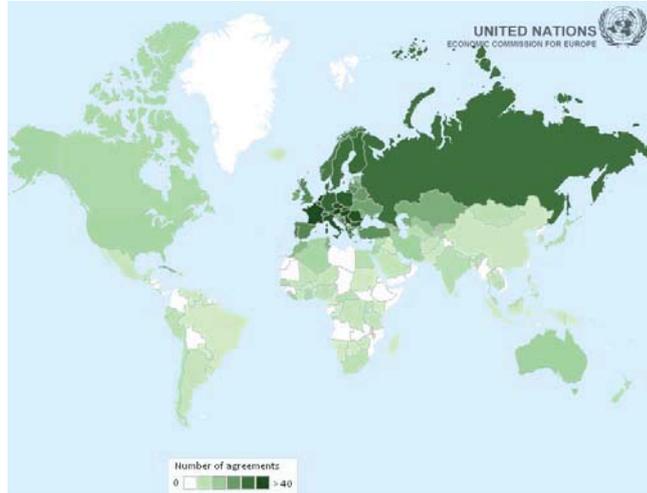




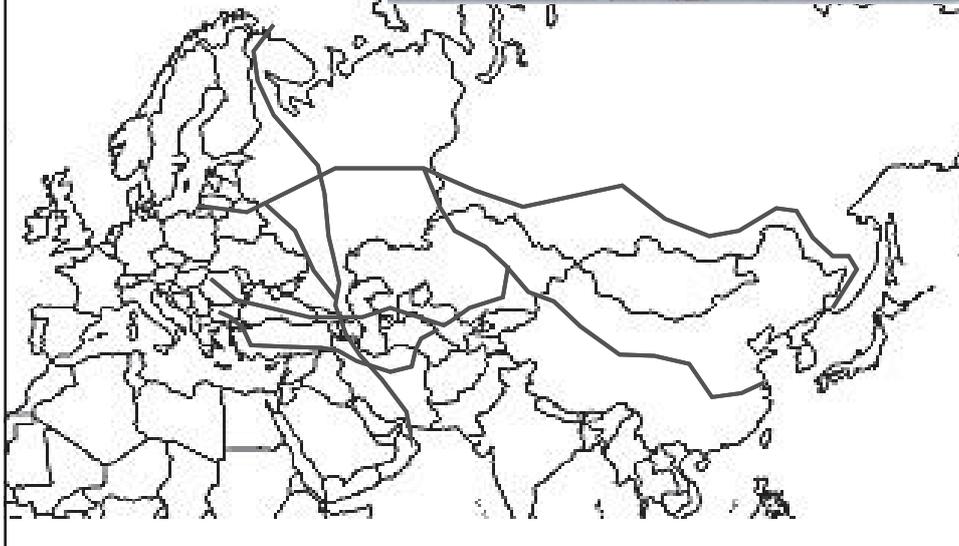
UNECE Inland Transport Committee **UNECE** supports Europe – Asia Transport

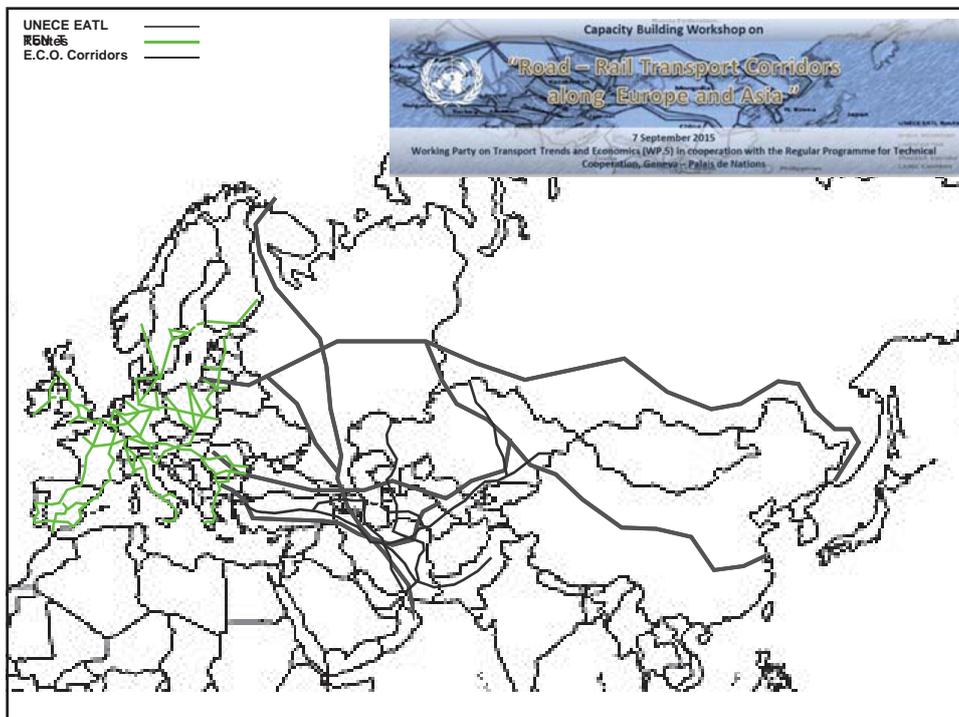
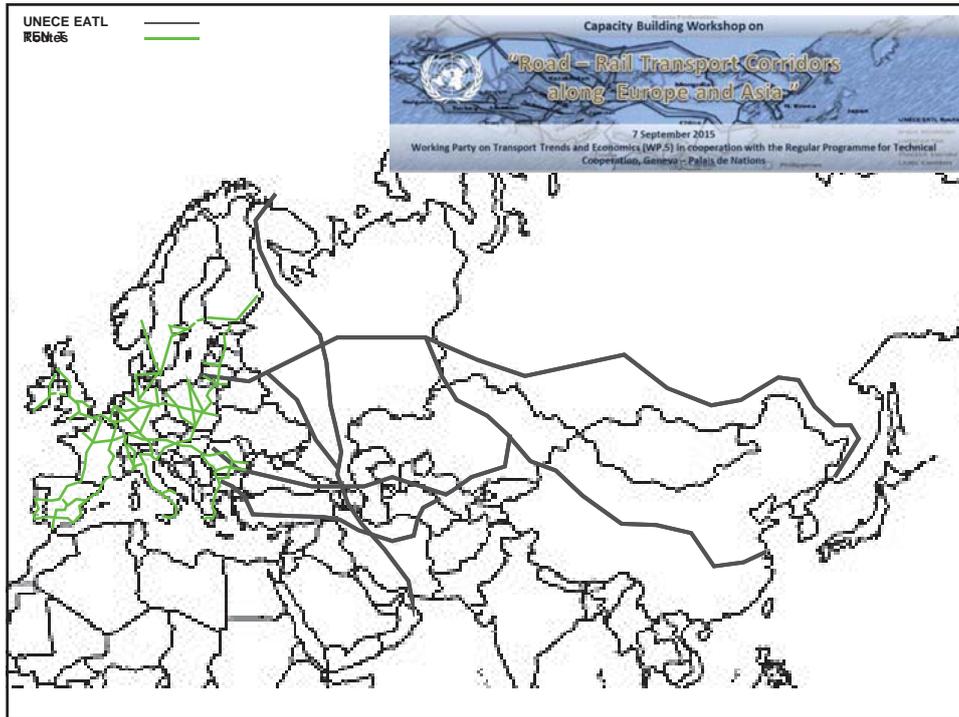
- Basics about the Inland Transport Committee
- Europe-Asia Transport Linkages warrant for several stakeholders to work together
 - UNECE EATL project
 - And the other important infrastructure initiatives
- URL for level playing field for railways
- OSCE – UNECE partnership to bring concrete results

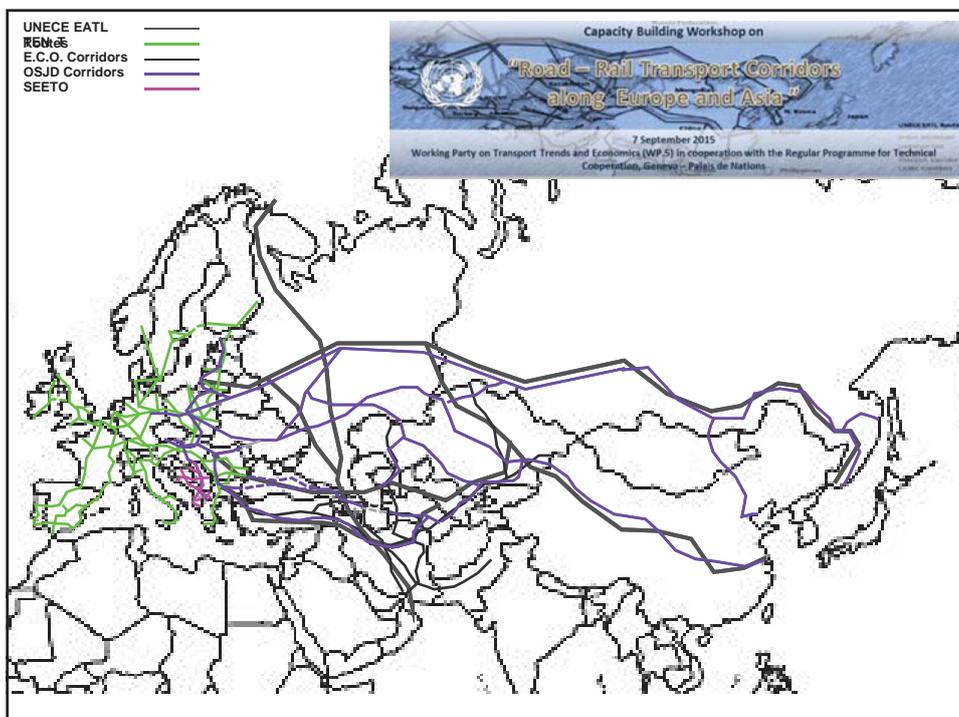
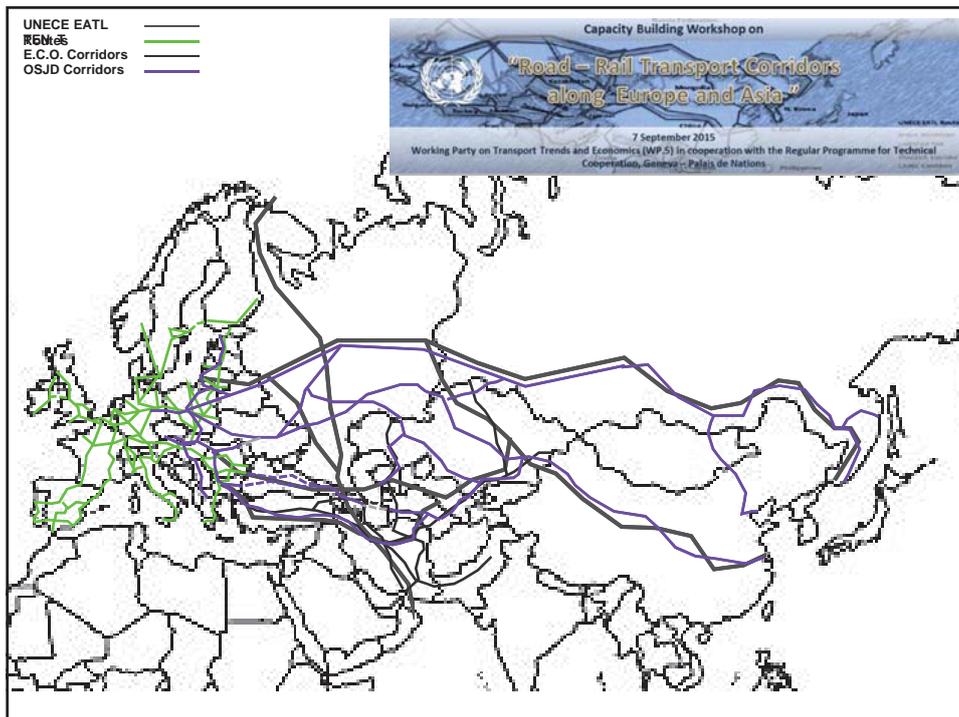
UNECE Inland Transport Committee Centre of Transport Conventions

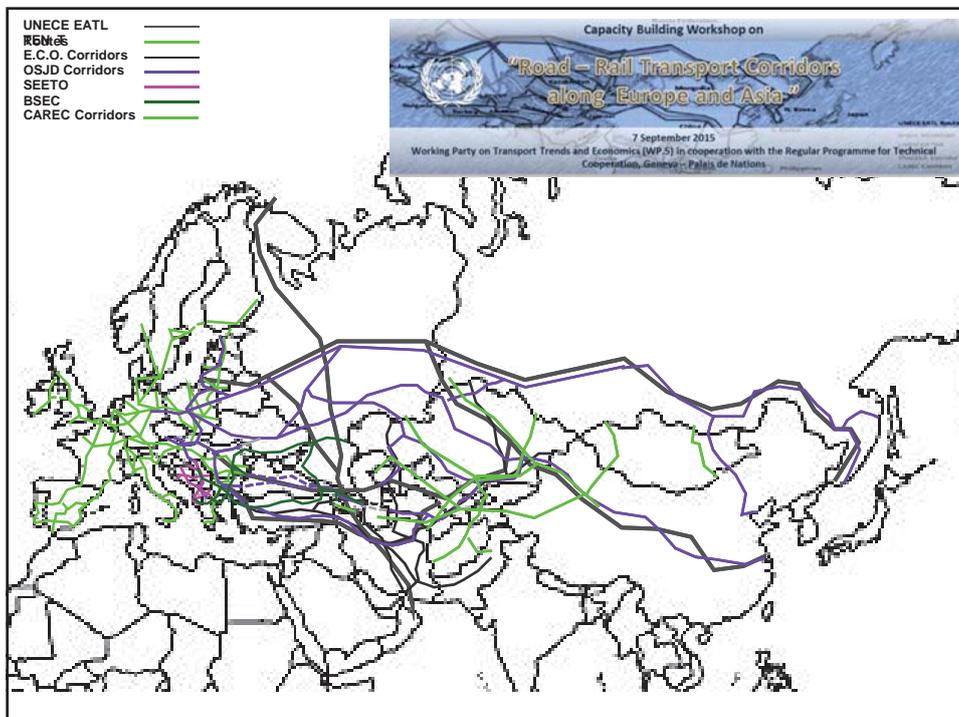
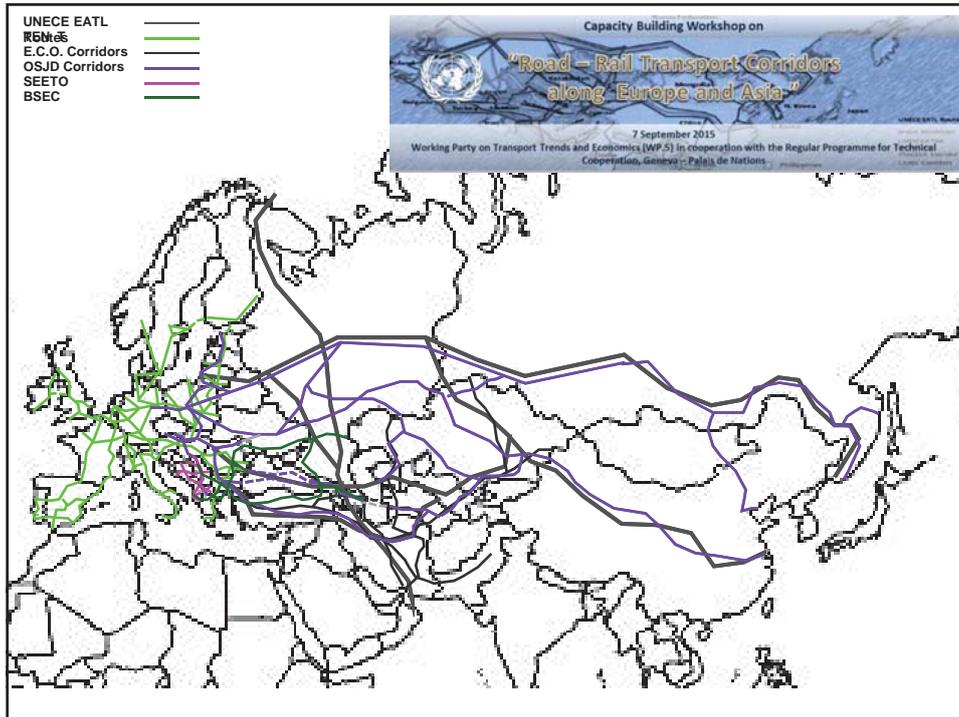


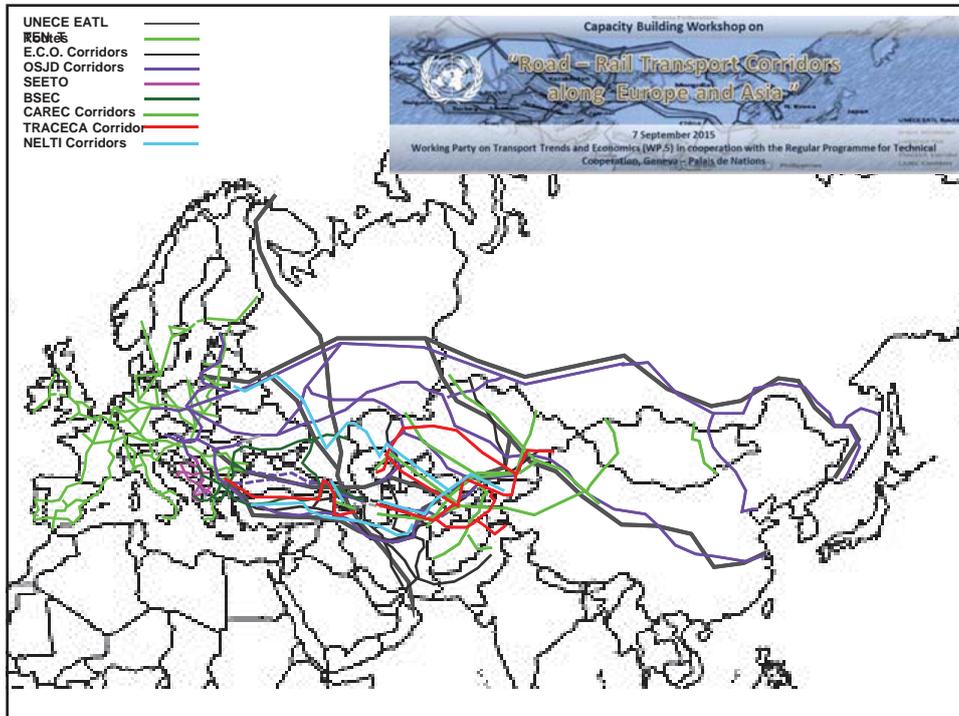
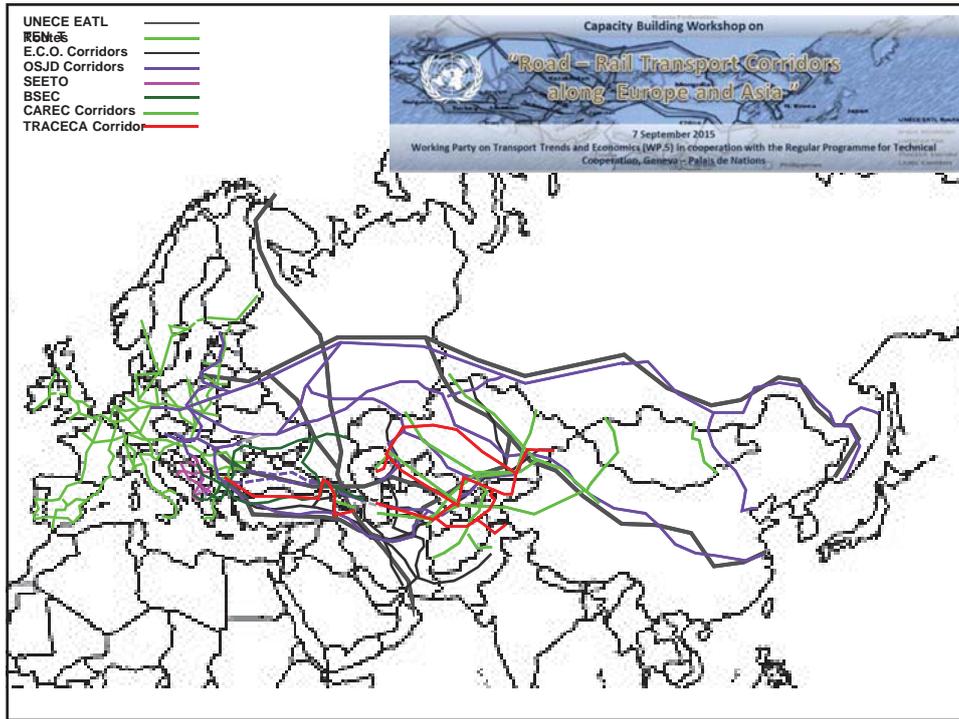
UNECE EATL
Routes

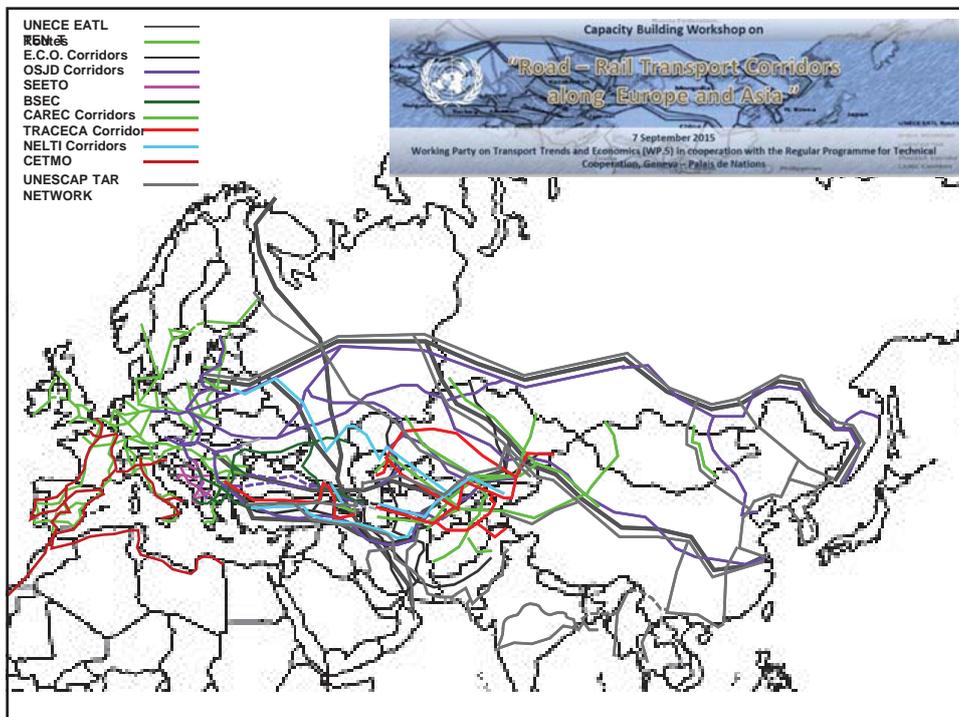
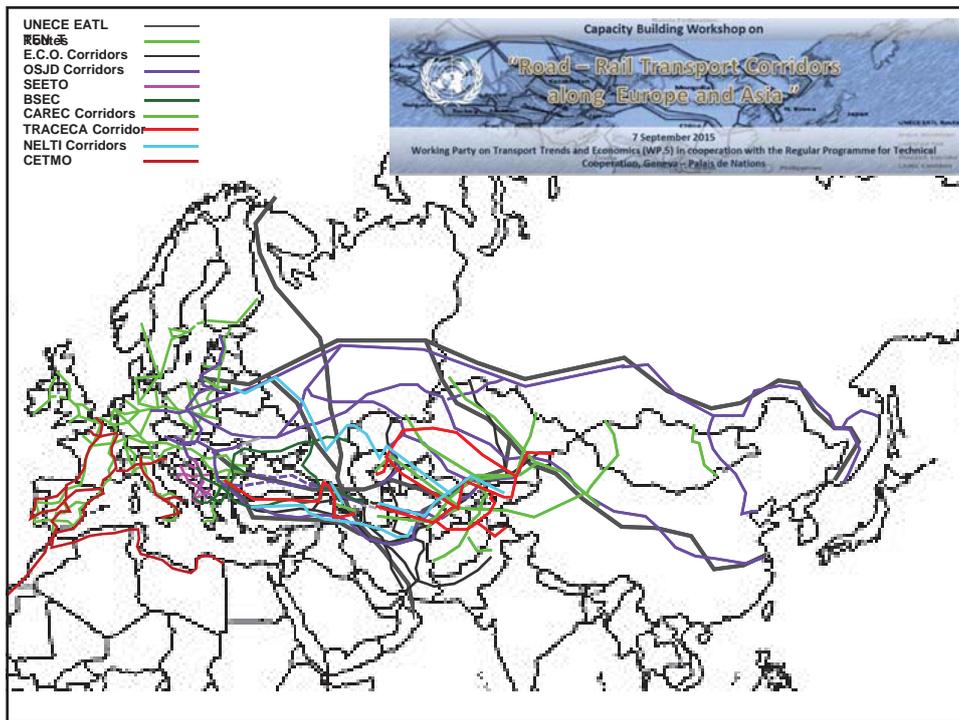


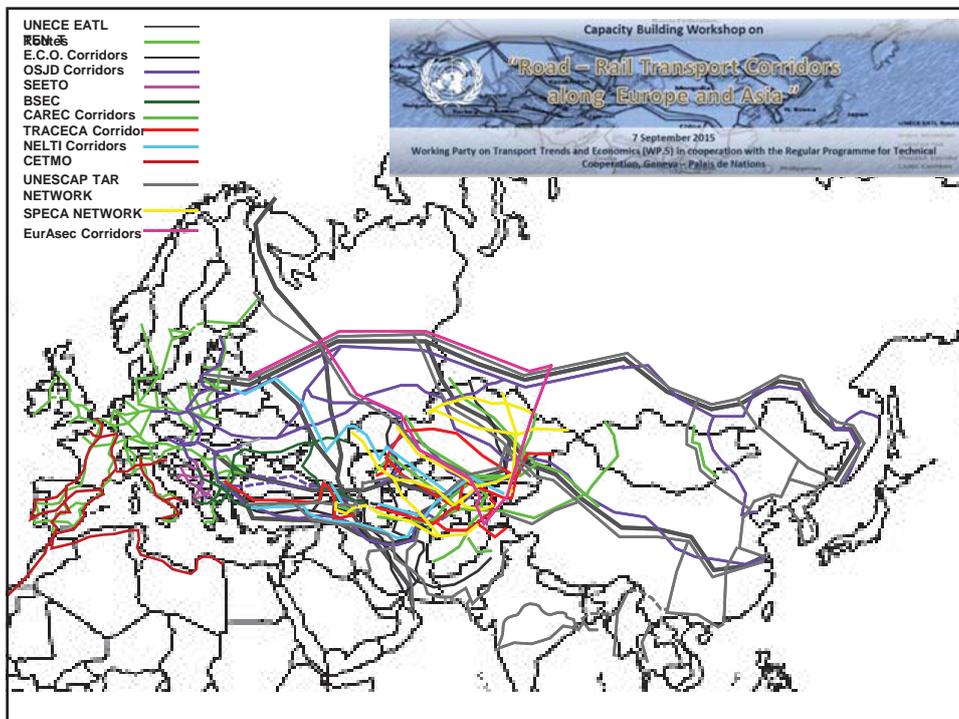
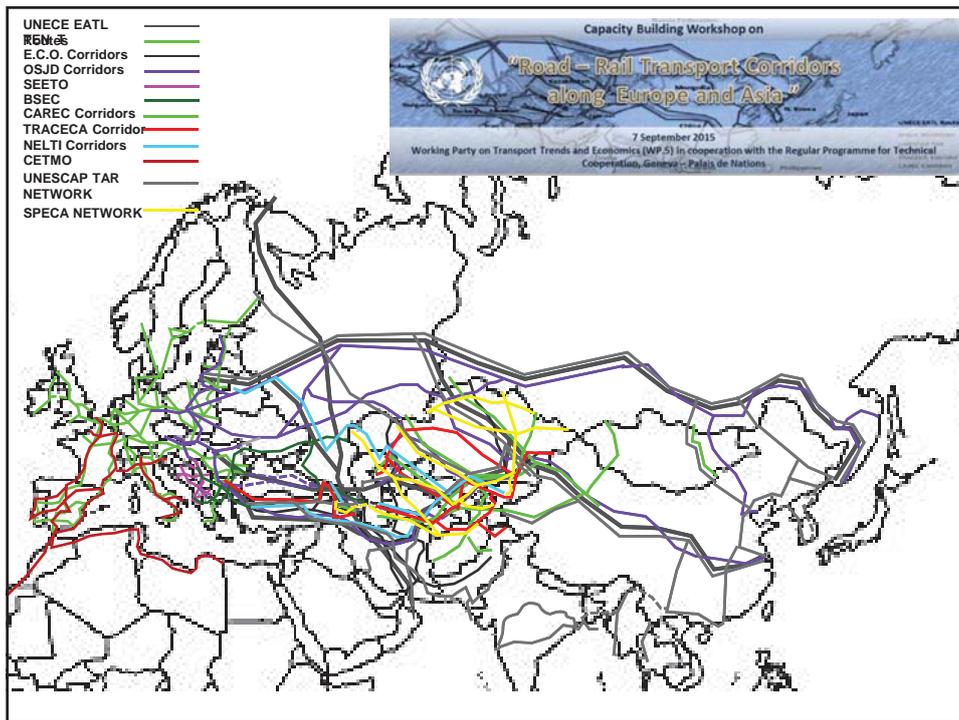




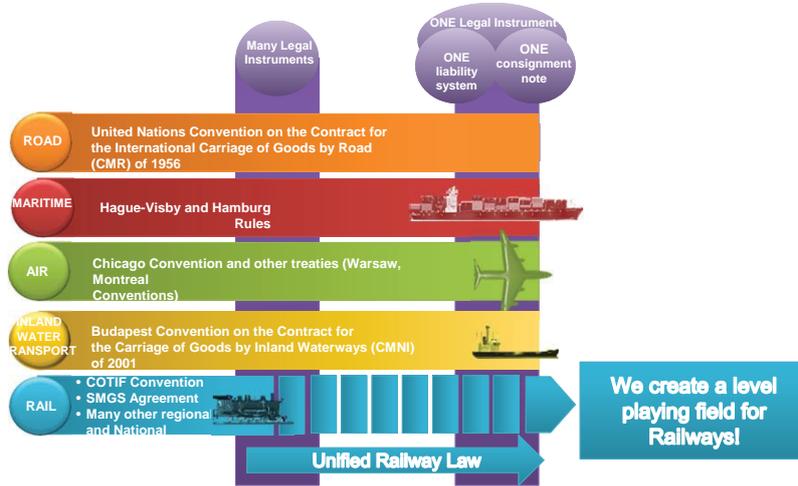




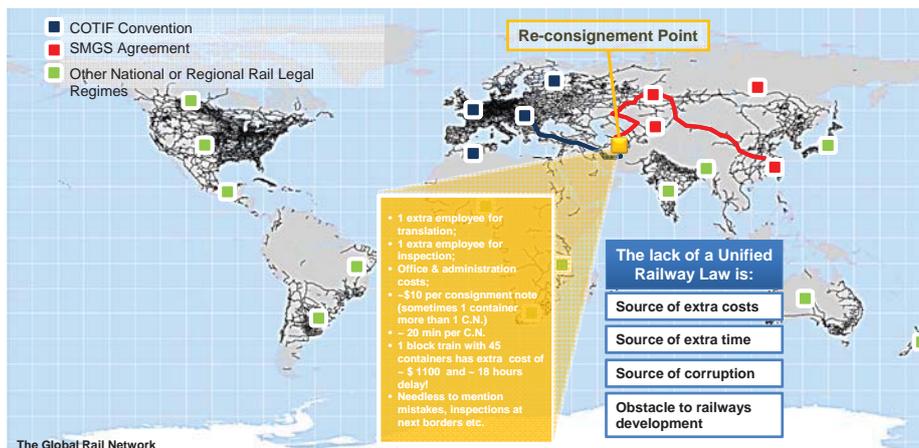




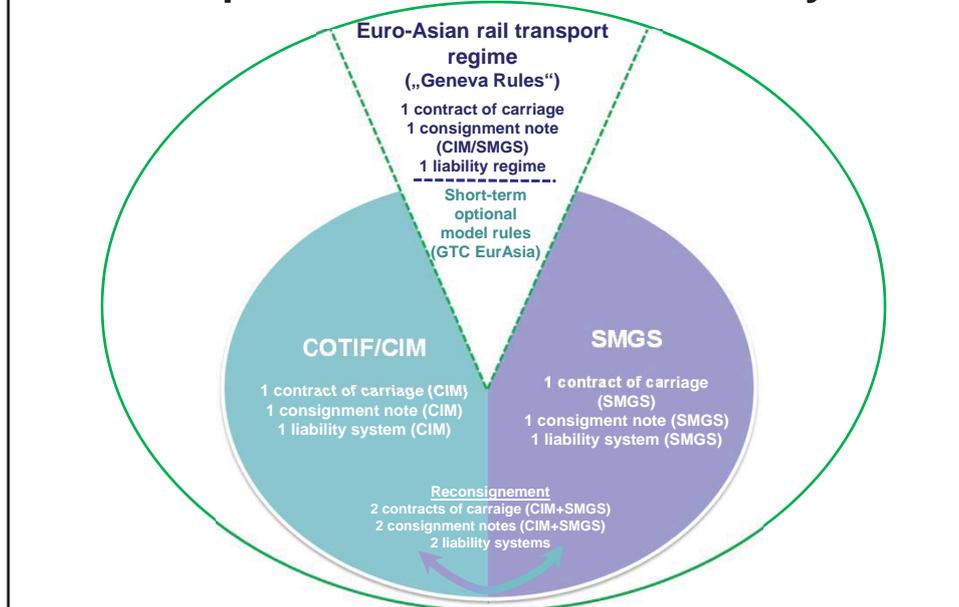
We create a level playing field for Railways



Why is the Unified Railway Law needed?



First step towards the Unified Railway Law



First step towards the Unified Railway Law

In order for this first step of the new unified railway regime to be implemented by Governments it should take the shape of a **convention**. We are working towards the unification of the two existing regimes. Therefore it can be **neither annex** to the existing regimes **nor a third law!!**

This approach:

- Takes advantage of good practices from **both existing conventions** by creating a convention which is unified;
- Provides an effective solution for international rail transport and the market **today**;
- Prevents conflict** between conventions since the unified railway regime applies where COTIF/CIM and SMGS do not apply;
- Offers a solution** for businesses before a time consuming full unification can be implemented;
- Does not warrant the elimination** of the two existing regimes and their managing organizations.

OSCE – UNECE partnership

- Has already led to concrete, tangible results in transport and B/C facilitation
 - Joint studies, workshops
 - TTF resource book
 - EATL trade analysis
 - Staff college
 - More to come under the EATL project
 - project III phase to be completed within a year
- Reasons for success
 - mutual commitment to be useful for M/S
 - building on complementarity
 - „good ambience” thanks to management and staff

Conclusions

1. Jointly we could support a quantum leap in regulatory governance for transport in our M/Ss and along the EurAsian corridors
2. While work towards the successful completion of EATL III, consider how to continue support to the elimination of transport infrastructure bottlenecks and missing links
3. „Now or never!?”
 - mobilise political commitment for sustainable mobility
 - Facilitate demonstration of political will to support level playing field for railways – signing of URL would be an example (2017)
4. Review transport cooperation and embark on the next phase of an ambitious programme (logistics assessment, climate change mitigation and ForFITS analysis, climate change adaptation, security etc)
5. You are invited to the 70th anniversary of the Inland Transport Committee in 2017



Thank you