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**Review of the transport situation in UNECE member countries
and emerging development trends: Developments related to the work
of the International Transport Forum (ITF)**

Developments related to the work of the International Transport Forum (ITF)

Note by the secretariat

Summary

The note provides the Inland Transport Committee (i) with a brief review of some of the main activities and results of the International Transport Forum in the course of 2011 relevant for UNECE; and (ii) with information about the cooperation between ITF and UNECE. It is intended to supplement the oral information provided by the representative of the International Transport Forum at the seventy-fourth session of the Inland Transport Committee.

1. The International Transport Forum's annual summit is the unique platform for a global conversation on strategies for transport. At the 2011 summit "Transport for Society", ministers from 52 member countries and beyond engaged in focused debates with decision-makers from business, civil society leaders and top academics on the future of transport and how to improve the transport sector's net benefits for individuals and society as a whole. Session summaries, special reports, discussion papers as well as key messages from Ministers and other material can be downloaded from the ITF web site: <http://www.internationaltransportforum.org/2011/downloads.html>.
2. UNECE's presence at the 2011 Summit was marked with substantive contribution to the overall success of the Summit. Mr. J. Kubiš, Executive Secretary of the UNECE spoke at the Ministerial session of the Summit and also took part in the panel "Creating Liveable and Sustainable Societies" together with Martin Meyer, Deputy Prime Minister of Lichtenstein, B.K. Chaturvedi, Member of India's Planning Commission, Peter Voser, CEO, Royal Dutch Shell, Henry Li, senior Director, BYD Company, China, Matthias Wissmann, President, Federation of the German Automotive Industry. Mr. Kubiš observed a disconnection between the sustainability and liveability and pleaded for better balancing attention and resources directed towards vehicles of all transport modes with attention for creating places more adapted to humans. Ms. Eva Molnar, Director of Transport Division chaired the panel "Keeping it Clean: Transport, Health and the Environment". The UNECE delegation had numerous bilateral meetings with high-level representatives from countries participating in the Summit as well as with representatives from businesses, academia and other stakeholders. In addition, UNECE had a stand where its publications related to the topic of the Forum, as well as publications of the other Regional Commissions of the UN were displayed. The stand was very well attended. Connection with the media was ensured through two interviews given by the Director of Transport division, one for a German TV and the other one for the ITF TV.
3. Furthermore, the UNECE co-organized a partner event with WHO/Europe on "Bringing Health into Transport Planning" where the Transport, Health and Environment Pan-European Programme (THE PEP) launched its Health and Economic Assessment Tools (HEAT) for cycling and walking.
4. In 2012, the annual Forum will take place from 2 to 4 May 2012 and the focus will be on "Seamless Transport: Making Connections". Preparations for the Forum are underway and the ITF Task Force on the 2012 Forum had already met three times in 2011. In preparing for the summit, it draws upon the Research Centre, special ad hoc project groups and policy networks, as well as on consultations with stakeholders.
5. UNECE is already planning to actively participate in the forthcoming 2012 Summit. Although the details are not yet finalized, in order to highlight the UNECE transport work, a number of ideas are under consideration. Among the most likely candidates to be presented are not only the latest relevant publications "Transport for Sustainable Development" and joint OSCE-UNECE "Handbook of Best Practices at Border Crossings – A Trade and Transport Facilitation Perspective", but also the results of the Euro-Asian Transport Links Project, the TEM and TER revised master plan, relevant results of the work on Almaty Program of Action for landlocked countries, the UNECE Strategy on Intelligent Transport Systems (ITS), the work on unified railway law and the result of the recent activities of THE PEP related to urban seamless transport and mobility.
6. The Joint Transport Research Centre of the ITF and OECD organised roundtables on critical issues for transport policy, many of which are relevant for the UNECE legal and regulatory work. In September 2011 a Roundtable on Insurance Risks and Accident Costs was held in Paris. ITF published the outcome of the following Roundtables held in 2010: Better Economic Regulation: The Role of the Regulator, Improving the Practice of Transport Project Appraisal, and Stimulating Low-Carbon Vehicle Technologies. Among

the current activities of the Centre it is worth noting the Working Group on Assessment of the Effectiveness of Road Safety Measures, Working Group on Cycling Safety, Working Group on Transport Infrastructure Adaptation to the Climate Change and Extreme Weather, IRTAD Group on Road safety Data and Analysis and the Working Group on Motorcyclist Safety and Mobility. Centre is currently also engaged in preparations of 2012 annual summit, and roundtables on “Major Transport Infrastructure projects and Regional Economic Development – Assessment and Implementation”, and “Intermodal Rail Terminals: Competition and Levels of Service” which will also be held in 2012, as well as on preparations for 2013 annual summit on “Funding of Transport”.

7. The UNECE Working Parties are to consider these research results and in particular:

- Working Party on Road Safety;
- Working Party on Transport Trends and Economics and in particular the Group of Experts on Climate Change impacts and adaptation for international transport networks;
- Working party on Transport Statistics;
- Working Party on Rail Transport.

8. Consideration of this research results by UNECE Working Parties is even more important bearing in mind that, since dissolution of the ECMT relevant Working Groups in 2006/2007, UNECE member countries took over number of activities to the relevant Working Parties under the auspices of the UNECE.

9. In addition, in the course of 2011 the ITF published “Trends in the Transport Sector 1970-2009”, report “Moving Freight with Better Trucks: Improving Safety, Productivity and Sustainability”, update of the 2006 report “Road Safety Performance. National Peer review: Russian Federation” produced in partnership with the World Health Organisation and World Bank. “Key Transport Statistics” published just before the annual summit in May 2011, covers the impact of the global economic crisis on transport in ITF countries as well as latest road safety trends, while the “Transport Outlook 2011” traces scenarios for emissions of CO₂ from transport and the impact of policies to improve the fuel economy of conventional vehicles and promote the use of electric cars, including implications for fuel tax revenues.

10. Another report “Car Fleet Renewal Schemes: Environmental and Safety Impacts” examines three of the largest programmes introduced in the wake of the 2008 financial crisis, in France, Germany and the United States, and investigates the impact of 2.8 million transactions trading-in old cars for new on CO₂ and NO_x emissions and on road safety. The report is the result of the joint ITF /FIA project under the aegis of the Global Fuel Economy Initiative, with a participation of IEA, UNEP and OECD.

11. The ITF as an intergovernmental organisation continues to manage the ECMT Multilateral Quota System for international road haulage on the European continent. The System has been operating since January 1974 with the aim of both facilitating trade and improving efficiency in the international road freight transport market. It has developed over the years, responding to both changes in membership and transport policies, with membership more than doubling in the 1990s to over 40 countries. It has addressed growing concerns about the environment in its development of the green lorry concept, as well as about traffic safety with the overall aim of making the System a symbol of the highest quality in international transport. In this regard there is a link between the ECMT quota/permit and the implementation of the AETR.

12. Recent geopolitical changes in Europe, particularly the latest EU enlargement, have resulted in certain imbalances in Quota distribution among the member countries. To

address the problem, the ITF Working Group on Road Transport suggested various modifications in order to improve the methodology used for the distribution of licences for the period 2011-2015 and to ensure that real needs are better accounted for. In parallel, in May 2010, on the proposal of the Russian Minister a High Level Group was established by the Council of Ministers of ITF with the specific remit to examine the implementation of the basic principles of quota functioning.

13. Director of the UNECE Transport Division was a member of this High-level Group. The Report on the Development of the Multilateral Quota System (2011), prepared by the High Level Group provides recommendations on improving and developing the Quota system in a mid and long term perspective. However, implementations of these recommendations will require strong political commitment and agreement on the directions of road freight liberalisation by Member countries.

14. As mandated by Ministers, the ITF Road Transport Working Group continues studying options for the future development of the ECMT Multilateral Quota System and its restructuring with a view to adopting a new distribution of the Multilateral Quota of licences to Member Countries from 2013 and onwards. The Group on Road Transport focuses on further development of qualitative aspect of the Quota, including social aspects in road transport:

15. In this connection, the UNECE Working Party on Road Transport (SC.1) may wish to recall its terms of reference, in particular, (i) to promote the facilitation and development of international transport by road (goods and passengers) through the harmonization and simplification of the rules and requirements relating to it and the administrative procedures and documentation to which such transport is subject, and (ii) to promote the harmonization of taxation and other measures in order to prevent discriminatory practices in international road transport. The ECE study on the openness of international road freight transport markets in the UNECE region under preparation will likely be a useful contribution to promote the policy dialogue also in this context.

16. At the last annual summit of ITF in May 2011, China officially declared its intention to join the International Transport Forum and the accession process has now been completed. Following India, China is the third BRIC country which joined ITF. Having in its membership most of UNECE member countries as well as a number of important world economies (Australia, Mexico, India, China, etc.) the ITF position as the global transport policy platform is being further reinforced. UNECE's global position as a centre for transport legislation could also be further promoted and enhanced through closer synergies and collaboration with the ITF taking advantage of complementary work of the two organisations in many areas of transport.
