

Executive Secretary

The Executive Secretary signs his compact with the Secretary-General



The UN system's senior managers gathered around Secretary-General Ban Ki-moon on Thursday 13 February for the annual compact signing ceremony. UNECE Executive Secretary Sven Alkalaj was among the 17 senior managers who were present in New York, while nine were connected by video conference.

In the compact, the Secretary-General and senior managers agree on clear goals and set time-frames for the delivery of results that are monitored and summarized in annual assessments. The compact is one of the managerial tools that the Secretariat is using to progress towards becoming a more performance-driven and accountable organization. It represents the cornerstone on which the Secretary-General's relationship with each senior manager is built.

The Executive Secretary's compact contains expected accomplishments and performance measures for each of the 4 system-wide high-level objectives, as well as for the financial and human resources objectives.

In his remarks, the Secretary-General emphasized the need for team work to tackle the highly complex and interlinked challenges that the UN system faces, such as the MDGs and climate change. He thanked senior managers for their hard work and commitment and rallied the team to achieve their goals in 2014. □

To view the 2014 compacts, please visit the [Accountability A to Z website](#).

Transport

Inland Transport Committee to discuss the transformational changes needed to achieve inclusive and sustainable transport and mobility



The challenge of the transition to sustainable mobility and transport and the role that the UNECE Inland Transport Committee (ITC) can play in addressing it will be at the heart of the discussions of the 76th annual session of ITC. Senior government officials, international transport organizations, the transport industry, as well as non-governmental organizations

will gather at the 76th session of the ITC from 25 to 27 February in Geneva to promote solutions for strengthening the resilience of transport systems, mitigating the effects of the transport sector on climate change, addressing the growing transport safety crisis in the world, and decide on a number of regulatory and normative changes.

At the high-level policy segment on "Innovations for Sustainable Inland Transport and Mobility" on 25 February, leading specialists will offer a rare glimpse into the "crystal ball" of the future of mobility. Among the panellists, Ron Medford (Director of Safety Self-Driving Cars, Google[x]), will analyse the advantages of self-driving cars. Veit Steinle (Director-General, Federal Ministry of Transport and Digital Infrastructure of Germany) and Seija Miettinen-Bellevergue (Senior Advisor, Ministry of Transport and Communications of Finland) will outline successful government responses to the fast-paced deployment of innovations. Professor Victor Doenin, (Head of the Chair "Intelligent Transport Systems", Moscow State University of Railway Engineering) will argue on the sustainability advantages through the use of intelligent transport services. Alexandre Prina (Directeur de la planification générale, République et canton de Genève) will unfold Geneva's vision and plan for sustainable mobility until 2030. The policy debate is expected to contribute to the globally ongoing negotiations throughout 2014 on the post-2015 Sustainable Development framework, which will consider how to integrate sustainable mobility and transport into the Sustainable Development Goals, if at all.

Sustainable mobility and transport are at the core of the activities of the UNECE ITC, a unique inter-governmental policy-making body specialized in inland transport (road,

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rail, inland water and inter-modal transport, transport of dangerous goods, vehicle regulations, border-crossing facilitation). The work of the ITC and its subsidiary bodies is based on three pillars: regulatory work and policy dialogue; technical assistance and capacity building; and analytical activities.

The key topics of the agenda of the 76th session include: intensifying mitigation of environmentally harmful effects of inland transport; strengthening resilience to the impact of climate change on national and international transport networks; enhancing the safety of workers and the general public during handling and transportation of containers at sea and on land by endorsing a key regulation on packing of cargo (CTU code); ensuring that vehicles meet environmental, safety and security standards through the promotion of Whole Vehicle Type Approval; promoting safety and efficiency for road, rail, inland water and combined transport; strengthening border crossing facilitation; and strengthening safety regulations in the transport of dangerous goods and special cargoes. □

For further information, please visit:

http://www.unece.org/trans/events/2014/itc76_2014.html.

PPP

Private sector stresses the Importance of the post-2015 Development agenda in shaping international PPP Best Practices

A group of the world's leading international companies involved in Public-Private Partnerships (PPPs) have argued that international PPP best practices and standards should be inspired by the objectives in the post 2015 Development Agenda that is being developed under the aegis of the UN.

Meeting in Geneva on 13 February, under the auspices of the UNECE PPP Business Advisory Board, participants recalled that although PPPs in Europe have largely been used as a procurement tool that delivers 'value for money', PPPs are increasingly seen in other regions as a tool for achieving sustainable development.

James Stewart, Chairman of the UNECE PPP Business Advisory Board and of KPMG's Global Infrastructure Practice declared: "PPPs already are improving accessibility of essential services to the socially and economically vulnerable in society and the private sector, along with the public sector, has a strong social ethos to ensure that these projects are beneficial to citizens."

A lack of information on international best practices has been identified as holding back PPPs both in the UNECE region and beyond. Without clear project templates and guidelines, governments at all levels lack a clear 'road map' for implementing PPP successfully.

In addition, participants agreed that for PPPs to create a developmental impact Governments would have to improve their governance. In this respect, participants called for good governance and improving the enabling environment for PPPs, including zero tolerance for corruption, to be part of the Post-2015 Development Agenda and Sustainable Development Goals (SDGs).

There was a consensus that PPPs will play a critical role in the implementation of the post 2015 Development Agenda – even though the precise SDG goals have still to be defined. It is believed that many of the goals will focus on improving accessibility to basic services and that governments do not have the funds to fill the infrastructure gap. Thus, it will be up to the private sector to make up the short-fall in funding. For example, according to the International Energy Agency (2011), around 1.3 billion people in the world lack access to electricity and 2.7 billion still use traditional energy to meet their cooking requirements.

The aim of the UNECE Business Advisory Board is to help the UNECE International PPP Centre of Excellence develop international best practices and standards in PPPs and to assist countries in their successful implementation. The elaboration of international best practices covers projects in sectors such as health, water and sanitation, ICT and broadband, renewable energy and roads. On 13 February, the Board agreed on a programme of Experience and Knowledge sharing in PPPs with a number of countries, including the Philippines, Morocco and Turkey, that will take place during 2014. □

For further information, please visit:

<http://www.unece.org/index.php?id=32412>.

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