Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

102nd session   **8 mai 2017**
Geneva, 8-12 May 2017
Item 2 of the provisional agenda
Seventy-ninth session of the Inland Transport Committee

ITC Strategy discussion

ITC Strategy discussion

For discussion with Working Parties of the Inland Transport Committee

Geneva, 2017

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Geopolitics of inland transport

- Geopolitical changes and considerations have an impact on transport:
  - fuel prices, costs of alternative fuels, growing demand with growing middle class and economic growth
  - access to raw materials (e.g. rare earth essential for electric vehicles)
  - Growing population – need for infrastructure and services
- Trade developments
- Transport connectivity:
  - corridors and networks --- opening the Northern sea-route and its impact on transit positions of landroute countries
  - Density and resiliance
- Internet retailing (World Wide Web), 3D printing, internet: source for sale and for distribution of goods (download the book),--- changing product mix in transport
- Technological changes (disruptive technologies): 21st century started with the decade of software ---- impact on vehicle technology (automation – autonomous); on routing, scheduling and fleet management; on e-docs and e-pricing ---- on transport institutions needed in the future; use of GPS --- security; alternative fuel-vehicles
- From gradual deregulation to fast market restructuring: disruptive businesses

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UNECE ITC in 2017

70 years old – worth to acknowledge and understand

- **Tangible results** throughout the years

- Many **internal changes** over the past 70 years:
  - Changes in the mandates, missions, structure and partnerships
  - Changes in ECE
  - Changes in the UN

- Many **external changes** over the past 70 years
  - **Geopolitical changes in the ECE region**: from post-war reconstruction – through cold war – disintegration and reintegration processes: deepening integration of Western and Central Europe through the EU, break up of USSR, Federal Yugoslavia – new integration processes and growing dependence on global trade and the overall impact of globalisation
  - Fundamental **changes in the Transport sector**: from regulated to deregulated, from regionally fragmented to globally interconnected, from traditional modal operations to intermodal and seamless, from hardware to software, from purely transport perspective to multi-sectoral systems approach, from supply to demand driven
  - **Changing** number and role of **transport organisations**

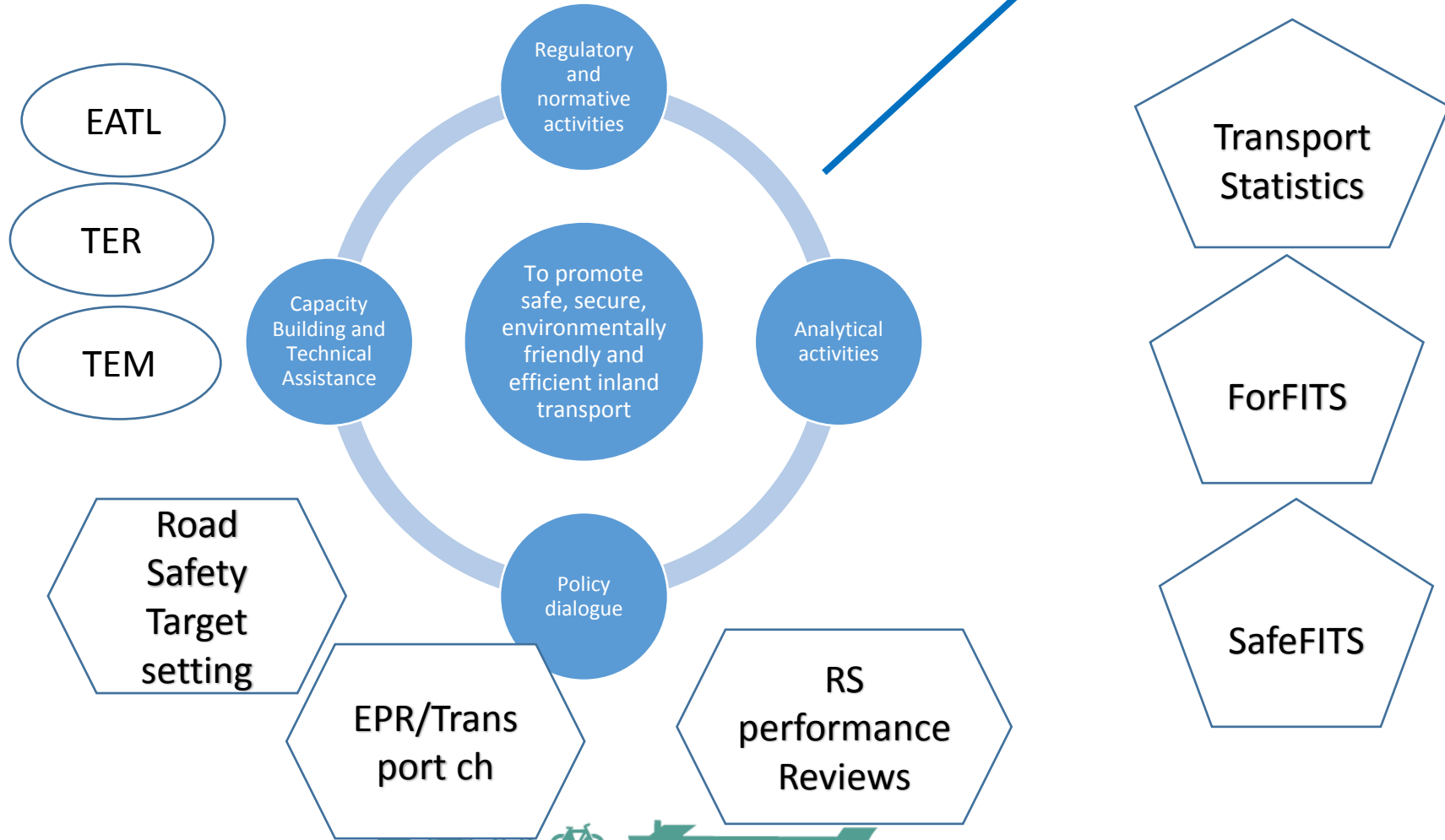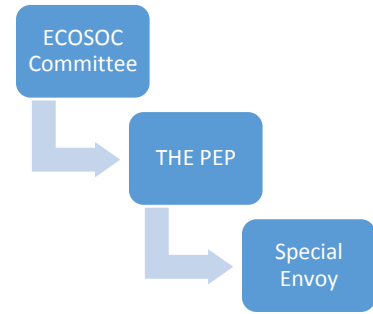## *New era – and the expected changes that it may warrant*

- **New global political commitments**
  - 2030 Agenda and SDGs
  - Increased attention to climate change mitigation and adaptation – Paris Agreement
  - Increased attention to funding needs of developing countries: Addis Abeba finance for development
  - UNHABITAT III: urban and transport planning
  - The Ashgabat process for transport

- **New (disruptive) technologies**
  - Going electric, digitalisation and broad use of ICT technologies, intelligent mobility, autonomous driving, drones

- **New (disruptive) businesses**
  - From SOEs to concessions, from regulated services to «Uber» type services, car and ride sharing, from national statistics to powerful data monopolies

- **Development backlog** – investment needs (trillions of dollars) – need for funding – call for innovations

- **Repositioning** Initiatives by key transport players

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What is UNECE ITC ?

58 conventions + resolutions, recommendations

ECOSOC Committee

THE PEP

Special Envoy

EATL

TER

TEM

SPECA

Regulatory and normative activities

Capacity Building and Technical Assistance

To promote safe, secure, environmentally friendly and efficient inland transport

Analytical activities

Policy dialogue

Road Safety Target setting

EPR/Transport ch

RS performance Reviews

Transport Statistics

ForFITS

SafeFITS

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What is ITC?

- ITC has produced **tangible results** over the decades that have **impact on** the daily life of **people and businesses**
- ITC is deeply **specialised in inland transport**
    - Integrated approach for seamless connectivity
    - Value of holistic, multimodal technical capacity to support the SDG process
    - ITC focus grew from international inland transport to all inland transport, including urban mobility
    - It can act as a bridge between technocrats and politicians, technical knowledge and policy choices
- ITC is a **regional body** under the UNECE, but is responsible **for both regional and global activities** - ITC is connected beyond the ECE region
    - through its working parties
        - **WP.29, WP.1, WP.30**
    - through the Secretariat: to the **global conventions** through the treaty bodies, to global inland transport to the world through **ECOSOC Committee** of Experts on TDG and GHS, to Asian countries through the **EATL**, to global road safety through the **Special Envoy**
- ITC is engaged in **technical details of inland transport**, as well as in **policy formulation**
    - through THE PEP (multisectoral approach)
    - in Central Asia through SPECA (link between sectoral and multisectoral)
    - EPRs (link between sectoral and multisectoral)
    - RS Performance Reviews
    - National Transport and Strategy reviews (e.g. Belarus, Tajikistan)
    - WP.5 biannual thematic paper on transport trends and economics
    - Analytical papers related to conventions and WP activities
- ITC is engaged in promotion of **infrastructure connectivity and development (TEM, TER, EATL)**
- **ITC** is a **gateway of best practice information sharing** in inland transport
- **ITC «products/assets»:**
    - Inland transport regulatory governance – 58 UN Transport conventions constantly updated
    - Transport statistics methodology and data collection
    - ForFITS to carry out policy dialogue
    - SafeFITS – « -
    - RS Performance Review methodology (upcoming)
    - Regional investment planning methodology with prioritization
    - Series of studies

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ITC tensions and solution options

Tensions

1. Tension between the **global – regional nexus**: The bulk of ITC work is related to the conventions and through them its activities are global, but the status is regional

2. **Resource constraints** in the secretariat:
   - The secretariat has been running at full capacity for many years – many results are due to dedicated staff who are willing to put extra hours into the system – not sustainable
   - UNECE Transport subpogramme services 70 % of all UNECE meetings and produces 40 % of the UNECE parliamentary documents

3. **Perception/recognition – real work**

Solution options

1. Managing the perception and potential tension: parallel reporting to ECOSOC

2. Regular – XB budget

- Reduce the workload to levels allowed by current resources – delays and giving up on some deliverables
- Stay on current level – increase resources (regular and XB)
- Do more – increase resources (mostly XB)

3. This gets automatically solved if #1 is solved, but more is needed

- Reach out to key stakeholders on a regular basis (ministers)
- Organise ITC sessions outside of the Palais etc.
- Reduce substantive work – do more PR (is it a real option?)
- **ITC: centre of conventions – confirmed in the survey – more branding** accordingly may be needed

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To make ITC even more ready for the new era

Questions to WPs:

- The next 70 years or the **strategy by 2030**?

- What strategic directions, priorities and how to increase dynamism?

- What changes in the conventions by 2030 and beyond?

- Any changes needed in the governance structure of ITC?

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Point of departure for the ITC strategy by 2030

- **Building on the strengths:**
  - ✓Centre of UN transport conventions
    - ❑Goal: universally accepted and implemented: REGULATORY GOVERNANCE FOR INLAND TRANSPORT
    - ❑Keep pace with technological developments
    - ❑Support global policy deliberations
  - ✓Centre of transport statistics
    - ❑ Methodology, Data, Unique or special competences
    - ❑ Infrastructure master planning, TIR, Forfits, SafeFITS
  - ✓Being part of the UN
    - ❑ Contribution to Global Tracking and Monitoring

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Recommended directions in the ITC strategy by 2030

1. Quantum change in regulatory governance – universal coverage
2. Increased support to digitalisation of Inland Transport
   a) DETA
   b) eTIR
   c) GIS
3. Embrace technological changes: e.g. regulatory support to going electric; increased automation
4. Support to develop new Legal Instruments on demand (e.g. URL, rail pass.)
5. Enhanced support to particular themes:
   a) Road Safety (holistic,   PTI (TA!) etc) – link to SE and the SDGs
   b) Border crossing facilitation – link to LLDCs, SDGs
   c) Inter-connectivity and seamless intermodal transport – link to IFIs
   d) Climate change mitigation and impact – link to COPs
6. Scale up transport statistics and use of available data – link to Global Tracking
7. Country performance reviews and methodologies (Road Safety, logistics, environmental reviews) – Combine regulatory and policy with measuring the difference
8. Keep better track of results
9. Increase (right) visibility of results
10. Strengthen the governance structure (review and assess number, structure, place of meetings)

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Process for finalising the strategy

- Current discussion feeds into the assessment and strategy
  - a long analytical paper (to be ready within a month)
  - Current official document remains the basis of discussions throughout the year
- WPs invited to consider the 4 questions and the current official doc (2017)
- Bureau invited to consider the analytical paper in its June session
- Final full paper and draft strategy to be available for the November Bureau session – WP and AC chairs participation
- Final discussion and endorsement in ITC meeting in 2018

Your views and guidance will help us complete the draft strategy paper and convert emerging challenges into opportunities

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