and sea transport.

UIC could take on the role of coordinator in the development of inter-regionally important corridors (for example, the corridors between Europe and Asia, Europe and Africa, Europe and the Middle East, China and India, etc).

I am assuming overall that the “growth points” that were identified by all of us during the period of active reform of the Organisation in 2009 have not lost their potential and importance. The development of UIC should proceed on the basis of the **transparency of all processes and active cooperation** not only within the Union but also with other international organisations.

In conclusion I would like to assure you that I shall always follow the principles upon which the strategic document of UIC is based and which are aimed at strengthening the railway community, and make every effort to ensure the balance of interests of all members of the International Union of Railways.

Thank you for your attention!