

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

Visible signs of UNECE Transport activities



Contract for the International Carriage of Goods by Road



Convention on Road Traffic



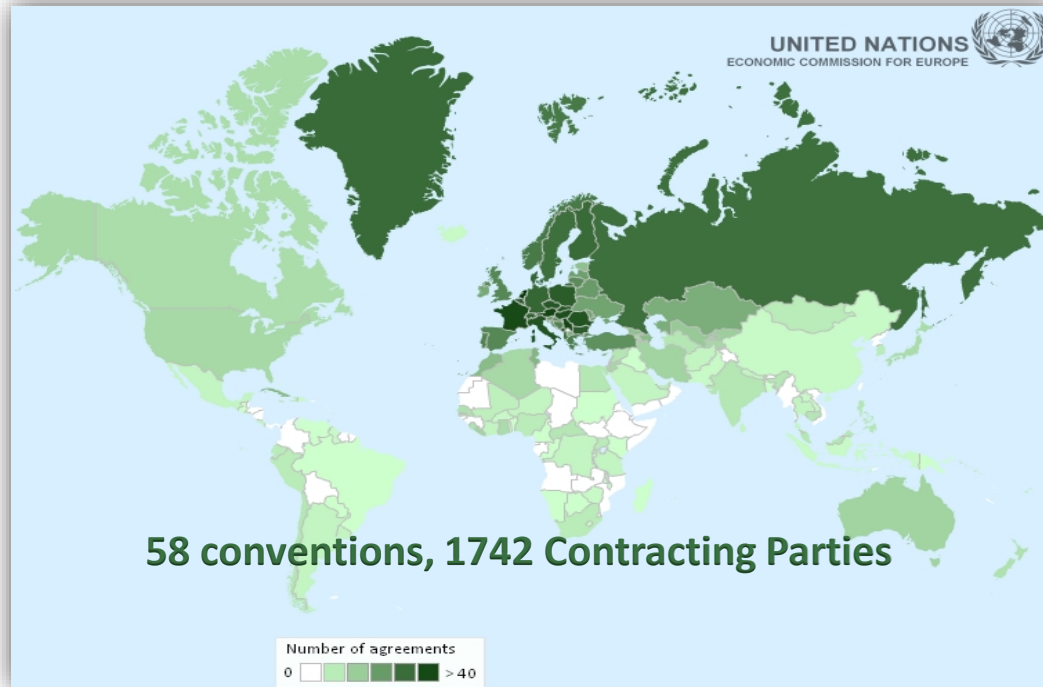
Harmonization of Frontier Controls of Goods



Convention on Road Signs and Signals



Infrastructure Agreements for roads (AGR), Rail (AGC), Inland Water Transport (AGN), Intermodal Transport (AGTC)



Goal: a universally harmonized inland transport system



World Forum for Harmonization of Vehicle Regulations (WP 29)



International Carriage of Dangerous Goods by Road



International Carriage of Dangerous Goods by Inland Waterways



Carriage of Perishable Foodstuffs



Work of Crews of Vehicles engaged in International Road Transport / Digital Tachograph



European Code for Inland Waterways



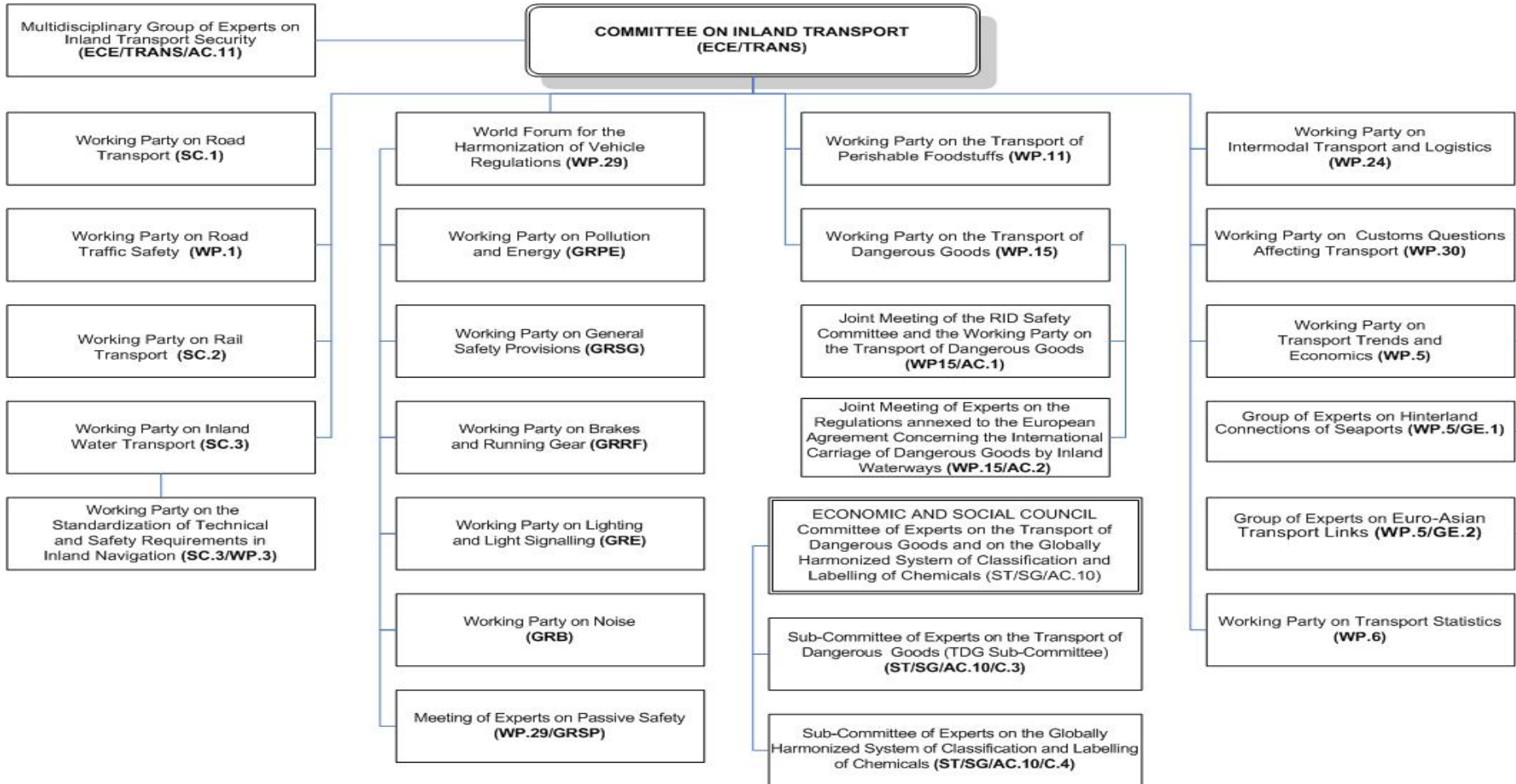
Global Customs facilitation tool

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Transport and UNECE: Who we are

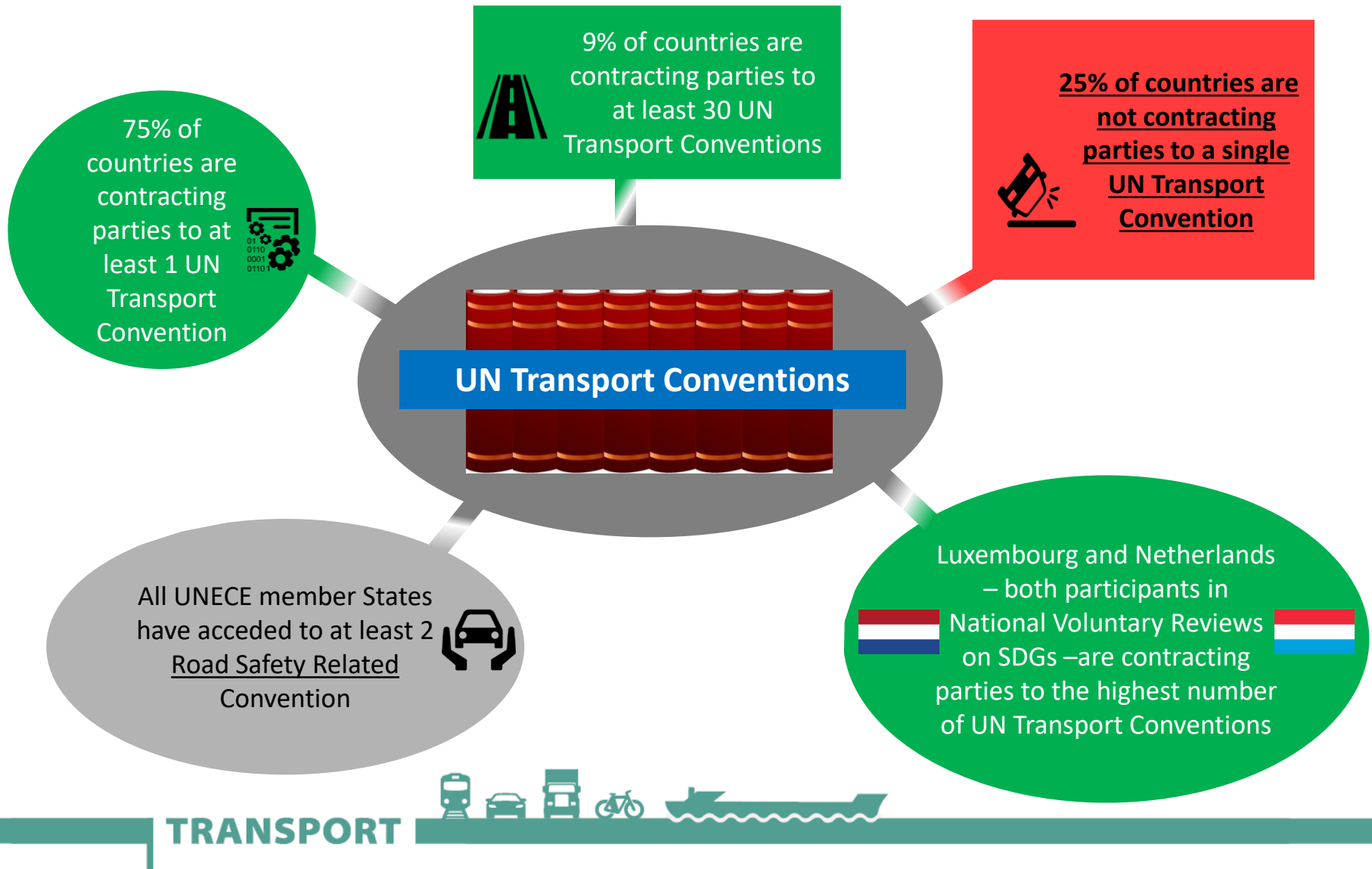
Governance structure



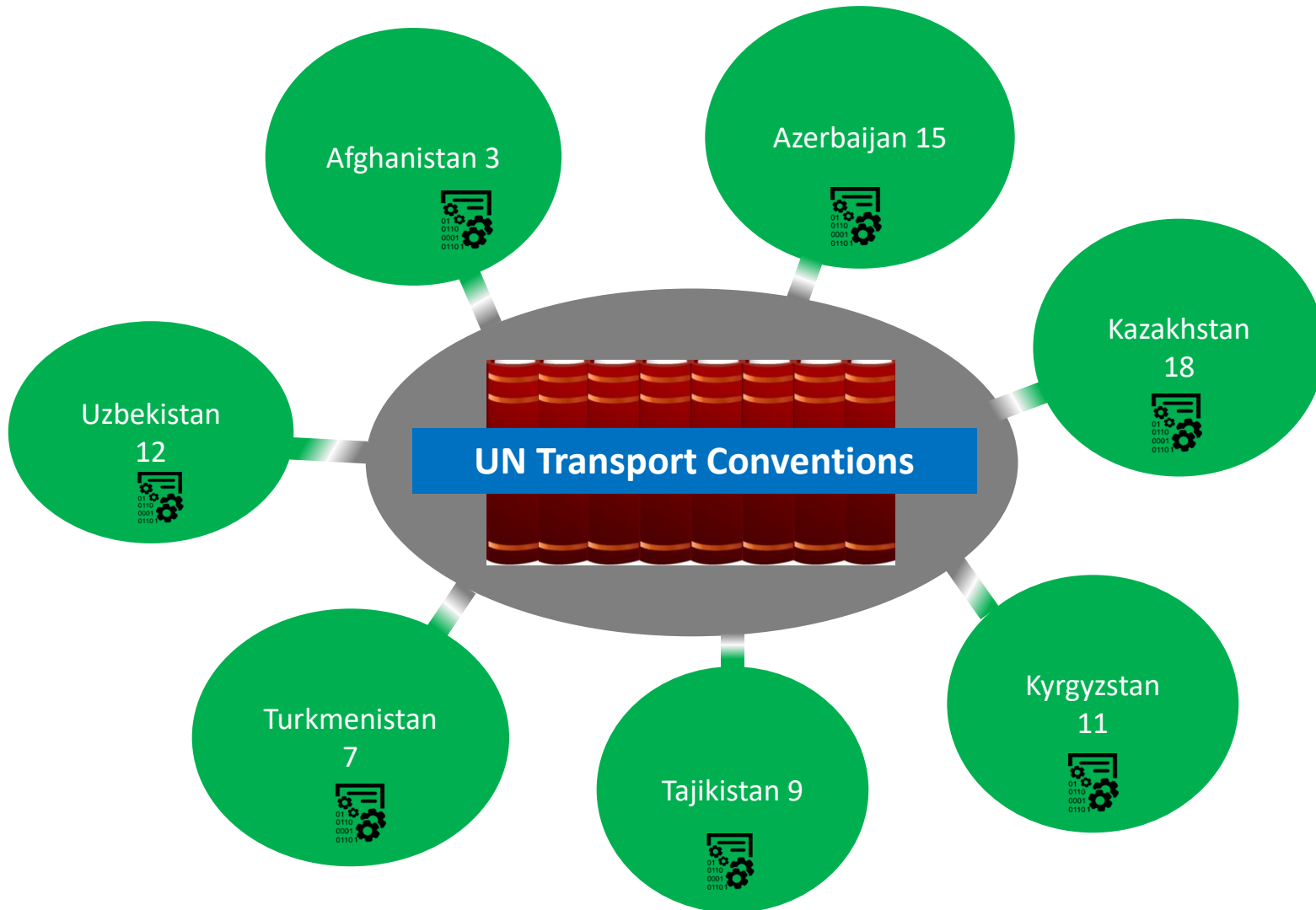
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Transport Conventions key facts & figures



No. of transport convention accessions



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UNECE Transport and the SDGs



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UNECE Transport and the SDGs

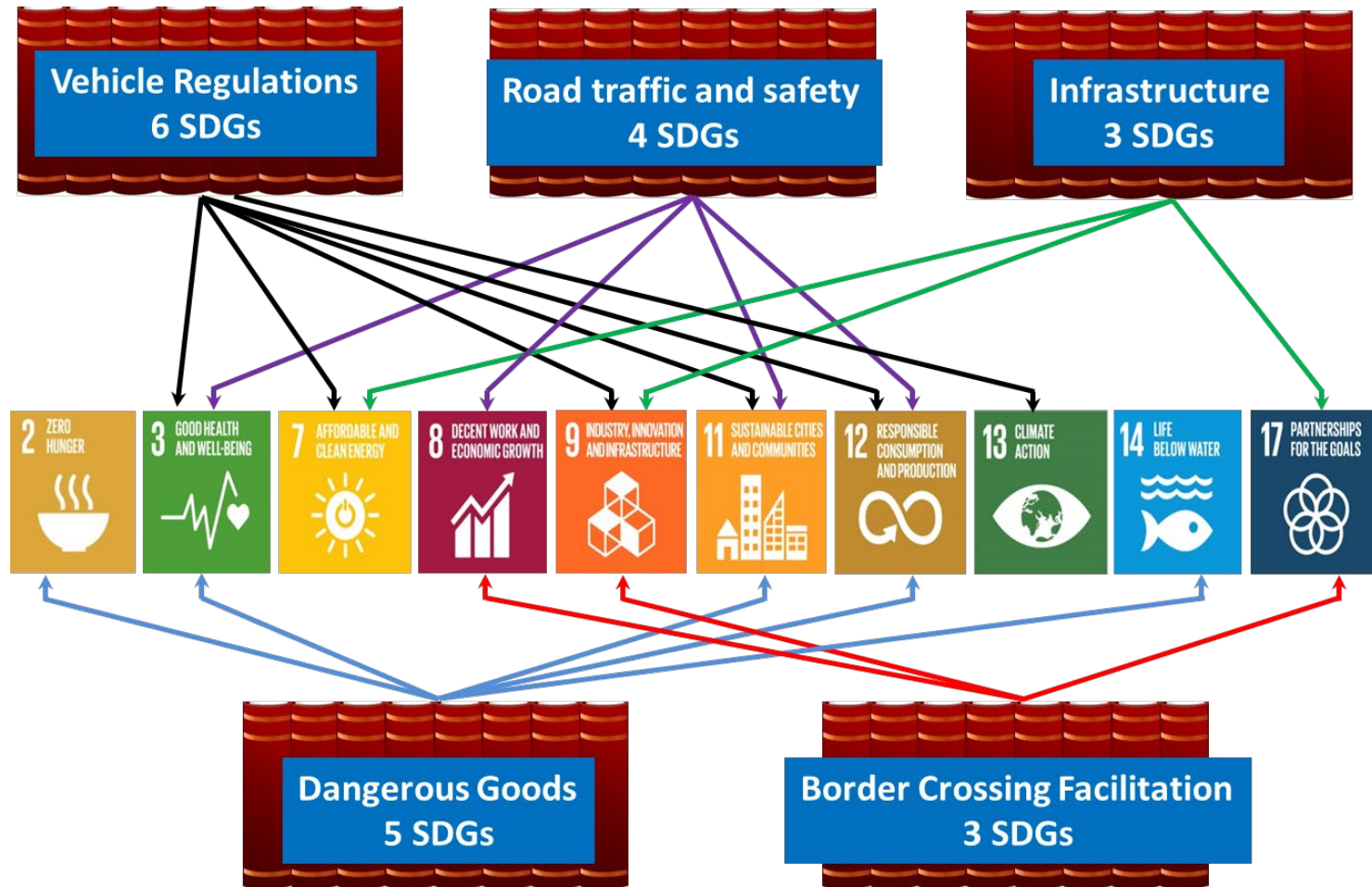


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UNECE Transport and the SDGs

Regulatory activities



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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"



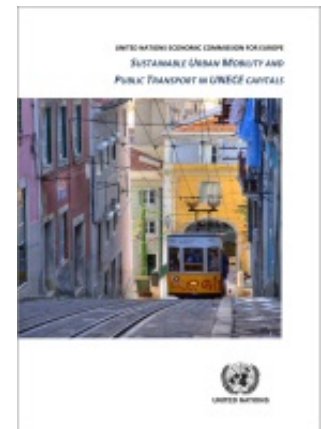
SDGs and the UN Transport Conventions

Under the purview of the UNECE
Inland Transport Committee

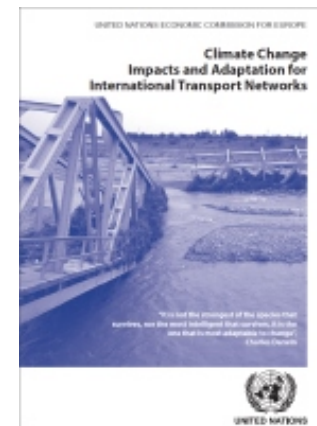
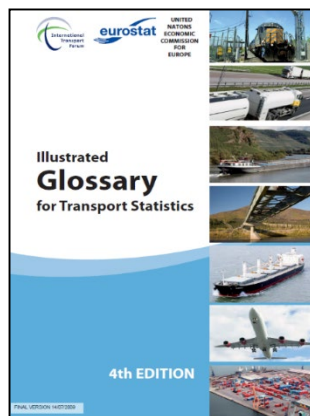
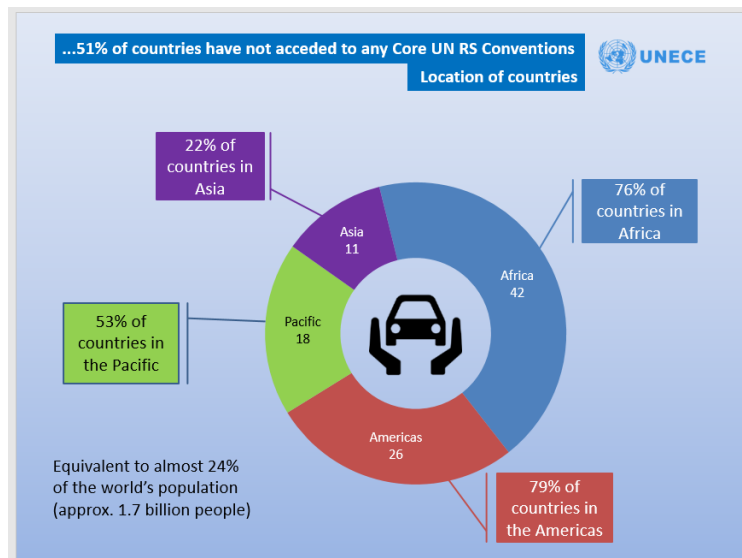
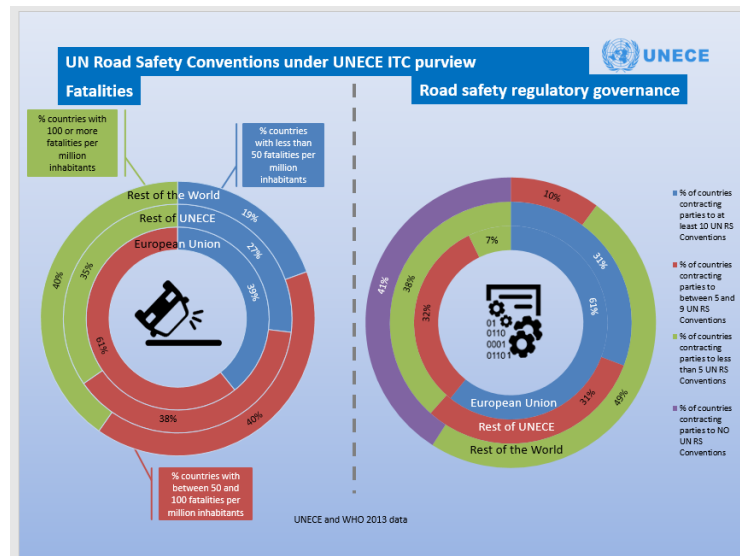


"SDGs and the UN Transport
Conventions under the purview
of the UNECE Inland Transport
Committee"

"Sustainable Urban Mobility
and Public Transport"



Recent SDG related publications (2)



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**



Harmonization of
Frontier Controls of
Goods



Contract for the
International Carriage
of Goods by Road

TIR

Global Customs
facilitation tool

ATP

Carriage of
Perishable Foodstuffs

E40

Infrastructure Agreements
for roads (AGR), Rail (AGC),
Inland Water Transport
(AGN), Intermodal
Transport (AGTC)

Also a number of important long-standing projects: TEM, TER, EATL

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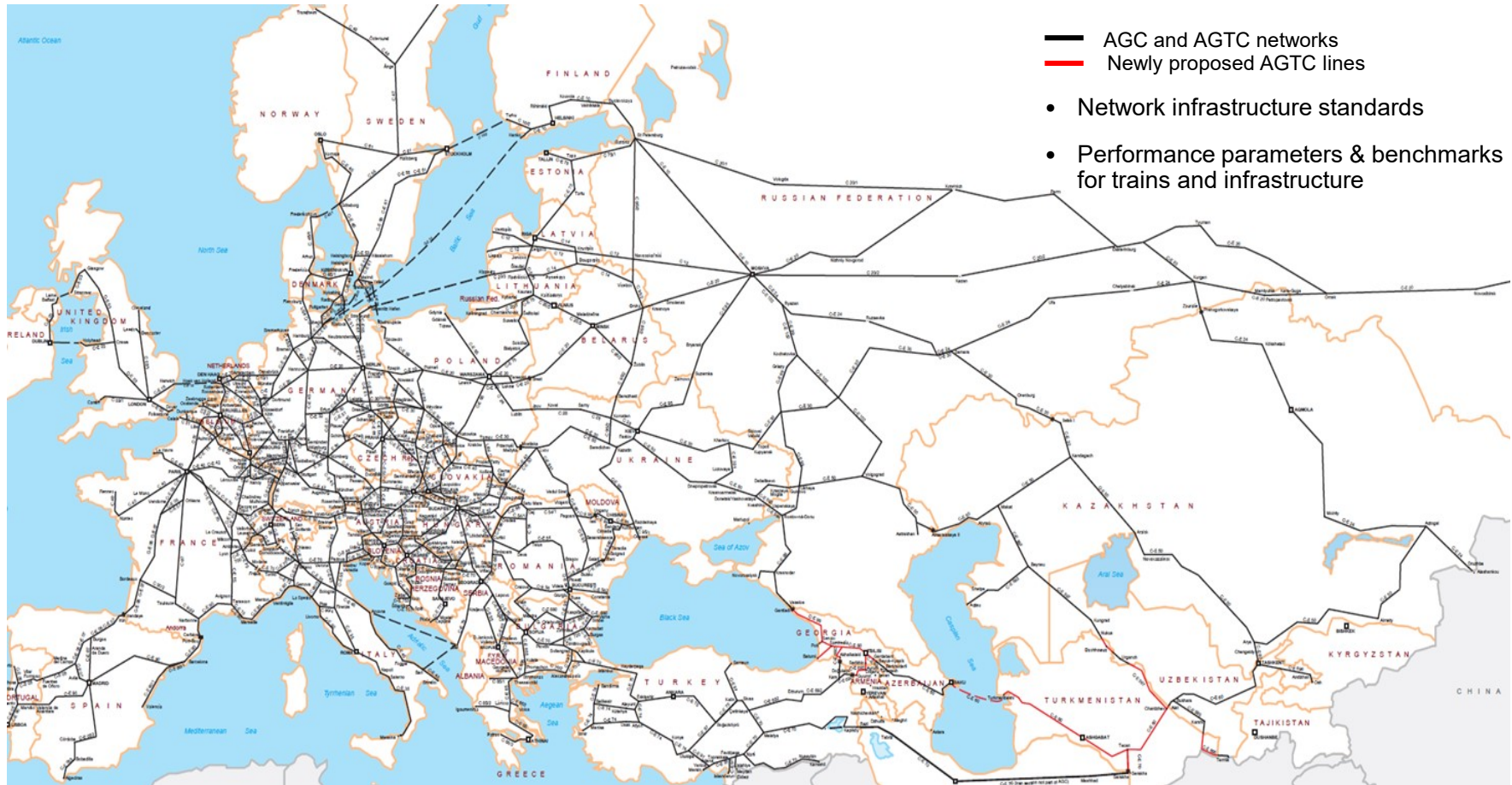
UNECE and intermodal competitiveness

transport infrastructure agreements

1950	• Declaration on the Construction of Main International Traffic Arteries	SC.1
1975	• European Agreement on Main International Traffic Arteries (AGR)	SC.1
1985	• European Agreement on Main International Railway Lines (AGC)	SC.2
1991	• European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)	WP.24
1996	• European Agreement on Main Inland Waterways of International Importance (AGN)	SC.3
1997	• Protocol on Combined Transport on Inland Waterways to AGTC	WP.24



Joint AGC and AGTC network



AGTC intermodal network (road-rail)

On-line monitoring of infrastructure and performance benchmarks

← → C apps.unece.org/wp24/report_manual.aspx

UNECE United Nations Economic Commission for Europe

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Transport

- Transport Home
- Working Party on Intermodal Transport
- Working Party on Rail Transport

Transport Division - AGC/AGTC Inventory of Standards

European Agreement on Main International Railway Lines (AGC)
European Agreement on Important International Railway Combined Transport Lines and Related Installations (AGTC)

Inventory of existing standards and parameters of the AGC and AGTC Agreements

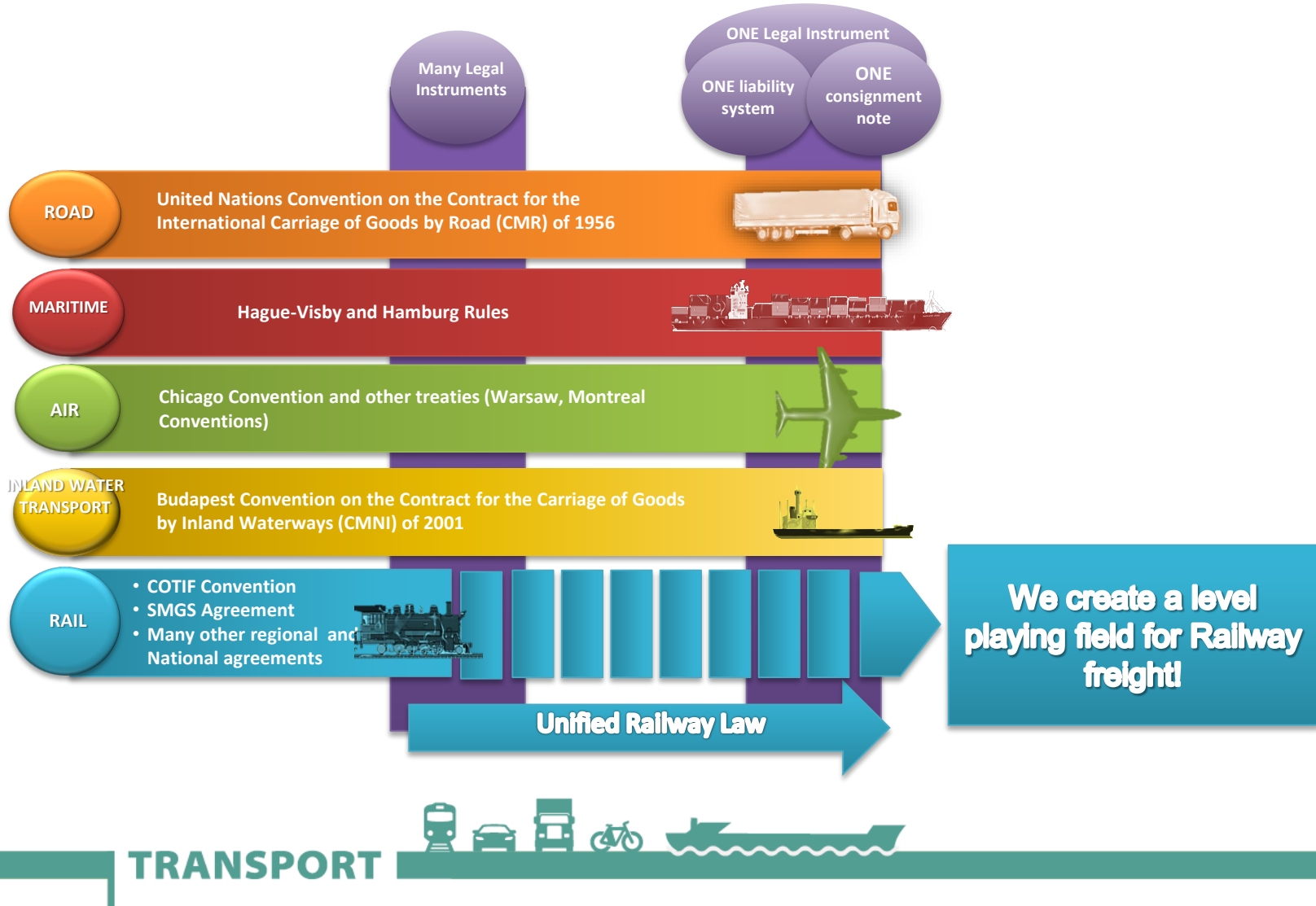
The chart below presents existing standards and parameters for your chosen railway or combined transport line. Details of the AGC/AGTC targets for each parameter can be accessed by clicking on the parameter name in the column header. A bar chart can be created for any parameter that has the chartable icon (📊) active - simply click on the icon to generate the bar chart.

Railway Line: C-E 23

Country	Section of Line	Maximum authorized length of train 📊	Maximum authorized weight of train 📊
France	Dunkerque - Longuyon	750	1200
France	Longuyon - Thionville(actually used:Lon.-Pagny/Mos.)	750	1200
France	Thionville - Dijon	750	1200
France	Dijon (- Vallorbe)	750	1200
Switzerland	(Dijon -) Vallorbe - Lausanne - Brig	750	1680



Leveling the playing field across transport modes



Intermodal transport at UNECE

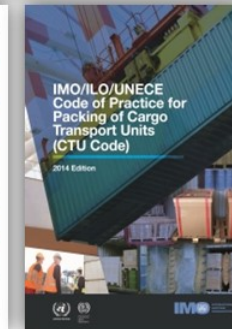
Working Party on Intermodal Transport and Logistics (WP.24)

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.

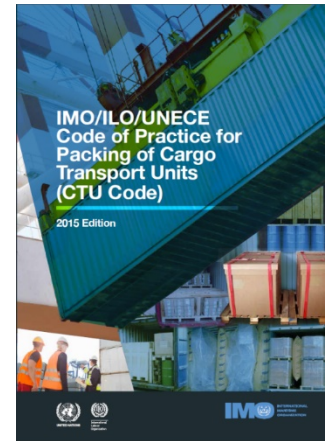
Applies to transport operations throughout the entire intermodal transport chain.

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)

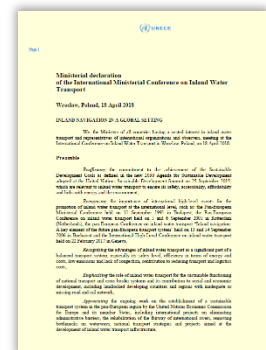
-  UN legal instruments relevant to IWT
-  IWW infrastructure, navigation rules
-  Harmonizing standards and norms
-  Promoting River Information Services
-  Maps and databases



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”

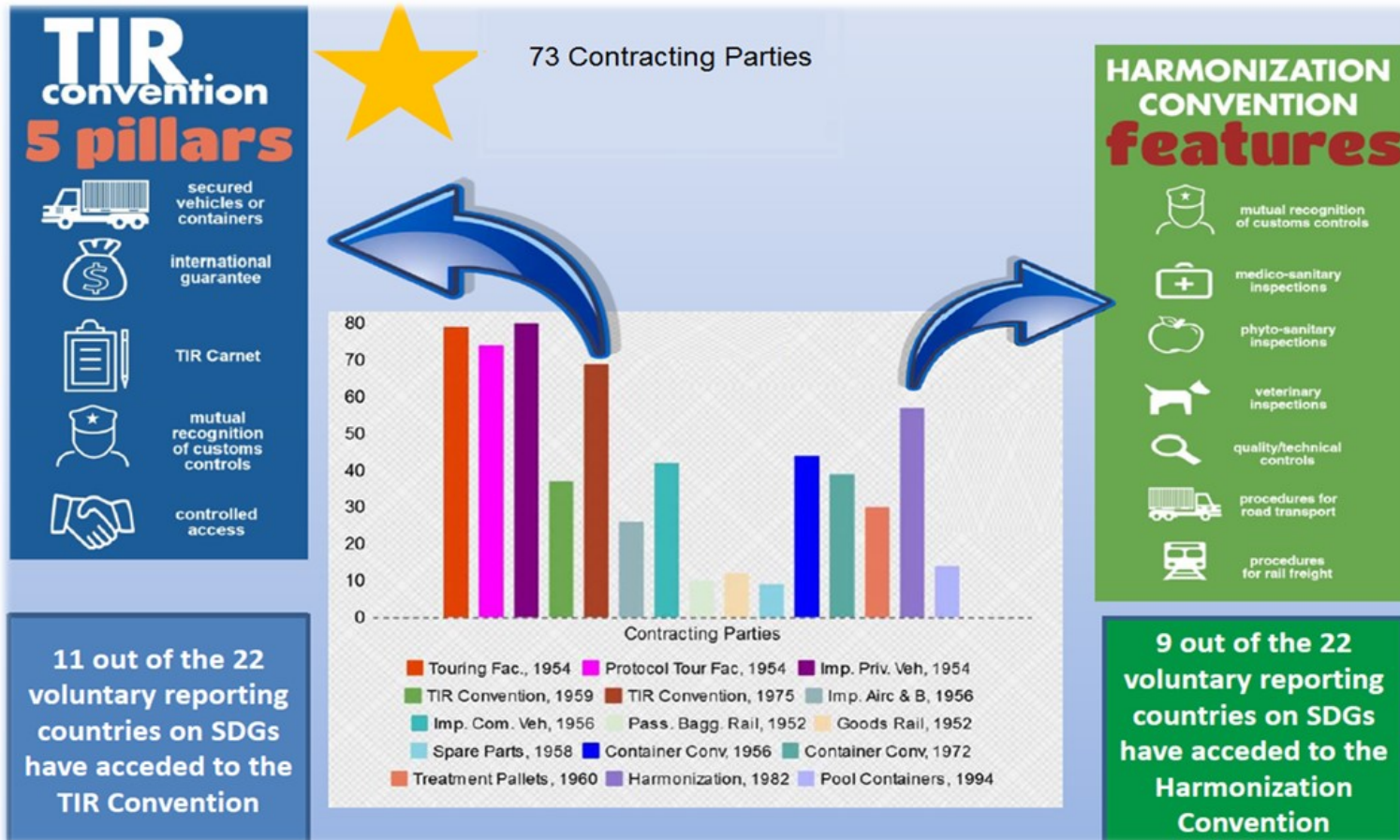
(the Wroclaw Declaration)



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Border crossing facilitation

The Working Party on Customs Questions affecting Transport (WP.30)

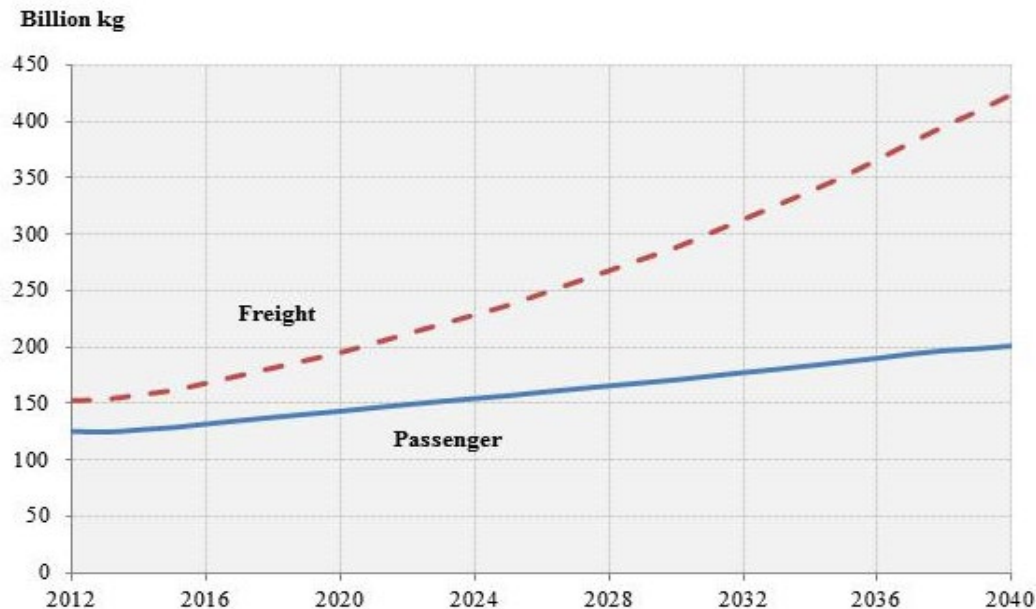


UNECE and ForFITS

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**

Well-to-wheel CO₂ emissions from freight and passenger inland transport in selected UNECE member States in middle-income countries: 2012–2040 / ForFITS model



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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