

**80th session of the Inland Transport Committee  
United Nations Economic Commission for Europe  
20 February 2018 (11.00–18.00)  
Geneva, Palais Des Nations, Salle XII**

Session I: Intermodality leads to sustainability (11.30–13.00)  
7 minutes statement

Bullet points of Mr J.-P. Loubinoux's speech

**Slide 1**

UIC Director General Mr Loubinoux: greeting all participants to the high-level debates within Panel I: « Intermodality leads to sustainability ».

Following its three core principles of «Productivity, Professionalism and Promotion», acting as the depository of an enormous heritage of scientific and technological know-how, the stable pillar and the single voice of the railways gathering the international rail community around its strong values, UIC today, is expressing again its support to UNECE Inland Transport Committee whose pioneering role in facilitating the international movement of passengers and goods by inland transport modes will foster to achieving the desired objective of further mainstreaming intermodality and the goals of sustainable development.

UIC has been a long-time partner of UNECE and all UN bodies in general, thanks to our Special Consultative Status under the UN ECOSOC. As an advisor to United Nations Secretary General for sustainable transport, I could participate to his vision on successful strategy for sustainable mobility. Today we have the opportunity to participate in open debates of such a high level and submit for discussion issues of vital interest to our members.

## Slide 2

Along the Eurasian corridors, we are seeing an extraordinary economic growth that accompanies those countries coupled with the integration into global markets; we are witnessing the new era for railways, expanding from one single region and starting becoming global by means of using transcontinental routes that resulted in increased volumes of freight transportations between Asia and Europe.

On the one hand, taking into account the role and activities of the Inland Transport Committee, its holistic approach to sustainable transport and mobility across transport modes in achieving the Sustainable Development Goals, and on the other hand, in the light of the UIC regional and global activities approved by its chairmen and members, today we have a set of priorities and important issues that need further development:

## Slide 3

### **1. International transport corridors for freight and passengers.**

It should be noted that a great work was already done in this field including:

- seven-sided agreement signed by the railways of Russia, Kazakhstan, Mongolia, China, Germany, Belarus, and Poland on intensifying cooperation in the organization of container trains between Asia and Europe;
- multiplication of trains from China to Europe, thanks to the official accession of China Railway to the CIM/SMGS project for all container trains;

- implementation of common approaches within the framework of memorandums of understanding with such key international organizations like, of course, the UNECE (and the role of the Inland Transport Committee here is crucial), OSJD, CCTT, ESCAP, and many others, and creation of coordinating working groups on the basis of the 'international transport corridors' development concept;

- UIC's key initiatives on freight corridors:

- . the Rail Freight Corridors ECCO requirements (which allows to implement all 9 European RFCs)

- . «The Eurasian stakeholder group» (that assesses the potential and development of Eurasian freight corridors including the initiative « One Belt One Road » and identifies possible interoperability gaps). This work will provide a wealth of input for the upcoming Global Rail Freight Conference due to take place in Genova between 27 -29 June 2018 where I hope to see many of you.

However, we start facing new demands for the establishment of better transport, higher mobility and easier accessibility. Whilst rail is often cited as the backbone of sustainable mobility, transport will only realize its full potential through the development of multimodality. Fully integrated multi-modality. Yet, rail is not fully integrated into the broader network of mobility options – giving passengers or freight services the opportunity to easily travel door-to-door. The first and last mile of journeys together with interfaces between modes present a significant barrier.

- . Freight, through sustainable logistics chains for the delivery of goods,

For freight services, combined transport is the ideal solution to get an effective transport services on the basis of cooperation between

different modes, carrying the major part of the journey by a sustainable and efficient mode as rail and involving other actors as trucks to complete the door-to-door carriage.

#### Slide 4

. Passengers through urban decongestion of mega-cities: 2B people will increase CO<sup>2</sup> emission + 300% in 10 years. Approx. 200 B USD/year estimation of congestion and pollution.

Urgent action is required to address the staggering social, environmental, and economic costs associated with unsustainable development: every year 3.5 million people die prematurely due to outdoor pollution including from transport sources; 25% of energy-related carbon emissions come from transport; and road congestion is a tremendous burden on the economy.

In the case of passenger services, the city center location of the station allows intermodality with urban public transport services and with cycling and walking modes. Innovative and efficient models of car travelling as car sharing or car pooling could be combined with public and centric places as rail stations, profiting the rail electricity connections for the deployment of electric vehicles in a smart grid frame.

New sustainable urban commodity delivering modes as bike or electric vehicles require logistic hubs located nearby the city as the railway stations to ensure sustainable door-to-door freight services.

In order to increase railways competitiveness and, at the same time, complementarity, it is essential to study all the components of this chain, including the regulatory framework used in multi-modal route segments (COTIF, SMGS, CIM/SMGS, maritime bill of lading, international consignment note, border-crossing and customs issues), problems and

restrictions arising in connection with transportation, and to develop measures to eliminate them or to improve business opportunities.

It is crucial for us not only to continue our joint projects on standardisation issues, but also meet new challenges on safety and security.

Implementation of these tasks will definitely provide railway companies with an additional opportunity to increase their revenue through the development of a multimodal business.

## **2. Interaction between UIC and UNECE ITC for sustainable transport**

UIC members' and staff participation in the Inland Transport Committee's activities and working parties (Rail Transport (SC.2), Transport Trends and Economics (WP.5), Intermodal Transport and Logistics (WP.24), Transport Statistics (WP.6), Dangerous Goods (WP 15), Road Traffic Safety (WP1)) are demonstrating how rail can be part of the solution to the challenges.

We hope that the Inland Transport Committee and its subsidiary bodies having under their purview infrastructure agreements first, on intermodal transport (AGTC), and second, of course, on Rail Transport (AGC), will continue to facilitate and support rail infrastructure development favoring intermodality.

### **Slide 5**

**3. IT and digital systems could be another facilitator towards intermodal freight transport and passenger mobility.**

Firstly, the digital revolution can remove barriers to planning door to door journeys by public transport. Harmonising timetables & ticketing, easy route planning, etc.

New technologies, including Digital, are developing faster than anywhere else on the Eurasian corridors, with a lot of interests from UIC members to projects in that domain. Having Digitalisation as one of the new main pillars of our activities, in December 2017, UIC 3rd World Digital Conference gave us the opportunity to exchange views on cloud usage, artificial intelligence and Internet of things in combining all participants in the global supply chain for asset management. Our Digital Platform has fixed 3 key issues for digital in railways: Productivity, Predictability and Connectivity, following our global philosophy to « Share, Open & Connect » the rail sector to the digital eco-system and to improve the Services and ??? of mobility.

This multimodal transport environment interoperability across different rail networks and countries is required to get an effective modal shift in the global logistics transport and for the international passengers market, playing railways a relevant role in global, regional, and local levels.

In our opinion, such solutions could make it possible to reach a truly competitive, environment-friendly, complementary way of transportation, combining the flexibility of the road with the advantages of the rail for medium and long distances.

It should be noted that in order to build constructive links of cooperation between the different players worldwide dealing with the issues of innovation and new technologies, we need our collective efforts to be made.

All these areas are fully consistent with the goals of sustainable development.

Let's make this possible by being constructive and united all together!