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Developments related to the work of the International Transport Forum

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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 2013 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-sixth session of the Inland Transport Committee.

1. In October 2013, the ITF marked the 60th anniversary of the creation of European Conference of Ministers of Transport when ministers from 16 European countries met in Brussels, Belgium, to create the ECMT, as it became widely known.
2. The 2013 International Transport Forum's annual summit "Funding Transport" was the opportunity for transport Ministers from 54 member countries to engage in a dialogue on how to fund transport which is considered to be a major challenge for transport policy today. Together with decision makers from business sector, civil society leaders and top academics, Ministers exchange views, inter alia, on how to meet the growing demand for transport services through mechanisms for sound and sustainable funding, and how the funding priorities should be defined in order that they contribute to improved overall quality of transport infrastructure and services, particularly as concerns safety, reliability, accessibility and environmental impact. At the conclusion of the Summit, Ministers adopted the Declaration which emphasizes the need to align funding for transport infrastructure and services with transport's fundamental role in the economy and society, considering fiscal constraints. The Declaration further re-affirms responsibility of Ministers to establish

efficient and coherent governance frameworks for funding that promote effective co-operation among authorities and with the private sector and enable exploration of innovative funding systems. 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://2013.internationaltransportforum.org/>.

3. Of particular interest to UNECE were the Ministerial Session on “Attracting Private Finance and Ensuring Predictable Funding” and the sessions with Ministers and industry leaders on public-private partnerships and funding transport infrastructure and cross-border transport. The UNECE participated in these sessions as well as in the World Bank-sponsored side event on “Investing in Road Safety: Challenges, Opportunities and New Partnerships” and the “Road Safety Launch of the IRTAD Road Safety Report” media event.

4. Together with the Organization for Security and Co-operation in Europe (OSCE), the UNECE organized a joint stand where a wide range of UNECE and OSCE publications, including the joint publication “2012 Inland Transport Security Forum – Proceedings” were displayed. The latter is a collection of papers on various aspects of inland transport security written by distinguished experts from public and private sector organizations.

5. The UNECE’s active participation at the ITF provided an opportunity to maintain visibility and also to strengthen relationships with our stakeholders also this way. These existing stakeholders included the Swedish Government, IRU, OSCE, Partnership on Sustainable Low Carbon Transport, World Bank, Asian Development Bank, and the European Commission. In addition, there was the opportunity to establish contact with new stakeholders who were interested in the UNECE’s work and potentially collaborating or receiving the benefit of UNECE technical assistance. They included the Transport Minister from Morocco, the Director General of the Instituto Mexicano del Transporte, government officials from India, China Korea , and representatives from the private sector and academia.

6. The quality of the ITF Summit programme was high both in terms of content and distinguished participants, as well as the visibility that the Summit receives in media. The Summit brought together Ministers from ITF member countries and many business leaders, in total 1 000 delegates from 79 nations. ITF as an organization continued to deliver excellent speakers and high-quality analytical publications. In summary, the International Transport Forum’s annual event is the occasion where UNECE should scale up its transport policy work as well as its technical regulations to political attention, and at the same time can reach out to the transport industry and partly to leading transport policy thinkers.

7. In 2014, the annual Forum will take place from 21-23 May and the focus will be on “Transport for a Changing World”. Preparations for the 2014 Forum are underway and the ITF Task Force on the 2014 Forum had already met twice in 2013. In preparing for the summit, the Forum will draw upon the OECD-ITF Joint Research Centre, special ad hoc project groups and policy networks, as well as on consultations with stakeholders.

8. UNECE plans to actively participate in the forthcoming 2014 Summit. Although the final programme has not yet been confirmed, in order to highlight the UNECE transport work, a number of ideas are under consideration. The Ministerial session titled “The Transport Transformation: Innovations that are Changing Transport and how Policy needs to Respond” and the plenary session “Sustainable Transport for All: Planning for Greener and more Inclusive Transport” provide the opportunity for UNECE to demonstrate its legal, technical and analytical work on relevant aspects of the main theme. Furthermore, panel discussions and workshops which will address: “Climate Change Adaptation and Extreme Events: Ensuring Network Performance in a Changing World”, “Adapting the Vehicle to a New Society: How will Shifting Attitudes and Vehicle Technology Change the Way We

Drive?”, “Integrating Transport Networks for Sustainable Growth and Development” and “Towards Better Use of Existing Infrastructure” will allow UNECE to present not only the final results and achievements of the ForFITS project, publications such as Climate Change study, Diesel Engines Exhausts study, analytical study on “Urban Transport and Mobility”, up-dated study on “Transport for Sustainable Development”, but also the results of the Euro-Asian Transport Links Project, relevant results of the work on Almaty Program of Action for Landlocked Countries, the work on unified railway law and the result of the recent activities of THE PEP related to urban transport and sustainable mobility.

9. In 2013, the ITF organised Round Tables on the following topics: “Expanding Airport Capacity under Constraints in Large Urban Areas” in Paris, “Port Investment and Container Shipping Markets” in Santiago, Chile, and “Valuing Convenience in Public Transport” again in Paris. Roundtables usually bring about 30 or so experts together to discuss specific economic topic in depth in a personal capacity. The discussions aim to shed light on areas where there are differences of opinion between the experts present and in the economic literature, as well as bringing results of recent research to the table. The ultimate objective is to draw conclusions relevant to policy-making in government. A summary of the debate together with the introductory papers are published in the Roundtable Series of the Joint Transport Research Centre and details are available at: <http://www.internationaltransportforum.org/jtrc/roundtables.html>.

10. In the course of 2013, the ITF Joint Transport Research Centre published more than 20 Discussion Papers covering a wide variety of subject from individual country experiences (Public Private Partnership in National Highways: Indian Perspective) to methodological studies (Factoring sustainable development into project appraisal) and policy relevant issues (Better Regulation of Public-Private Partnerships for Transport Infrastructure: Summary and Conclusions).

11. In preparation for the International Transport Forum’s 2013 Summit on Funding Transport, the ITF carried out a survey to collect information on transport policies in member countries. The report “Spending on Transport Infrastructure 1995-2011: Trends, Policies, Data” presents broad conclusions on these policies, as well as on infrastructure performance, funding and strategic plans. In March 2013, proceedings of a joint International Transport Forum/Korea Transport Institute Seminar held in Paris in 2012 were published under the title “Seamless Public Transport for All”. This report examines policies to make public transport more seamless on the basis of examples of best practice from Europe and Korea. The report “Understanding the Value of Transport Infrastructure: Guidelines for Macro-Level Measurement of Spending and Assets” provides detailed guidance for the uniform collection of data on transport infrastructure spending and assets. It concludes with recommendation and practices for arriving at these critical statistics. The report also discussed the use of these data in impact analysis and benchmarking, ultimately leading to better decision-making. “Funding Urban Public Transport: Case Study Compendium” on urban public transport funding was developed as an input to the 2013 International Transport Forum Summit on Funding Transport. It serves to illustrate a variety of urban contexts, public transport services and funding mechanisms in a selection of International Transport Forum countries. It was jointly developed along with the International Association of Public Transport (UITP). Publication “Funding Transport - 2013 Annual Summit Highlights” contains session summaries and reveals that global investment needs to 2030 for key global transport infrastructure alone is estimated by OECD at USD 11 trillion. The policy makers face a difficult dilemma: Almost everywhere public budgets are squeezed as never before in the wake of the global financial and economic crisis, and they are likely to remain tight for quite some time.

12. The ITF's Road Transport Group meeting in September 2013 approved the text of a Quality Charter for International Haulage Operations under the ECMT Multilateral Quota.

It was also decided that the Group will work further on implementation and incitation mechanisms, linking the implementation of provisions of the Charter to Quota development. These mechanisms shall be approved and become operational on 1 January 2016, at the latest. The provisions of the Charter set the highest standards in the domain of access to the profession of international road haulage operators, as well as initial and periodic training of international drivers across the European continent. Thus these standards will be brought up to EU level for all 43 European ITF member countries participating in the Multilateral Quota system. The aim is to increase the overall quality of international road transport in Europe and further strengthen the image of the Multilateral Quota as a symbol of the highest quality in road transport in both environmental and social fields. The Group also approved the text of the new User Guide on ECMT Multilateral Quota, which enters in force on 1 January 2014, following the introduction of "EURO VI safe" lorries into the Quota. This Guide defines the operational rules of the Multilateral Quota, and establishes new certificates for the inclusion of the EURO VI lorry category in the system. The Group also decided to establish a new Certificate of Compliance with Technical Provisions Concerning Exhaust and Noise Emissions and Safety Requirements for lorries with total permissible laden weight (TPLW) between 3.5 and 6 tonnes, in order to facilitate and harmonise control procedures for these lorries in Europe. The certificate will be established during 2014.

13. In this connection, it is worth reminding that the terms of reference of the UNECE Working Party on Road Transport (SC.1) call member countries (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.

14. Following the creation of the OECD-ITF Joint Transport Research Centre in January 2004, the former IRTAD Operational Committee was replaced by the Traffic Safety Data and Analysis Group, under the direct responsibility of the Joint Transport Research Committee. In 2013 IRTAD together with Observatorio Nacional de Seguridad Vial de Argentina (OISEVI) organised the international conference "Better Safety Data for Better Road Safety Outcomes" which was organised with OISEVI and PIARC to discuss the quality of systems for collecting and analysing data in IRTAD, OISEVI and certain countries. In addition to discussion about methodological issues, cases of recent initiatives to improve the quality of the collection and analysis of data as well as the latest research and analysis made by the IRTAD Group were presented. The IRTAD Annual Report 2013 provides an overview for road safety indicators for 2011 in 37 countries, with preliminary data for 2012, and detailed report for each country. The report outlines the crash data collection process in IRTAD countries, describes the road safety strategies and targets in place and provides detailed safety data by road user, location and age together with information on recent trends in speeding, drink-driving and other aspects of road user behaviour.

15. In December 2013, OECD Green Growth and Sustainable Development Forum organised in co-operation with ITF examined how investments can be mobilised in land transport. The forum explored solutions to how governments can improve their investment policy frameworks to reduce risk and attract long-term private financing in support of green growth. Also in December, "The Economics of Investment in High Speed Rail" Roundtable was held in New Delhi.

16. The first meeting of the new Group on Assessment of Policies for Long-Term Transition to Sustainable Transport was held on 12-13 December 2013, with the participation of a number of leading experts in the field. The scope of the Working Group includes air emissions and noise as well as climate change. The first meeting focused on

climate change issues: carbon values to be incorporated into cost/benefit analysis, discount rates and dealing with low probability but potentially catastrophic events. A new Group on Safe System Implementation is a follow-up of the 2008 report “Towards Zero”, which promoted the Safe System approach. A Safe System approach is the pillar of the work plan of the UN Decade of Action for Road Safety and is being considered in a number of national road safety policies. First meeting of the Group is planned to take place in early 2014, with a two-year cycle planned for the project. Also, the new Group on Public Transport will focus on areas where regulatory frameworks are proving to be challenged by changes in public transport markets.

17. The Group on Motorcycling Safety completed its work and the report was approved for finalization and publication. The report on Cycling, Health and Safety was released in January 2014. It demonstrates that pro-cycling policies have a largely beneficial impact on society despite higher crash rates, and calls also for the adoption safe system principles, including training of all road users, adequate speed management strategy, proper junction design and the deployment of cycling infrastructure. Follow-up work includes some form of training on bicycle safety for low- to middle-income countries. The new project “Infrastructure Adaptation to Climate Change and Severe Weather” will provide the basis for a Session at the 2014 Summit. “Project Sustainable Road Funding” contributed to the 2013 Summit and the Group responsible for it was closed. Rail Efficiency project took the form of an Advisory Group with a report finalised for the 2013 Summit. A follow-up workshop will be organised to complete the work, including a focus on efficiency indicators. A Task Force: “Understanding the value of transport infrastructure” decided to organise a meeting to discuss recommendations with data collectors including the UNECE and EUROSTAT, aiming to enhance capacity-building effort.

18. The ITF Statistics Unit continues to improve statistical processes, data collection and dissemination through different media. Actions have been taken to extend the data coverage, improve timeliness, relevance and coherence of data and improve data accessibility and user-friendliness. An aim is also to strengthen international co-operation with other statistics providers. In 2013 ITF published “Spending on Transport Infrastructure 1995-2011 - Trends, Policies, Data”. The ITF statistics on investment and maintenance expenditure in transport infrastructure are based on a survey sent to 52 member countries. The survey covers total investment (defined as new construction, extensions, reconstruction, renewal and major repair) in road, rail, inland waterways, maritime ports and airports, including all sources of financing. The lack of common definitions and practices to measure transport infrastructure spending hinders comparisons between countries and spending options. Data for road and rail infrastructure are the most comprehensive while data on sea port and airport spending are less detailed in coverage and definition.

19. The ITF, and former ECMT, have been collaborating with the UNECE in many areas of transport sector development. Both organisations benefited from close collaboration and ensured that duplication and overlap has been avoided. However, it appears that late developments call for closer consultations and more efforts to further build on synergies developed in the past. For example, the ITF Working Group on assessment of policies for long term transition to sustainable transport as well as the one on infrastructure adaptation to climate change and severe weather could very much benefit from the work of the results achieved by the UNECE Working Party on Transport Trends and Economics and in particular the Group of Experts on Climate Change impacts and adaptation for international transport networks as well as from the recently completed ForFITS project which developed the method for the assessment of CO₂ emission from inland transport with a policy converter. The ForFITS tool offers alternative policy measures to curb excessive emissions. The same could be said for the new Group on Safe System Implementation and the UNECE Working Party on Road Traffic Safety (WP.1). In spite of

a very close and good collaboration between UNECE and ITF, closer coordination in development of road safety related statistics (with IRTAD) and databases seems to be warranted. Also, development of transport performance indicators by the ITF and the UNECE project on Transport Development Index may benefit from each other.

20. In a similar fashion, preparations for the forthcoming ITF Summit “Transport for a Changing World” may also benefit from the relevant work carried out in UNECE. In this context it is worth mentioning the work of the UNECE regulatory bodies (WP.29; WP.1; SC.1; etc.) as well as analytical work of WP.5 on topics highlighted above in paragraph 6. Also, further ITF work on cycling and related policies could benefit from closer collaboration with the work of THE PEP, joint UNECE-WHO/Europe programme on different aspects of cycling and recommendations developed to promote this mode of transportation in urban areas as healthy and environmentally friendly alternative to private motorized transportation. In this context, it is worth mentioning a joint seminar “Urban Innovation and Change: The dynamic nexus of Transport, Environment and Health.” That will be organised by UNECE-PEP, TRA and ITF on 14 April 2014 in in Paris.

21. Consideration of these possibilities for closer synergies between UNECE Working Parties and the ITF expert groups could be even more important bearing in mind that in many areas the work of two organisations is complementary, and closer coordination would be an important benefit to member countries of both organisations.