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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

(Seventy-first session, 24-26 February 2009,  
agenda item 6)

**REORGANIZATION OF THE TRANSPORT DIVISION**

**Challenges and Opportunities for UNECE in transport - our strategy**

Note by secretariat

1. The reorganization of the UNECE Transport Division had the following overarching goals:
  - (a) To further increase the responsiveness capacity and
  - (b) To be more pro-active both as the secretariat to the Working Parties and as part of the United Nations Organization;
  - (c) To increase our visibility, to better reach out to our transport constituency and even beyond the sector, and to re-sharpen our image.
2. The strategic objectives of the UNECE Transport Division are un-changed and they remain: to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable development.
3. Since the set up of the Transport Division, however, there have been significant changes in the world at global, regional and sub-regional levels, within the transport sector and with regard to its interactions with other sectors. In this regard we should take into account e.g. that the transport industry has seen certain cross-sectoral convergences due to technological changes and also as a result of more liberal market conditions. Whereas e.g. railway companies can become telecommunication service providers, companies traditionally active in other infrastructure sectors have gained concessions for transport operations; both horizontal and vertical restructuring and integration has been taking place among transport carriers and logistics service providers etc. Consequently, cross-sectoral interdependence has grown. All these changes have an impact on the work of the Transport Division.

Box 1

**Mega-trends in transport that may have an impact on the UNECE Transport Work**

1. Globalization and the growth of Global Supply Chains
2. Liberalization of transport services and infrastructure provisions
3. Increased attention to facilitation and security
4. Technical and technological innovations
5. Growing number of regional and sub-regional integration initiatives that may influence transport policies at a regional level
6. New role for national and sub-national governments
7. Decreasing public funds for transport
8. Increased use of Public Private Partnerships
9. Increased responsibility for sustainable development, where environmental and safety aspects of transport are on the forefront
10. Empowered customers and stronger interest groups to influence transport policy and investment decisions

4. Over the years, the Inland Transport Committee has *de facto* become the worldwide centre for international agreements and regulations for surface transport, for dangerous goods and for vehicle regulations, and finally it is a centre for border crossing facilitation (e.g. TIR). With the growing number of the Contracting Parties to our legal instruments, we increasingly serve a broader constituency than the Member Countries of UNECE. This calls for re-assessing our way of work, our cooperation with the other regional commissions and international organizations that are our strategic partners.

5. Further specific reasons for the reorganization were:

- To better respond to the big agenda/picture faced by UNECE and the Transport Division (incl. UN Development Pillars - climate change, trade, land locked developing countries (LLDCs), finance for development);
- To fully implement the UNECE reform principles and messages for transport (cross-sectoral cooperation, strengthening of TIR and Euro-Asian transport links, implementation of legal instruments, increasing attention to technical assistance, regional implementation of global UN themes, inter-agency cooperation etc.);
- To become more proactive in addressing new challenges (global and EU driven transport changes, AETR-lessons, the call on UNECE by the International Transport Forum that has dealt with global warming and transport “to accelerate the work to develop common methodologies, test cycles and measurement methods for vehicles” etc.);
- To become more responsive to emerging issues, country requests (WP.1), quality challenges (statistics and analytical work), plugging into UN development work (Albania, etc.) and better leveraging on international cooperation e.g. with the European Communities and with the regional integration initiatives (e.g. Regional Competition Council).

6. In order to achieve these goals at a minimum level we recognized that we needed to further increase the efficient use of internal resources and also improve our capacity to attract extra-budgetary funding.

7. The review of the challenges and opportunities for the Transport Division has coincided with and benefited from the development of the 2010-2011 biennial strategic framework that was presented to ITC in 2008.

8. Accordingly, the strategic emphases at Division level will be on inter-sectoral activities, technical assistance, particularly through enhanced cooperation with regional initiatives, and on closer coordination with the other regional commissions of the UN.

9. The thematic priorities at Division level will be based on the priorities of the ITC and its subsidiary bodies. Along these lines we intend to:

- Enhance our facilitation work based on existing instruments and by launching new initiatives if need be;
- Scale up the road traffic safety work by establishing synergies across the working parties;
- Identify the potential role of ITC and UNECE in supporting the use of Intelligent Transport Systems and other Information and Communication Technologies solutions for transport;
- Address global warming and transport both through the World Forum for Harmonization, through intra-divisional activities and also through our participation in the Transport, Health and Environment Pan-European Programme (THE PEP).

10. In the shorter term, i.e. in 2008 and 2009 the strategic emphases will be as follows:

**11. Dangerous Goods and Special Cargoes Section**

- Providing support for adoption, publication and entry into force of amendments to the Transport of Dangerous Goods by road (ADR), inland waterways (ADN), and the Transport of Perishable Foodstuffs (ATP) in 2009 and for adoption of revised versions of UN Recommendations on TDG and the Globally Harmonized System for Classification and Labelling of Chemicals (GHS)
- Promoting implementation of GHS, ADR, ADN, ATP and the UN Model Regulations on TDG

**12. Sustainable Transport Section**

- Strengthening the transport statistics work of UNECE
- Launching Inland Waterway Transport White Paper

**13. Vehicle Regulations and Transport Innovations Section**

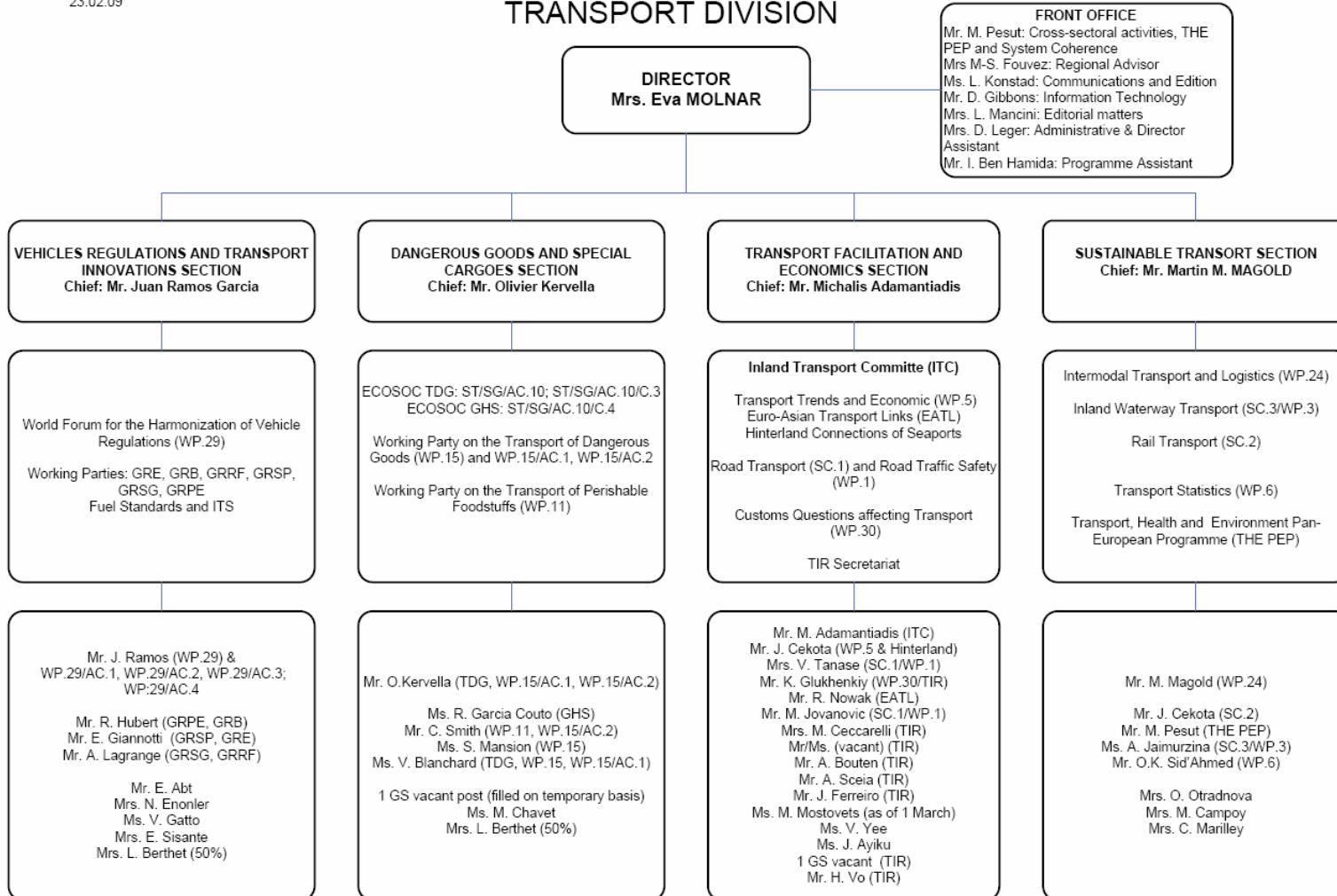
- Positioning UNECE in global warming and transport work
- Incorporating ITS issues into the future work of the Transport Division

**14. Transport Facilitation and Economics Section**

- Strengthening the road safety activities
- Enhanced contribution to the midterm review of the Almaty Program of Action and scaling up border crossing facilitation activities

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## UNITED NATIONS ECONOMIC FOR EUROPE (UNECE) TRANSPORT DIVISION



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