

# ITC Strategy until 2030







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The Inland Transport Committee (ITC) of the United Nations Economic Commission for Europe (UNECE) adopted its Strategy until 2030 (ECE/TRANS/288/Add.2) at its eighty-first session (Geneva, 19-22 February 2019).

The Strategy pronounces the ITC's Vision as a UN platform for inland transport to help efficiently address global and regional needs in inland transport. The platform provides a comprehensive regulatory framework for inland transport, comparable to the role of the International Maritime Organization (IMO) and International Civil Aviation Organization (ICAO).

It sets the mission for ITC to contribute to sustainable inland transport and mobility for achieving the sustainable development goals in the UNECE and UN Member States through policy dialogue, harmonizing regulatory frameworks, as appropriate, promoting new technologies, assisting in enhancing connectivity and supporting the implementation of legal instruments.

The Strategy provides strategic objectives, list of priorities and an action plan including on resource mobilization and partnership. It organises the work on inland transport around four pillars:

- Development of regional and global inland transport conventions
- Support to new technologies and innovations
- Support to regional, interregional and global inland transport policy dialogues
- Promotion of sustainable regional and interregional inland transport connectivity and mobility.

The Strategy also stipulates road safety as the special priority.

With the decision to adopt the Strategy, ITC requested its subsidiary bodies (technical working parties and groups of experts) to work towards the implementation of the Strategy. It requested closer collaboration with UNECE sister Regional Commissions, specialized agencies, the Department of Economic and Social Affairs (DESA) and other relevant organizations and institutions. It also called for demand-driven synergies and collaboration within UNECE with other subprogrammes, as appropriate.



## I. Inland Transport Committee Vision 2030

***The Inland Transport Committee is the United Nations platform for inland transport to help efficiently address global and regional needs in inland transport***

1. The 2017 Ministerial Resolution (ECE/TRANS/270, Annex I) contains the policy directions for the future work of ITC, as articulated in Decision 1, in principle “enabling the Committee to efficiently address the needs of global inland transport, with special attention to global regulatory governance through the UN transport Conventions and other means, (...) while leaving the organizational structure of the ECE secretariat, as well as the programme-budgeting function and oversight unchanged”.

2. The outcome of the ECE reform review and specifically decision A(65) of the Commission in 2013, acknowledged that “9. The [Transport] subprogramme is a unique United Nations centre providing a comprehensive regional and global platform for consideration of all aspects of inland transport development and cooperation. The ECE Transport subprogramme, the Inland Transport Committee (ITC) and its related subsidiary bodies work within current mandates in an efficient way, producing concrete results in a regular and ongoing way that have clear value added for the region and beyond”.

3. United Nations General Assembly Resolutions stress the global role of the legal instruments under the purview of the ITC and encourage all member States to accede to, including: Resolution 72/271 adopted in April 2018 and other biennial road safety resolutions; Resolution A/RES /72/212 on intermodality; and Resolution A/70/197 on connectivity and corridors.

4. The above can be summarised as “**Vision: ITC is the UN platform for inland transport to help efficiently address global and regional needs in inland transport**”.

5. The ITC as the UN platform for inland transport will continue to provide a comprehensive regulatory framework for inland transport including road, rail, inland waterway and intermodal transport, comparable to the role of the International Maritime Organization (IMO) and International Civil Aviation Organization (ICAO).

6. The ITC as the UN platform for inland transport should perform the following key functions:

- Leading change in inland transport
- Developing and administering transport legal instruments
- Increasing accessions and equitable participation, including by non-ECE Member States.



## II. Inland Transport Committee Mission

7. The **mission** for ITC is that **it contributes to sustainable inland transport and mobility for achieving the sustainable development goals in the ECE and UN member States through policy dialogue, harmonizing regulatory frameworks, as appropriate, promoting new technologies, assisting in enhancing connectivity and supporting the implementation of legal instruments.**

8. In performing its mission, the Committee will enhance its role as:

(a) **The UN Platform for regional and global inland transport conventions.** By strengthening its role as the UN platform of inland transport conventions to all UN Member States and by remaining at the forefront of global

efforts to curb the road safety crisis, through its 360° approach to road safety, cut emissions by setting and promoting its vehicle standards, and reduce cross-border barriers with its large set of facilitation conventions.

(b) **The UN Platform for supporting new technologies and innovations in inland transport.** By ensuring that (i) its regulatory functions are keeping pace with cutting-edge technologies driving transport innovation - especially in the areas of Intelligent Transport Systems, autonomous vehicles and digitalization - thus improving traffic safety, environmental performance, energy efficiency, inland transport security and efficient service provision in the transport sector, (ii) the different amendment processes for the different conventions do not cause fragmentation, and (iii) the dangers of stifling progress due to too early regulation are avoided.

(c) **The UN Platform for regional, interregional and global inland transport policy dialogues.** By providing a platform for policy dialogue to review emerging challenges in inland transport, as well as proposals for improving infrastructure and operation at its annual session.

(d) **The UN Platform for promoting sustainable regional and interregional inland transport connectivity and mobility.** By providing a comprehensive, harmonized regulatory framework, as appropriate, and institutional reference point supporting international connectivity, developing new or building on existing initiatives, agreements, or corridors, as needed.



### III. Inland Transport Committee Strategic Objectives

#### A. Strategic Objective

9. Increased governance – ITC is truly the UN platform with equal participation of all contracting parties to UN legal instruments under its purview to lead the future development of inland transport; - UN transport conventions under its purview are universally accepted and implemented, open for accession/ratification by all UN Member States if feasible, and inclusive of regional good practices; - ITC keeps pace with technological developments in a timely manner; - ITC's work enhances regional and inter-regional connectivity.

#### B. Horizontal Objective

10. Increased support to the implementation of all Sustainable Development Goals (SDGs), in particular through: (a) improved traffic safety and urban mobility (SDGs 3 and 11); (b) reduced pollutant and GHG emissions (SDGs 3 and 13); (c) improved industry innovation and infrastructure efficiency and connectivity (SDG 9); (d) Affordable and clean energy (SDG 7); (e) decent work and economic growth (SDG 8); (f) gender equality (SDG 5) and (g) contributions to global monitoring of progress towards sustainable transport as much as feasible (all relevant SDGs).



### IV. Action Plan for Achieving the Inland Transport Committee Vision

11. Incorporating the vision, mission, objectives, regional and global challenges and mandates, and views and suggestions A on the strategy at the eightieth session of ITC in February 2018, an action plan is drawn below as part of its strategy for 2030.

#### A. Enhance the role of ITC as the United Nations Platform for inland transport conventions

*[Timeline: Short-, medium- and long-term]*

(a) Strengthen promotion of accession by non-ECE member States to the United Nations legal instruments on inland transport administered by ECE [Global]

(i) Facilitate participation of non-ECE member States in the legal instruments

- Amend the terms of reference (TORs) of ITC to provide full membership of ITC for non-ECE Contracting Parties to the United Nations legal instrument(s) and relevant subsidiaries, and observer status for other UN Member States that are not Contracting Parties [Timeline: Short-, medium- and long-term]
- Amend the legal instruments with geographical and procedural barriers to allow accession by non-ECE member States, where necessary [Timeline: Short- and Medium-Term]

(ii) Exploit full benefits of all the legal instruments

- Review the existing legal instruments to identify their relationship and complementarity in practical applications and recommend to non- ECE member States [Timeline: Short-term]
- Identify the needs for additional necessary legal instruments to support the implementation of the existing legal instruments in non-ECE member States [Timeline: Short-, Medium- and Long-term]

(b) Formulate new binding and/or non-binding legal instruments to address emerging challenges under the Sustainable Development Agenda [Timeline: Short-, Medium- and Long-term]

(c) In cooperation with other organizations and institutions, develop new or adjust/update existing training manuals, guidelines, standards and competency criteria to assist in enhancing capacity in the accession and implementation of the legal instruments and organize training courses [Timeline: Short-, Medium- and Long-term]

(d) Develop indicators for Contracting Parties to evaluate status and progress in the implementation of the legal instruments [Timeline: Short- and Medium-term]

**B. Enhance the role of ITC as the United Nations Platform for supporting new technologies and innovations in inland transport**

[Timeline: Short- and Medium-term]

(a) Strengthen the platforms for digitalization, automated driving and intelligent transport systems of inland transport

(b) Improve regulatory environment to promote automated/autonomous and connected vehicles

**C. Enhance the role of ITC as the United Nations Platform for regional, interregional and global inland transport policy dialogues**

[Timeline: Short-, medium- and long-term]

(a) Organize regional, interregional and global thematic segments on sustainable inland transport during ITC sessions

(b) Include ITC agenda items on challenges facing inland transport in different regions

**D. Enhance the role of ITC as the United Nations Platform for promoting sustainable regional and interregional inland transport connectivity and mobility**

[Timeline: Short-, Medium- and Long-term]

(a) Continue to work for sustainable regional integrated intermodal infrastructural connectivity and mobility

(b) Cooperate with other regional commissions and organizations to improve sustainable interregional connectivity including through various corridors

(c) Promote green transport connectivity and mobility

12. Cross-cutting areas, such as climate change statistics and gender issue, will be embedded in the relevant actions.



## V. List of Priorities until 2030

13. In order to realize its vision, mission, objectives and action plan, the list of priorities is identified in the table below for the implementation of the strategy until 2030. The list, also as part of the strategy, was prepared with due consideration of: urgency and sequence of the actions as well as staff availability and the need for financial support. The ITC and its subsidiaries also need two to three years to prepare themselves well for a full global role in sustainable inland transport with coordination of a regional role. The list of priorities is expected to help ITC provide the United Nations specialized services in sustainable inland transport until 2030 and beyond.

Table 1  
**List of Priorities until 2030**

<i>Theme/ Related SDG</i>	<i>Long-term Action</i>	<i>Priority Actions until 2030</i>	<i>Indicative budget (RB/ XB); Ways to manage; Partnerships</i>
The United Nations Platform for inland transport conventions  RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13	Servicing of legal instruments	The servicing and administering of legal instruments, especially in the fields of vehicle regulations harmonization, transport of dangerous goods, border crossing facilitation and road safety, represent the most important task of the ITC. This includes, in particular, the regular and timely amendments as well as the consolidation of amendments to legal instruments and discussion on their implementation.	RB and XB in some cases
	Promotion of accession by non-ECE member States to the United Nations legal instruments	<ul style="list-style-type: none"> <li>- Amendments to the TOR of ITC by 2020</li> <li>- Amendments to the legal instruments with geographical and procedural barriers by 2025</li> <li>- Review of relationship of the existing legal instruments and recommendations by 2022</li> <li>- identification of additional necessary legal instruments</li> </ul>	RB
	New legal instruments under the Sustainable Development Agenda	<ul style="list-style-type: none"> <li>- Finalizing three new legal instruments that are under development: URL, OmniBUS and Rail Passenger Convention</li> <li>- Exploring possible new legal instruments from 2020</li> </ul>	RB, maybe also XB as necessary

Theme/ Related SDG	Long-term Action	Priority Actions until 2030	Indicative budget (RB/ XB); Ways to manage; Partnerships
<p>The United Nations Platform for inland transport conventions</p> <p>RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13</p>	<p>New or adjusted/ updated existing capacity building programme, training manuals, guidelines, standards and competency criteria as well as training courses</p>	<ul style="list-style-type: none"> <li>- Comprehensive Plan on capacity building by 2020</li> <li>- adjustment/ updating of existing training materials from 2020</li> <li>- new training materials, standards and competency criteria from 2022</li> <li>- training courses from 2019</li> </ul>	<p>RB to support incorporation of training standards and competencies in legal instruments if necessary</p> <p>XB for training materials and courses through partnerships with training institutions</p>
	<p>Development of indicators</p>	<p>From 2019</p>	<p>Non ECE-RB (e.g. UNDA) or XB</p>
<p>The UN Platform for supporting new technologies and innovations in inland transport</p> <p>RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13</p>	<p>Regional and global platforms for digitalization, automated driving and intelligent transport systems</p>	<ul style="list-style-type: none"> <li>- Further expand global participation in, and cooperation between, WP.1 and WP.29</li> <li>- Update DETA and host it at ECE from 2022 onwards</li> <li>- Promote the accession and operationalization of the e-CMR within the ECE region and beyond from 2019</li> <li>- Gradually develop e-TIR leading to the possible full implementation of the e-TIR system by 2023, subject to the entry into force of new Annex 11 to the TIR Convention</li> <li>- Identify, foster and facilitate the introduction of new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030</li> </ul>	<p>RB for regular staff, meeting facilities and services and DETA</p> <p>XB for the rest</p>
	<p>Regulatory environment to promote automated vehicles, as well as low-carbon and low-emissions vehicles</p>	<ul style="list-style-type: none"> <li>- Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s).</li> </ul>	<p>RB</p>

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