Review of the implementation of OSCE commitments - TRANSPORT

18th Meeting of the OSCE Economic and Environmental Forum

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Unece - Transport Division

Outline

• The Context
  – Pillars of sustainable transport development
  – Global and regional trends
  – Global issues

• Challenges and Achievements
• What can UNECE offer?
• Summary

Unece - Transport Division
The Context

Pillars of sustainable transport development

Access, affordability, safety, environmental
Mega Trends

Global
- Integration and regionalization
- Migration and internal mobility
- Urbanization

UNECE countries
- EU, NAFTA, spaghetti bowls
- New phenomena in some regions
- 80%+ in cities by 2050
- Aging: 30% of people over 65 by 2060 (EU)

Reintegration is still in progress
Challenges and Achievements

1. The Climate Change challenge

- Prioritize!
- But not without data
- Need for specific tools
- And what about transport?

McKinsey chart, 2007
Country examples

- Sweden: decoupling GHG and GDP
- Turkey: vulnerable to climate extremes
- USA, Germany and many others: national strategy for adaptation

2. The Road Safety Challenge

Legend
Mortality per 100,000 People

- Data not available
- 0.1 - 5.0
- 5.1 - 20.0
- 20.1 - 70.0
- 70.1 - 200.0

Source: WHO, World Bank

Road Traffic Mortality per 100,000 People
Country examples - RS

- Sweden: target zero
- EU: targets set; policy measures and campaigns
- Russia: hosted the Global Ministerial on RS
- USA: campaign against texting
- Turkey: campaign with FIBA and UNECE

3. The Border Crossing Challenge

Average time to import (days)

Average time to export (days)

Source: WB, Doing Business
Country and Industry examples

- Bulgaria-Serbia: Rail Border Crossing Agreement
- IRU monitors the waiting time
- UIC analyses of B/C issues

4. A growing challenge: Shift of gravity in decision making

Decentralization - increased role of sub-nationals
Consequently: Shift of focus from national to multi-country planning

Numerous initiatives:
TEM, G-24, TEN-T, TER, Pan-European corridors, TEN-T for 30, TEN-T and neighbours, Black sea highway, BAM, Trans-siberian Railways, TRACECA Corridors, EATL, Trans-Asian Highway, Trans-Asian Railways, EurAsec corridors, AGR, AGN…..

4. Shift from national to regional, from regional to inter-continental approach
5. The Development Gap challenge

(Km of Motorways per 1000 km²)

Transport investment: question of priority

Source: UNECE Road Financing study by Dr. Andras Timar
6. Financing gap - High expectations towards PPPs

Source: UNECE Road Financing study by Dr. Andras Timar

Note: The PPI Project Database records no transport projects with private participation or investment commitments to such projects in the region in 1990–91.
Source: World Bank and PPIAF, PPI Project Database.

Country examples to bridge the infrastructure gap

- Kazakhstan – 2 billion USD WB loan for roads
- Croatia – Recent investment forum
- Increasing number of PPP case studies (Pl, H, Cz, Ca – not always the best experience)
- Switzerland: cross subsidies from roads
## Challenges For Transport: Global and UNECE countries (1)

<table>
<thead>
<tr>
<th>Global</th>
<th>UNECE countries</th>
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<tbody>
<tr>
<td>CO₂ abatement</td>
<td>- Scale of variations (euro vehicles – market access)</td>
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<td>- policy gap!</td>
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<td>Traffic Safety</td>
<td>The best: targets monitored</td>
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<td>The worst: no political support</td>
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<td>Trade and Transport Facilitation vs. Security</td>
<td>- EU external borders, transit, B/C performance,</td>
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<td>- lack of unified rail law</td>
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<td>- Land transport security under-estimated</td>
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## Challenges For Transport: Global and UNECE countries (2)

<table>
<thead>
<tr>
<th>Global</th>
<th>UNECE countries</th>
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<tbody>
<tr>
<td>Shift of gravity in decision making</td>
<td>- Regional integrations and projects</td>
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<td>- Inter-continental aspects</td>
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<td>- Parallel Initiatives</td>
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<td>Development gap</td>
<td>- under-developed infrastructure and services</td>
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<td>- slow reforms - policy gap!</td>
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<td>- low priority of transport in national strategies</td>
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<tr>
<td>Financing gap</td>
<td>- Investment planning and governance</td>
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<td>- High expectations from PPPs</td>
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What can UNECE offer in addressing the challenges?

As Centre for Legal Instruments for International Land Transport (57)

- Update the agreements (see eCMR)
- Expand the geographical coverage
- Improve implementation monitoring
- Offer new harmonised legal instruments – unified railway law
As promoter of investments - Investment Planning Tools

- Methodologies for planning the “E” networks – Modal infrastructure agreements: road, rail, river, inter-modal
- Traffic Censuses
  - On E-roads and E-railroads every 5 years
- Guidelines for Socio-Economic Cost Benefit Analysis
- Identification of bottlenecks and missing links
Guidelines for Socio-Economic Cost Benefit Analysis of Project Appraisal

- EU, EBRD, EIB, WB and national best practices
- Guidance for project submission and comparisons
- Socio-economic cost benefit analysis, covering also safety, environmental, policy aspects
- Common starting point

Multi-country investment planning – UNECE Regional Projects

Investment planning tools used in:

- TEM - TER Master Plan
- Euro-Asian Transport Linkages
EATL Project

UNECE-ESCAP Capacity Building Project
Euro-Asian Transport Links: Countries Involved

Out of a total value $43.4 billion road projects $12.7 billion

Out of total 230 projects 112 road projects

Afganistan, Armenia, Azerbaijan, Belarus, Bulgaria, China, Georgia, Iran, Kazakhstan, Kyrgyzstan, Moldova, Romania, Russian Federation, Tajikistan, Turkmenistan, Turkey, Ukraine, Uzbekistan

As Facilitator of enabling environment for international transport – serving trade and tourism

driver vehicle

business conditions

cargo infrastructure

B/C and transit
Border crossing procedures

- UN Convention on Harmonization of frontier controls
- Measuring border performance
  – OSCE-UNECE model

Customs transit guarantee schemes

- The only global Customs Transit System
As catalyst for research cooperation in selective areas

- Road Safety
- **Global warming and Land Transport**
- Transport and Competitiveness
As promoter of road safety - 60 years
ANNIVERSARY SESSION, 2010

- Social Rules (driving and rest hours)
- Drivers' License
- Vehicles Regulations
- Insurance (Green Card)
- Road Traffic Rules
- Road Signs and Signals
- Infrastructure (standards and parameters, tunnel safety, all land modes)
- Statistics
- Dangerous Goods

UNECE as promoter of ITS deployment

Because: shift From paper based world to virtual world
- From CMR to e-CMR
- From TIR to e-TIR
- From analogue to digital tachograph
- From queues for scaling to e-weight certificates
- From coins to electronic RUCs
- From focus on compliance enforcement to shared attention also to services
- From modal to multi-modal
- From numerous appliances to one integrated unit

The role of UNECE in promoting ITS is under consideration!
Summary - 1

- UNECE countries:
  - Forerunners
  - On average lack of adequate attention to transport
    - To infrastructure development
    - To B/C conditions
    - To road traffic safety
    - To inland transport security
- But some set the example

Summary - 2

- UNECE
  - Centre of regulations and multilateral agreements and
  - Promoter of regional investment planning
- UNECE Analytical tools and TA
  - For Road Safety
  - For global warming and inland transport solutions
Summary – 3 – Project Proposals

1. Inland Transport Security Discussion Forum
2. Accession to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)
3. A demonstration block train along the North-South Corridor

Thank you for your attention!

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