

Inland Transport Committee (ITC) -related matters

ITC Strategy 2030 - Special focus: Draft ITC Recommendations for enhancing National Road Safety Systems

*Working Party on Lighting and Light-Signalling (GRE), 82nd session
Geneva, 22 - 25 October 2019*



INLAND TRANSPORT COMMITTEE



UNECE

81st ITC Plenary: A turning point – Adoption of ITC Strategy 2030

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Ministers from Africa, Asia, Europe and the Middle East

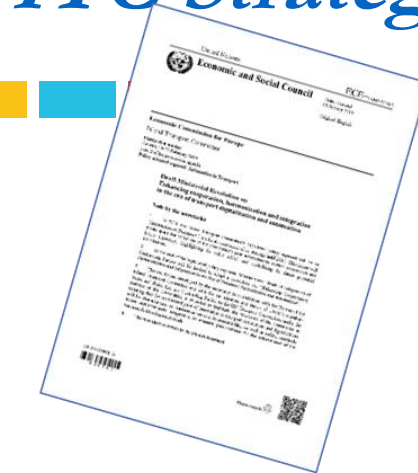
400 participants from 75 countries



Cutting-edge side events and demos



High-profile speakers



Ministerial Resolution on transport automation and digitalization



81st ITC Plenary: A turning point – II Adoption of the ITC Strategy

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2018
80th Annual session
- Discussion paper on ITC Strategy
- Background report

2019
81st Annual session
Adoption of ITC Strategy 2030



2017
79th Annual session:
- Resolution
- ECE/TRANS/2017/R.1



ITC Strategy 2030: Vision and Mission

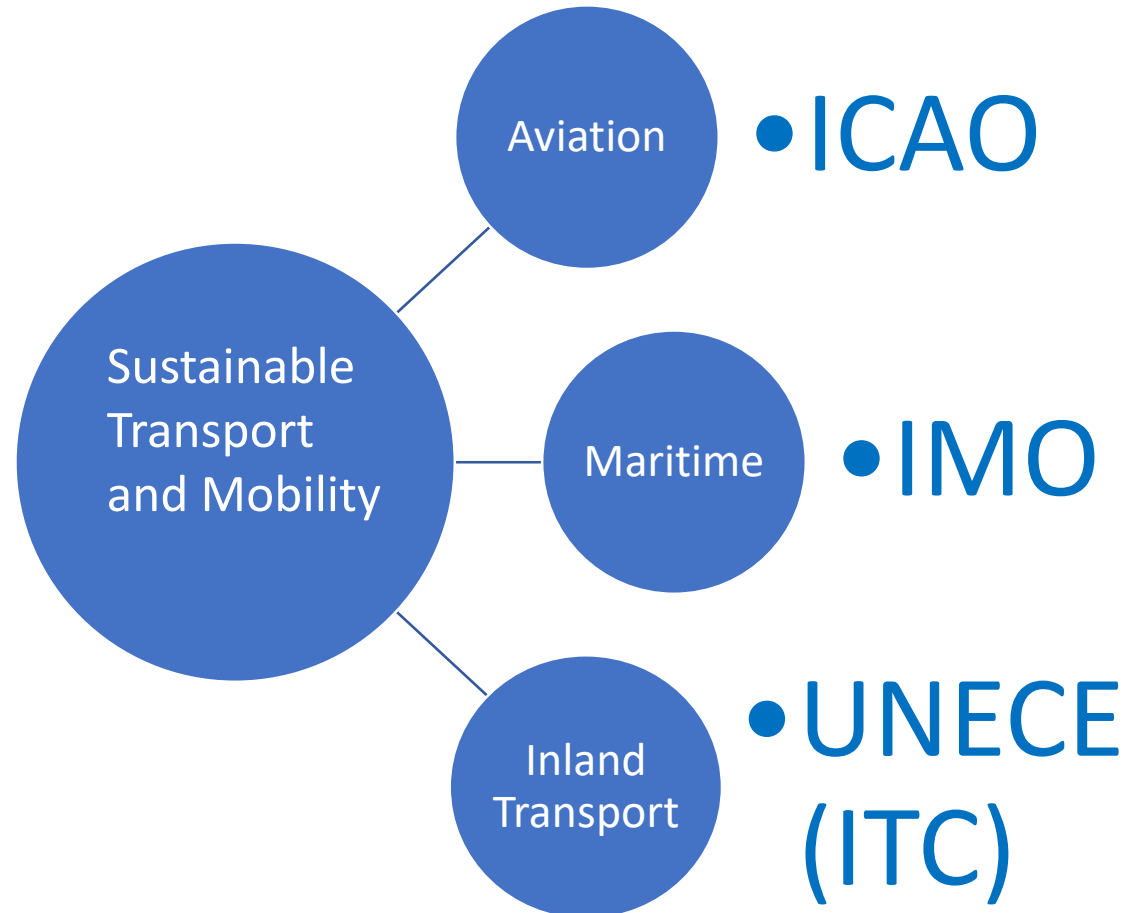
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- **Vision 2030: Vision: The Inland Transport Committee is the United Nations platform for inland transport to help efficiently address global and regional needs in inland transport**
- The ITC as the UN platform for inland transport will continue 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).
- To perform the following key functions:
 - (a) **Leading change in inland transport**
 - (b) **Developing and administering transport legal instruments**
 - (c) **Increasing accessions and equitable participation, including by non-ECE Member States.**


UNECE ITC Strategy 2030: Means to an end in the era of the SDGs

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ITC - The UN Platform for Inland Transport

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• 59 conventions
 • 148 UN Member States/Contracting Parties
 • Including all 56 ECE member States

Goal: a universally harmonized inland transport system



TIR
Global Customs facilitation tool

CMR
Contract for the International Carriage of Goods by Road

E40
Infrastructure Agreements for roads (AGR), Rail (AGC), Inland Water Transport (AGN), Intermodal Transport (AGTC)


Convention on Road Signs and Signals

ADN
International Carriage of Dangerous Goods by Inland Waterways

ATP
Carriage of Perishable Foodstuffs

ADR
International Carriage of Dangerous Goods by Road


European Code for Inland Waterways


Harmonization of Frontier Controls of Goods


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

CH
Convention on Road Traffic


International Driving Permit


Green Card Motor Vehicle Insurance System

E1
World Forum for Harmonization of Vehicle Regulations (WP 29)

ITC Strategy 2030: 81st ITC Plenary Session: Decisions

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United Nations		ECE/TRANS/288
		Distr.: General 1 April 2019 Original: English
Economic and Social Council		
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Economic Commission for Europe		
Inland Transport Committee		
Eighty-first session		
Geneva, 19-22 February 2019		
Report of the Inland Transport Committee on its eighty-first session		
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ITC Strategy 2030: 81st ITC Plenary Session: Decisions

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ECE/TRANS/288

decided to include the ministerial resolution as an annex to the report of its eighty-first session (annex I).

V. Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies (agenda item 3)

Documentation: ECE/TRANS/2019/R.1 (restricted), Informal document No. 1

14. In line with the decisions of the 2017 Ministerial Resolution "Embracing the new era for sustainable inland transport and mobility" (ECE/TRANS/270, para. 13 and Annex I) and its decisions at its eightieth session (ECE/TRANS/274, para. 17), the Committee had the opportunity to **consider** the draft ITC strategy, Action Plan and revised ITC Terms of Reference (ToR), as contained in ECE/TRANS/2019/R.1 during the restricted to governments-only segment of its eighty-first session. The Committee **welcomed** the organization of the Ninth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies, i.e. the meeting restricted to government participation, on the Committee's strategy until 2030. It **agreed** that the summary of the discussion in the form of the Chair's note, would be annexed to the Committee's report (ECE/TRANS/288/Add.1, Annex II), after approval by the participating delegates in the restricted session.

15. Following the deliberations during the restricted session, the Committee:

- (a) **Considered and adopted by acclamation** the ITC strategy until 2030, as contained in ECE/TRANS/2019/R.1, including vision, mission, strategic objectives, action plan, list of priorities and resource mobilization and partnership, and **requested** the secretariat to annex this document to the report of the Committee;
- (b) **Considered and adopted** the Committee's revised terms of reference, as contained in Annex I of ECE/TRANS/2019/R.1, and **requested** the Economic Commission for Europe to consider endorsement at its sixty-eighth session;
- (c) **Requested** its subsidiary bodies to take follow-up actions to align their work with the strategy;
- (d) **Requested** the secretariat to explore closer cooperation with the other Regional Commissions, special United Nations agencies, the Department of Economic and Social Affairs (DESA) and other relevant organizations and institutions, to benefit from each other's experience and knowledge;
- (e) **Expressed its support** for demand-driven synergies and collaboration within ECE with other subprogrammes, as appropriate;
- (f) **Agreed to review and, if necessary, adjust** the strategy and its priorities, keeping in mind the United Nations budgetary cycles, and **requested the secretariat** to report to ITC about new developments, if necessary;
- (g) **Requested the secretariat**, in order to facilitate the translation into action of the new ITC strategy and terms of reference, in close cooperation with the Bureau, to (a) consider and, if necessary, propose for adoption by the Committee at its eighty-second session, adjustments of the Rules of Procedure followed by the Committee, (b) take necessary actions to promote the implementation of the strategy; and (c) elaborate necessary adjustments in the organization of the Committee's annual session.

16. The Committee **thanked** the Working Parties that have contributed to the development of the draft ITC strategy.

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15. (c) Requested its subsidiary bodies to take follow-up actions to align their work with the strategy;

15. (g) (...) Requested the secretariat, in order to facilitate the translation into action of the new ITC strategy and terms of reference, in close cooperation with the Bureau, to (...) (b) take necessary actions to promote the implementation of the strategy; (...)

16. The Committee thanked the Working Parties that have contributed to the development of the draft ITC strategy.

ITC Strategy 2030: Special priority of global interest: Road Safety

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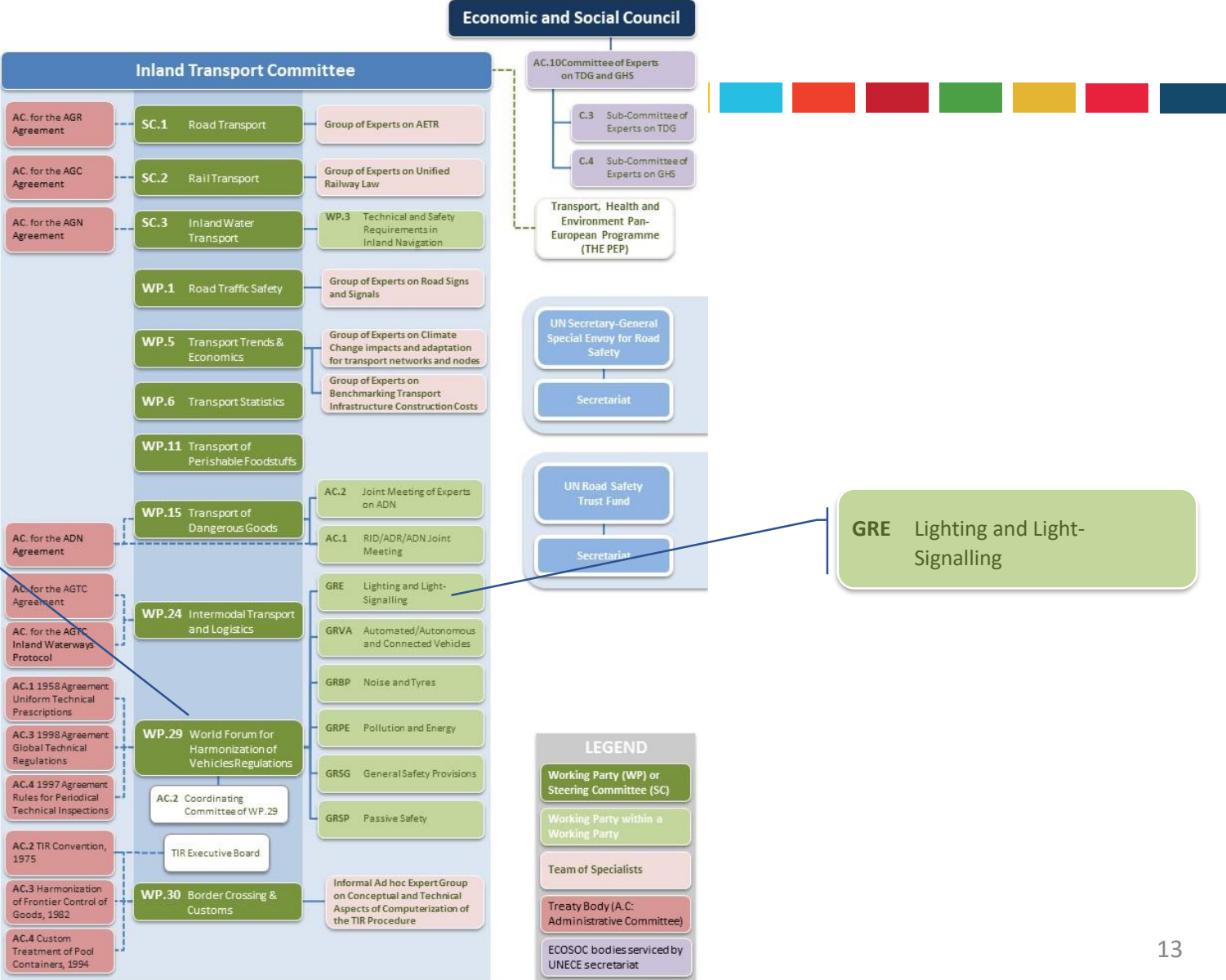
The ITC and its subsidiary bodies will strengthen their activities related to the United Nations legal instruments on road safety under the purview of the ITC:

- (a) to support contracting parties in developing, improving and sustaining their national road safety systems;**
- (b) to further promote the accession and effective implementation of the United Nations legal instruments;**
- (c) to support the efforts of the United Nations Secretary General’s Special Envoy for Road Safety in promoting global accession to the United Nations legal instruments; and**
- (d) to play an effective role as the international regulatory support provided in the United Nations Road Safety Trust Fund Global Framework Plan of Action for Road Safety**

Our structure – How we work

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WP.29 World Forum for Harmonization of Vehicles Regulations



Draft ITC Recommendations for enhancing National Road Safety Systems

INLAND TRANSPORT COMMITTEE



• Overview of a national road safety system

Area Pillar	Legislation	Enforcement	Education	Technology	International Regulatory Support
Road safety management – vertical and horizontal coordination					
Safe user	Traffic rules drivers cyclists pedestrians	Lawful behavior ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolu- tions, WP.1, SC.1, WP.15
Safe vehicle	Rules and standards for admission of vehicles to traffic	Certification and inspections by qualified inspectors	Awareness raising for users, training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolu- tions, WP.1, WP.15, WP.29
Safe road	Standards for design, construction, maintenance and signage	Audit, assessment and inspection by qualified teams	Awareness raising for road managers, users, and for inspectors	Forgiving and self-explaining road design, intelligent road systems	UN RS legal in- struments and resolutions, int. standards WP.1, WP.15, SC.1
Effective post-crash response	Standards for data collection post-crash response and investigation	Oversight of rescue services, investigators investigating crashes	First aid and rescue service training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards, WP.1, WP.15, SC.1

Evolves from:

- The Global Framework Plan of Action for Road Safety
- The Global Plan for the Decade of Action for Road Safety

- Contains: five pillars for road safety as the essential blocks for creating sound national road safety systems
- Foundation: safe system approach
- Is specific on (interconnected) actions across areas to be taken by different actors
- Covers any action necessary for attaining the 12 road safety performance targets

Draft ITC Recommendations for enhancing National Road Safety Systems

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• Overview of a national road safety system



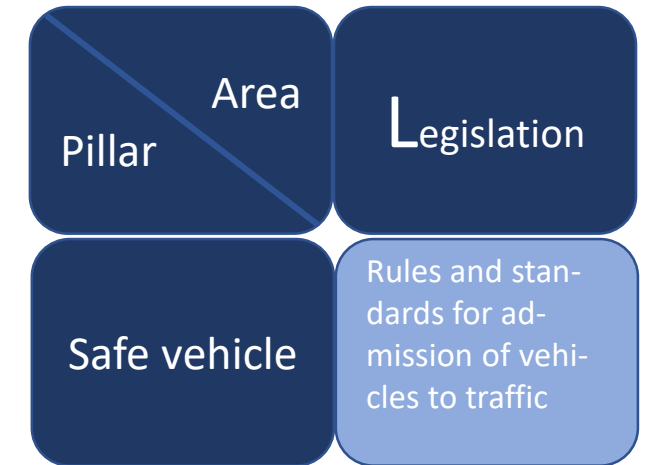
Draft ITC Recommendations for enhancing National Road Safety Systems

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Actions - Legislation

This area focused on rules and standards for admission of vehicles to traffic should comprise the following action:

- 1) Adopt rules for registration of vehicles that include strict vehicle inspection schemes
- 2) Adopt rules on vehicle's identification marks
- 3) Establish vehicle's minimum safety requirements for admission to traffic, both for new and/or imported second hand vehicles (braking, electronic stability control, steering, tyres, lighting and lighting devices, safety belts, child restraint anchorages (ISOfix), crash protection against front-, lateral- and pole-side- impact, pedestrian protection, child restraint systems and helmets, front and rear underrun protection, safety glazing)
- 4) Put in place a regime for vehicle certification for both new and/or imported second hand vehicles with requirements for the certification processes, designation of technical services and/or inspectors, their facilities and knowledge, quality control and conformity of production and/or market surveillance.
- 5) Put in place a regime for periodic technical inspection of vehicles in use (registered) with requirements of scope, frequency of inspections, inspection items, test methods assessment of deficiencies, test equipment and facilities, skills and training of inspectors, and supervision of test centres
- 6) Designate authorities responsible for implementation including enforcement of the rules and regulations put in force as well as for their further development, as necessary.
- 7) Introduce effective penalties scheme for in compliance with vehicle requirements
- 8) Introduce vehicle requirements and certification for carriage of dangerous goods
- 9) Assess effectiveness and completeness of legislation (completeness of regulatory framework benchmarked against international regulatory framework)



Draft ITC Recommendations for enhancing National Road Safety Systems

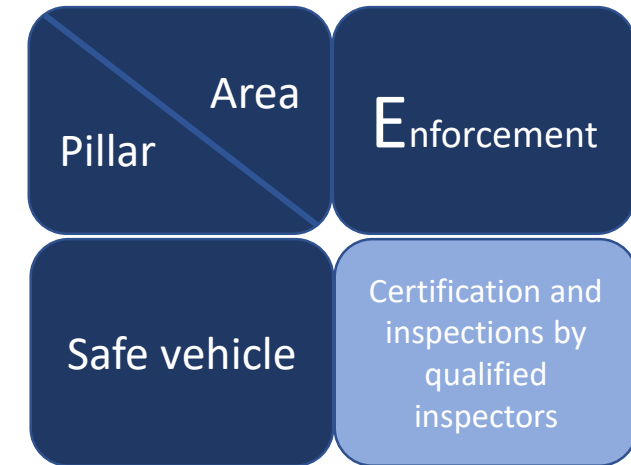
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Actions - Enforcement

This area focused on certification and inspections by qualified inspectors should comprise the following action:

- 1) Authorize inspection centres, which may include privately operated workshops, for technical inspections and supervise and audit inspection centres
- 2) Carry out road side technical checks including load securing (police and technical inspectors, enforcement technology e.g. mobile testing stations, portable inspection tools)
- 3) Establish and interlink databases for vehicle registration, periodic technical inspection and technical roadside inspections
- 4) Undertake import/export control on new and used vehicles
- 5) Apply effectively penalties for use of vehicles with expired certificates
- 6) Apply effectively penalties to inspection centres and use anti-corruption mechanism
- 7) Assess effectiveness of vehicle enforcement activities by use of appropriate indicators
- 8) Ensure sufficient budget for inspection, supervision and audit



Draft ITC Recommendations for enhancing National Road Safety Systems

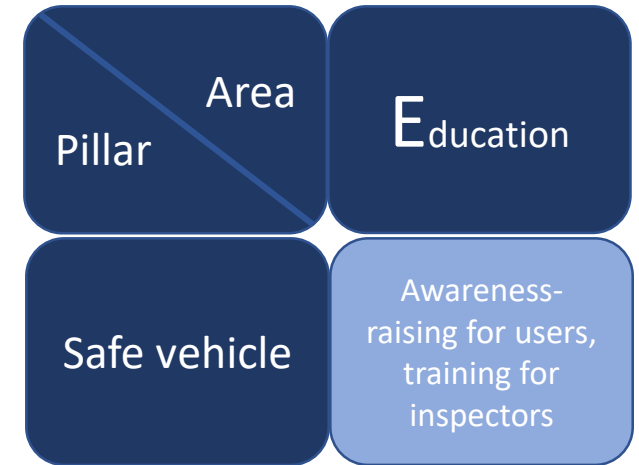
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Actions - Education

This area focused on awareness-raising for users and training for inspectors should comprise the following action:

- 1) Conduct campaigns to raise general awareness of safety benefits from safety systems of vehicles and proper equipment, importance of continuous vehicle-maintenance and proper use of safety related systems and equipment.
- 2) Carry out targeted campaigns for specific groups of users (e.g. equipment for safe transport of children in vehicles, motorcycle helmets)
- 3) Train, re-train and test inspectors to carry out high quality inspection and technical check
- 4) Assess effectiveness of education activities by use of appropriate indicators
- 5) Ensure adequate budget for education and training



Draft ITC Recommendations for enhancing National Road Safety Systems

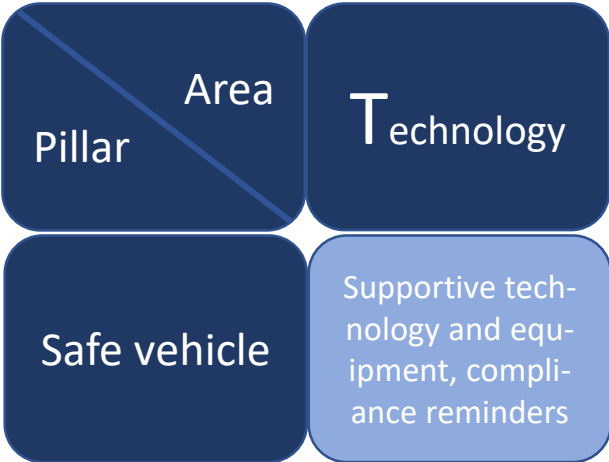
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Actions - Technology

This area focused on supportive technology and equipment and compliance reminders should comprise the following action:

- 1) Support developers to bring to market automated technologies reminding vehicle owners to renew technical inspection or registration
- 2) Support developers to bring to market technologies making vehicles safer and provide higher protection for other road users especial vulnerable ones (blind spot monitoring and detection, rear crossing detection, active bonnets (outside airbags), night vision systems, door opening monitoring, intelligent cruise control, pedestrian/cyclist detection, emergency steering functions, automated emergency braking systems, etc.) as well as automated solutions.



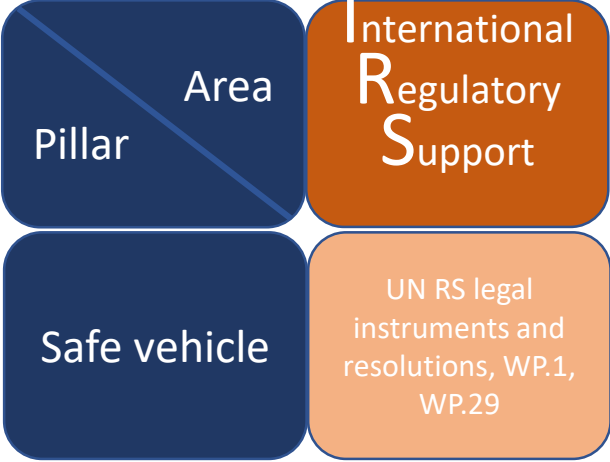
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Actions - International regulatory support

- Core United Nations conventions on road safety**
- 1949 Convention on Road Traffic
 - 1968 Convention on Road Traffic
 - 1968 Convention on Road Signs and Signals
 - 1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport
 - **1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations (Revision 3)**
 - **1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections**
 - **1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles**
 - 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road



SAFE, CLEAN, SECURE AND EFFICIENT MOBILITY FOR PEOPLE AND FREIGHT

*The future
Inland Transport
WE WANT!*

enablers

- Inclusive International Legal Architecture
- Effective Public Administration
- International Cooperation
- Innovative Financing
- New Technologies
- Social Responsibility

objectives

- Seamless B / C
- Facilitated international transport
- Reduced GHG emissions
- Reduced air / noise pollution
- Increased P.T. Mobility Choices
- Zero traffic fatalities and injuries
- Efficient transport services
- Enjoyable walking and cycling



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Thank you!



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