Updates on UNRSC Partner Activities

Establishment of **International Road Organization (IRO)**

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Progress in establishing global intergovernmental road organization (IRO)

- Idea from long-standing challenges in road safety, energy consumption, emissions, pollution, congestion, cross-border operation, dangerous goods and sea-road intermodal transport

- Study from April to November 2016

- Study report launched at Global Sustainable Transport Conference in Ashgabat on 26 November 2016 and published the report in website: [http://www.unescap.org/events/making-road-sector-key-vehicle-sustainable-development](http://www.unescap.org/events/making-road-sector-key-vehicle-sustainable-development)

- Informal consultation and advocacy
Challenges of the Road Sector under Sustainable Development
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Road safety

- Estimated number of road traffic deaths

Source: Extracted from WHO Global Road Safety Status Reports
Challenges of the Road Sector under Sustainable Development

*Road safety*

- Road traffic deaths and SDGs target

Source: ITF, Zero Road Deaths and Serious Injuries - Leading a Paradigm Shift to a Safe System 2016.
Challenges of the Road Sector under Sustainable Development

Energy efficiency

- Primary energy demand by sectors
  - Residential: 23%
  - Industry: 29%
  - Commercial & Public services: 8%
  - Others: 12%

- Energy consumption by modes
  - Road: 77%
  - Other modes: 23%

Challenges of the Road Sector under Sustainable Development

**CO$_2$ emissions**

- Global CO$_2$ emissions by sector, 2013

Source: IEA CO$_2$ Emissions from Fuel Combustion Highlights 2015
Challenges of the Road Sector under Sustainable Development

Challenges in international road transport

- Lack of widely recognized intergovernmental standards on competencies of international road transport operators

- International movement by road being permitted but largely confined to border areas and a limited number of roads using transport permits issued for a designated route by a specified individual vehicle

- Differences between countries in the sets of rules and regulations related to road transport

- Visa application processes that are rarely simple and straightforward, and often require a considerable amount of paperwork and time

- Differences of vehicle weight, dimension and other safety requirements related with the vehicle structure or construction, when moving across borders
Challenges of the Road Sector under Sustainable Development

Challenges in international road transport (cont’d)

- **Lack of adequate insurance products** covering cross border and transit transport of vehicles

- **Different requirements** governing driving license

- **Different formats for road signage and markings** in countries that are not party to the *1968 Vienna convention of Road signs and Signals* (posing problem for both tourists and drivers of commercial vehicles)

- **Lack of harmonization** of registration books, road worthiness certificates, periodical inspection certificates and registration plates of vehicles

- **Barriers to intermodal cross border movements** requiring trucks to transfer their loads at border areas or limited use of prime movers and trailers in “trailer swaps” because prime mover and trailer are insured as a single unit
Challenges of the Road Sector under Sustainable Development

**Challenges in intelligent transport systems (ITS)**

- **Lack of intergovernmental leadership** on ITS development
- **Effective regulations and policies** for interoperability
- **Technical and service harmonization**
- **Private security** issues
- **Legal responsibility** in case traffic crashes or operational malfunctions
Challenges of the Road Sector under Sustainable Development

**Challenges in handling of dangerous goods**

- Disastrous road accidents
- Cross-border difficulties
- Difficulties in maritime/air and road interchange
- Absence of global, unified mandatory regulations for dangerous goods by road
- Lack of a centralized management system for the safe delivery to the final destination of dangerous goods
- Slow adoption of ICT in transporting dangerous goods
Challenges of the Road Sector under Sustainable Development

**Challenges in security**

- More attacks with vehicles
- Attacks to vehicles
- **Deficiency of standardization** for road security
- **Necessity for regulatory frameworks and guidelines** through global leadership
- **Lack of understanding of the usefulness of the technologies** which can assist in improving road transport security
Existing Organizations relating to the road sector

*Intergovernmental level*

- **World Health Organization (WHO):** Road safety status and advocacy
- **World Bank:** Global Road Safety Facility
- **International Transport Forum (ITF):** Policy for all modes & European road transport quota
- **ECOSOC Committee of Experts for dangerous goods:** Classification, labelling and carriage by all modes
- **Regional commissions:**
  - ECA, ECLAC, ESCAP, ESCWA: Supporting regional integration and all modes of transport
  - ECE: 58 conventions/agreements on road, railway, inland waterway and intermodal transport (see further analysis)
Existing Organizations relating to the road sector

**Intergovernmental level (cont’d)**

- ECE (Economic Commission for Europe), 5 of 34 legal instruments relating to road are of potential relevance to IRO:
  - Convention on Road Traffic 1968, 38% of global participation
  - Convention on Road Signs and Signals 1968, 33% of global participation
  - Agreement on Minimum Requirements for the Issue and Validity of Driving Permits 1975, 4% of global participation, ECE member or consultative status required
  - Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections 1997, 7% of global participation, ECE member or consultative status required
  - General Agreement on Economic Regulations for International Road Transport 1954, 2% of global participation
Existing Organizations relating to the road sector

**Nongovernmental level**

- **World Road Association (PIARC):** international forum for the discussion of roads and road networks, overview of the policies and trends that affect all road users

- **International Road Transport Union (IRU):** lobby organization for the road transport industry, private sector side of the functioning of TIR Convention, road transport training

- **International Road Federation (IRF):** expertise for planning road development strategy and policy, business network, information and knowledge platform
Organizations for Other Modes of Transport

- **International Maritime Organization (IMO)**
  - Standards and regulatory framework for the shipping industry on safety, security and environmental performance
  - 50+ international conventions/agreements + numerous protocols/amendments

- **International Civil Aviation Organization (ICAO)**
  - Standards, recommended practices (SARPs), procedures for air navigation (PANS) and policies on safety, efficiency, security and environmental performance
  - 12,000+ SARPs and 5 PANS

- **Organization for Cooperation between Railways (OSJD)**
  - Development of international traffic, creation of common railway transport environment

- **Intergovernmental Organization for International Carriage by Rail (OTIF)**
  - Establishment of uniform system of law on rail transport and supporting its development and application among its members
Institutional Gap for the Road Sector

- **Very limited comprehensive and integrated support**
  for inter-related greenhouse gas emissions, road safety, internationalization, ITS, dangerous goods and security like IMO and ICAO

- **Road regulatory frameworks**
  are not adequately addressed within the current institutional framework
Possible Functions of International Road Organization (IRO)

- Adopt coordinated strategies
- Set common standards and definitions
- Recommend best practices and good procedures
- Provide associated technical assistance and build members’ capacity
- Details in study report for following:
  - Security
  - Green transport
  - ITS
  - Road safety
  - Dangerous goods
  - International transport
Possible Options

Option 1. Establish an international road organization (IRO)

Option 2. Enhance the five United Nations regional commissions

Option 3. Empower one of the five United Nations regional commissions

Option 4. Develop from a regional organization to a global organization

Option 5. Establish multiple specialized agencies for road safety and green road transport

Option 6. Set up a global inland transport committee
Establishment of IRO

- **Intergovernmental organization**
- Application for status of a **UN specialized agency** after some years
- **Funding/financial arrangements** based upon the UN, IMO & ICAO methodologies
- **Roadmap to set up IRO:**
  - Charter drafting
  - Negotiation of the draft charter
  - Signing of the charter
  - Interim secretariat
  - Entry into force of the charter
  - Headquarters Agreement
Cost/Benefit Analysis

**Benefits of** reduced road injuries and deaths, 
reduced climate change impact from carbon emissions, and 
reduced health impediments from air pollution (iRAP, WB, IEA studies)

Annually at 184,000 people and US$290 billion saved if IRO can contribute 10-20% reduction in road crashes, emissions and air pollutions (most conservative)
Partnership with Other Organizations

- Fill in the gaps left by existing institutions
- Complement, rather than duplicate or overlap with, other’s work
- Cooperate with other organizations
  - UN system (e.g., DESA, ECOSOC, RCs)
  - Intergovernmental bodies (e.g., ITF)
  - Non-governmental organizations (e.g., PIARC, IRU, IRF)
Thank you

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