SPECA Workshop on Connectivity and Inland Transport Competitiveness

Astana, Kazakhstan 26-27 November 2018

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Introduction

• Transport and UNECE

• Transport and the SDGs

• Transport connectivity and competitiveness
Transport and UNECE: Who we are

Goal: a universally harmonized inland transport system

Visible signs of UNECE Transport activities

58 conventions, 1742 Contracting Parties
Luxembourg and Netherlands – both participants in National Voluntary Reviews on SDGs – are contracting parties to the highest number of UN Transport Conventions.

9% of countries are contracting parties to at least 30 UN Transport Conventions.

25% of countries are not contracting parties to a single UN Transport Convention.

75% of countries are contracting parties to at least 1 UN Transport Convention.

All UNECE member States have acceded to at least 2 Road Safety Related Convention.

75% of countries are contracting parties to at least 1 UN Transport Convention.

25% of countries are not contracting parties to a single UN Transport Convention.

9% of countries are contracting parties to at least 30 UN Transport Conventions.
No. of transport convention accessions

- Afghanistan: 3
- Azerbaijan: 15
- Kazakhstan: 18
- Kyrgyzstan: 11
- Turkmenistan: 7
- Tajikistan: 9
- Uzbekistan: 12

UN Transport Conventions
UNECE Transport and the SDGs

1. No Poverty
2. Zero Hunger
3. Good Health and Well-being
4. Quality Education
5. Gender Equality
6. Clean Water and Sanitation
7. Affordable and Clean Energy
8. Decent Work and Economic Growth
9. Industry, Innovation and Infrastructure
10. Reduced Inequalities
11. Sustainable Cities and Communities
12. Responsible Consumption and Production
13. Climate Action
14. Life Below Water
15. Life on Land
16. Peace, Justice and Strong Institutions
17. Partnerships for the Goals
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Sustainable Development Goals
UNECE Transport and the SDGs
Regulatory activities

Vehicle Regulations
6 SDGs

Road traffic and safety
4 SDGs

Infrastructure
3 SDGs

Dangerous Goods
5 SDGs

Border Crossing Facilitation
3 SDGs
Some examples

Road safety:
RS Performance Reviews
SafeFITS
RS Conventions

Infrastructure:
Infrastructure agreements
ITS Strategy
Border Crossing facilitation

Sustainable Cities:
ForFITS
THE PEP
Cycling Materplan

Other:
Climate Change Adaptation
CTU Code
TEM, TER, EATL
Recent SDG related publications (1)

"Transport for Sustainable Development - The case of Inland Transport"

“SDGs and the UN Transport Conventions under the purview of the UNECE Inland Transport Committee”

“Sustainable Urban Mobility and Public Transport”
Recent SDG related publications (2)

...51% of countries have not acceded to any Core UN RS Conventions

Location of countries

- 76% of countries in Africa
- 53% of countries in the Pacific
- 22% of countries in Asia
- 7% of countries in the Americas

Equivalent to almost 24% of the world's population (approx. 1.7 billion people)

UNECE and WHO 2023 data

UN Road Safety Conventions under UNECE ITC purview

Fatality ratios
- 22% of countries with 3.00 or more fatalities per million inhabitants
- 25% of countries that have traffic for freight
- 20% of countries that have traffic for passenger

Road safety regulatory governance
- 11% of countries that have traffic for freight
- 10% of countries that have traffic for passenger
- 9% of countries that have traffic for passenger and freight

UNECE and WHO 2023 data

Illustrated Glossary for Transport Statistics

4th Edition

TRANSPORT
Sustainable and efficient transport

UNECE is custodian of legal instruments which increase efficiency in the transport sector

- Infrastructure agreements (AGR, AGC, AGTC, AGN)
- TIR Convention
- Harmonization Convention
- Customs Convention on Containers
- Convention on the Contract for the International Carriage of Goods by Road (CMR) and protocols
- Customs Conventions on temporary importation of road vehicles
- International transport of dangerous goods (ADR, ADN) and perishable foodstuffs (ATP)
- Unified Railway Law

Also a number of important long-standing projects: TEM, TER, EATL
UNECE and intermodal competitiveness

transport infrastructure agreements

- **1950** • Declaration on the Construction of Main International Traffic Arteries
- **1975** • European Agreement on Main International Traffic Arteries (AGR)
- **1985** • European Agreement on Main International Railway Lines (AGC)
- **1991** • European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)
- **1996** • European Agreement on Main Inland Waterways of International Importance (AGN)
- **1997** • Protocol on Combined Transport on Inland Waterways to AGTC
Joint AGC and AGTC network

- AGC and AGTC networks
- Newly proposed AGTC lines
- Network infrastructure standards
- Performance parameters & benchmarks for trains and infrastructure
AGTC intermodal network (road-rail)

On-line monitoring of infrastructure and performance benchmarks
Leveling the playing field across transport modes

- **ROAD**

- **MARITIME**
  - Hague-Visby and Hamburg Rules

- **AIR**
  - Chicago Convention and other treaties (Warsaw, Montreal Conventions)

- **INLAND WATER TRANSPORT**

- **RAIL**
  - COTIF Convention
  - SMGS Agreement
  - Many other regional and National agreements

We create a level playing field for Railway freight!

Unified Railway Law
Unified Railway Law

Working Party on Rail Transport (SC.2)

International rail freight potential

- A new legal railway regime
- Land bridge between Europe, Asia and Middle East
- Facilitating international rail transport of goods and containers on the basis of a single contract of carriage

Joint Declaration towards Unified Railway Law
Geneva, 26 February 2013
Signed by Transport Ministers of 38 States
Intermodal transport at UNECE

Working Party on Intermodal Transport and Logistics (WP.24)

WP.24 provides a forum for combined and intermodal transport at the Pan-European level.

WP.24 administers the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement) and the Protocol on Combined Transport on Inland Waterways to AGTC.

Recent important outputs include:

- Code of Practice for Packing of Containers (CTU Code)
- Terminology for Combined Transport
- National Master Plans on freight transport and logistics
- Online database on national policies promoting intermodal transport
Code of Practice for Packing of Containers

(CTU Code)

Not mandatory – but may become part of cargo insurance contracts.

Prepared in 2011-2013 by Governments with industry and insurance experts.

Adopted by UNECE, IMO and ILO in 2014.

All aspects of loading and securing of cargo in containers and other intermodal transport are provided, taking account of the requirements of all sea and land transport modes.

Applies to transport operations throughout the entire intermodal transport chain.

Provides guidance not only to those responsible for packing and securing cargo, but also to those who receive and unpack such units.

Also addresses issues such as training and the packing of dangerous goods.

Further practical guidance and background information are available as informative material approved by the IMO Maritime Safety Committee in 2014 (MSC.1/Circ.1498).

www.unece.org/trans/wp24/guidelinespackingctus/intro.html
Inland waterways and competitiveness

Working Party on Inland Water Transport (SC.3)

UN legal instruments relevant to IWT

IWW infrastructure, navigation rules

Harmonizing standards and norms

Promoting River Information Services

Maps and databases

International Ministerial Conference “Connecting by Inland Navigation” (18-19 April 2018 in Wroclaw, Poland):

“Ministers agree to undertake and coordinate measures to facilitate integration of inland water transport in multimodal transport and logistics chains”

(the Wroclaw Declaration)
Border crossing facilitation
The Working Party on Customs Questions affecting Transport (WP.30)
UNECE and ForFITS

We support regulatory push combined with awareness for the environment and climate

- UNECE region success: decoupling of CO2 and motorization growth
- But still significant emitter
- UNECE MICs CO2 emissions from inland transport will more than triple by 2030 if no powerful intervention
Challenges and opportunities going forward

• Contribution to the implementation of the Sustainable Agenda 2030
• Digitalization of transport documents (eTIR, eCMR, etc.)
• Innovations
• Operational cross-border management
• Enhancing cooperation between stakeholders
• Overcoming national obstacles
• Contingency plans based on robust risk management
• Eliminating bottlenecks facing the development of multimodal freight infrastructure
• National Master Plans introducing an integrated system of all transport modes
• Climate change and intermodal transport etc.
Thank you for your attention

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