

## **Ministerial Resolution**

**on**

### **Embracing the new era for sustainable inland transport and mobility**

We the Ministers, having come together to celebrate the seventieth anniversary of the UNECE Inland Transport Committee on 21 February 2017,

*Fully aware* of the new era for transport and mobility - marked by the fourth industrial revolution - as well as the adoption of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals, the Addis Ababa Action Agenda of the Third International Conference on Financing for Development, and the Paris Agreement under the United Nations Framework Convention on Climate Change,

*Recalling* the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024, General Assembly resolution 69/213 of 19 December 2014 on the role of transport and transit corridors in ensuring international cooperation for sustainable development, General Assembly resolution 70/197 of 22 December 2015 towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors, General Assembly resolution 70/260 of 15 April 2016 on improving global road safety, and the Global Sustainable Transport Conference convened by the Secretary General of the United Nations and hosted by the government of Turkmenistan on 26 and 27 November 2016,

*Declaring* our unmitigated belief that safe, clean, secure, inter-connected, efficient mobility for people and freight can only be accomplished by means of inclusive international legal framework, effective communication practices, public administration, international cooperation, new technologies, social responsibility and innovative financing,

*Appreciating* the historical importance of the Inland Transport Committee as the cornerstone of European post-World War II reconstruction through international transport cooperation,

*Recognizing* the global relevance of the work of the Committee and its subsidiary bodies, with reference to the outcome of the UNECE reform review and specifically decision A(65) of the Commission in 2013, acknowledging the Committee as a unique United Nations centre providing a comprehensive regional and global platform for consideration of all aspects of inland transport development and cooperation,

*Acknowledging* the unique role of the Inland Transport Committee as, not only the specialized intergovernmental body for inland transport, but also as the centre of United Nations Conventions that have formed and continue to develop the core international regulatory framework for inland transport across the world,

*Emphasizing* the importance of passenger and freight transport and mobility as being elemental for access to work, education and social services, and thus as a facilitator for social inclusion for all, including people with special mobility needs, and as being essential for regional and global integration and economic growth,

*Attesting to* the valuable contribution and tangible results of the Committee and its subsidiary bodies, such as their activities in continuously updating the Conventions to the benefit of all Contracting Parties, as well as developing new ones to meet modern transport demands,

*Professing* that the United Nations transport Conventions under the purview of the Committee provide a well-established and functional international regulatory framework for the sustainable development of inland transport,

*Noting* that the majority (75 per cent) of United Nations Member States are Contracting Parties to at least one of these transport Conventions,

*Maintaining* that accessions to the United Nations transport Conventions are positively associated with better performance in the implementation of transport-related Sustainable Development Goals and targets,

*Affirming* the role of the Inland Transport Committee in promoting sustainable transport of freight and of passengers at international, regional, national, urban and rural levels with particular attention to seamless intermodal transport, as well as public transport, and by improving traffic safety, environmental performance, energy efficiency, inland transport security, non-motorized transport infrastructure and efficient service provision in the transport sector,

*Recognizing* the importance of developing transport systems that favour the development of urban public transport systems, integrate land use and transport planning, incorporate non-motorised transport infrastructure, strengthen urban-rural connectivity, link rural communities and economic activity to regional and global supply chains, mainstream gender in the transport sector, and thus promote social and economic equity and inclusion,

*Urging* Member States of the United Nations to further improve intermodal transport services and to effectively integrate transport modes in order to achieve Sustainable Development Goals (SDGs),

*Reaffirming* the role that Trans-European North-South Motorways (TEM), the Trans-European Railways (TER), and the Euro-Asia Transport Linkages (EATL), as well as the four main transport infrastructure agreements play in supporting internationally harmonized, multi-country investment planning for present and future trade and cargo flows both within Europe and beyond, and particularly, between Europe and Asia,

*Appreciating* the role of intercontinental development initiatives such as the Silk Road Economic Belt and 21<sup>st</sup> Century Maritime Silk Road (the Belt and Road) initiative in strengthening the process of transport facilitation,

*Advocating* for sustainable innovative financing mechanisms and for cooperation with relevant stakeholders, as a pivotal element for the development of viable transport infrastructure and services,

*Underlining* the importance of a motorization culture that promotes a safe and environmentally sustainable transport system, with a view to achieving improved traffic, infrastructure and vehicle safety, as well as for effectively addressing specialized driver training, driver fatigue and driving under the influence (DUI), which should be complemented by a comprehensive regulatory framework for safety and environmental issues administered by the Committee and its subsidiary bodies,

*Paying due homage* to the work carried out in support of road safety objectives by the Committee and its subsidiary bodies, the Administrative Committees of Conventions, and the Secretary-General's Special Envoy for Road Safety,

*Recognizing* the contribution of the Committee and its Inland Transport Security Forum to addressing the increased vulnerability of inland transport infrastructure and mobility, and the main security risks associated with inland transport such as terrorism, theft, illegal border crossings and the trafficking of dangerous substances and articles,

*Committing* to the advancement and fulfilment of the Sustainable Development Goals as these are inextricably linked to transport; also in relation to the challenges that we are facing as a consequence of climate change,

*Acclaiming* the critical role of the Committee and its relevant subsidiary bodies as platforms to which Governments will increasingly resort to develop and implement effective solutions to tackle climate change mitigation and adaptation, air pollution, and overall environmental performance of transport, including, but not limited to, the construction of vehicles and the transport of dangerous goods,

*Acknowledging* that the Intelligent Transport Systems (ITS) Strategy of the Economic Commission for Europe was an important milestone in the integration of responses to technological changes in the regulatory activities of the Committee,

*Promoting* the full use of Information Communication Technologies in inland transport, with particular emphasis on the computerization of procedures established under the UN transport Conventions administered by the Committee and its subsidiary bodies,

*Welcoming* the role of the Committee in promoting harmonization and an enabling regulatory framework as a key component in fully harnessing the advantages of technological innovation in all areas of inland transport, and especially in vehicle regulations and automated systems in vehicles and urging the Committee and its subsidiary bodies to work on short-term solutions, including common interpretation, in order to make these developments possible,

*Recognising* the UN's role in fostering international cooperation efforts to better support vulnerable groups using public transportation such as paratransit passengers,

*Commending* the innovative policy dialogue, dedicated technical assistance and substantive capacity-building activities which can be traced through best practice sharing and projects,

*Valuing* the analytical activities that are showcased in high-quality publications which spearhead knowledge creation,

*Stressing* the importance of work undertaken by the Committee in transport statistics as a fundamental complement to its regulatory and analytical work,

*Emphasizing* that policy development tools such as the "For Future Transport Systems" (ForFITS) greatly enhance the ability of transport decision makers to make informed choices and support the decarbonization of the sector,

*Asserting* that public transport, walking and cycling are key mobility elements addressed in an integrated way by the Committee, its subsidiary bodies and the Transport, Health and Environment Pan-European Programme (THE PEP) and welcome the Paris Declaration "City in Motion – People First" of the Fourth High-level Meeting on Transport, Health and Environment of April 2014,

*Considering* the need to align urban, regional and transport planning with sustainable principles and to follow an approach that recognizes humans as the basis of urban, regional and transport planning ("human-centered approach"),

*Commending* the Committee for utilizing its in-depth expertise in transport to spearhead inter-sectoral cooperation, such as the interfaces between transport and customs, industry, statistics, environment, telecommunications and health, resulting in a holistic approach to transport and border crossing facilitation,

*Appreciating* partnerships that bring value and tangible results to the work of the Committee, including, in particular, cooperation with regional integration organizations, such as the European Union, the Euro-Asian Economic Commission, the Black Sea Economic Cooperation Organization, the Euro-Mediterranean Economic Cooperation; with international financial institutions, as well as with UN Departments and Specialised Agencies, such as the regional commissions of the United Nations, the International Energy Agency, the International Maritime Organisation, the International Labour Organization, the International Telecommunications Union, the World Health Organization; with inter-governmental and non-governmental organizations, such as the Organization for Security and Cooperation in Europe, the International Transport Forum, the International Union of Railways (UIC), the International Road Transport Union (IRU), the Intergovernmental Organisation for International Rail Transport (OTIF), the Organization for Cooperation Between Railways (OSJD), the river commissions, among others,

*Acknowledging* the added value of institutionalized partnerships, such as the Inter-agency Secretariat on Statistics with Eurostat, the Organization for Economic Cooperation and Development and the International Transport Forum; interagency partnerships on the transport of dangerous goods; as well as the Transport, Health and Environment Pan-European Programme (THE PEP) with the World Health Organization Regional Office for Europe and the Environment Division of the Economic Commission for Europe,

*Welcoming* the Fifth High-level Meeting on Transport, Health and Environment which will take place in Vienna in 2019,

*Fully supporting* the overarching objectives of the work of the Committee, namely improved connectivity through internationally harmonized development of inland transport infrastructure, efficient transport services, seamless border crossing, enhanced intermodal services, facilitated international inland transport and hinterland connections to maritime ports, reduced GHG emissions and air/noise pollution, increased mobility choices, reduced traffic fatalities and injuries, with special reference to the importance of the regulatory framework for road safety and for the transport of dangerous goods as a major contributor to safe transport,

*Deeming it necessary* that the Committee, its subsidiary bodies and its tangible results get more visibility and recognition across the world and within the United Nations,

*Underlining* the uniqueness of the Committee within the United Nations system as an intergovernmental body with the capacity to transform inland transport globally and, in this respect, wishing to reflect this responsibility in its future work and reporting structure,

**Decide:**

1. *To request* the Economic Commission for Europe and the Economic and Social Council of the United Nations, in the interest of enabling the Committee to efficiently address the needs of global inland transport, with special attention to global regulatory governance through UN transport Conventions and other means, to consider the question of mandating the Committee to report on an annual basis to both the Commission and, for information purposes, to ECOSOC, while leaving the organisational structure of the UNECE secretariat, as well as the programme-budgeting functions and oversight unchanged,
2. *To address* the challenges of sustainable development of mobility and inland transport, particularly within the context of the 2030 Sustainable Development Agenda and the Sustainable Development Goals, by supporting intergovernmental transport and transport related multi-disciplinary cooperation within the platform of the Inland Transport Committee and by placing due emphasis on the importance of mobilizing resources and aligning financing flows with sustainable development objectives,
3. *To encourage* member States to mobilise all relevant stakeholders, both State and non-State actors, to continue their participation in the Committee, scale up their efforts for the future inland transport we want, and to join ITC projects and other transport-related initiatives in support of the Sustainable Development Agenda, as well as the Global Climate Action Agenda and the UN Decade of Action for Road Safety,
4. *To address* the challenges faced as a consequence of climate change, to pay special attention to the promotion of sustainable transport, and to ensure the safety and capacity of international transport corridors by supporting intergovernmental transport and transport related multi-disciplinary cooperation within the platform of the Inland Transport Committee,
5. *To invite* member States, stakeholders, the Committee and its subsidiary bodies, as well as the Secretary-General's Special Envoy for Road Safety to take a safe-system approach, to contribute to the development of voluntary road safety targets and indicators and to reinforce their collective efforts to improve traffic safety in all inland modes of transport and in particular to take concerted and effective action to reduce road fatalities by half by 2020,
6. *To encourage* member States of the United Nations, that have not yet done so, to consider becoming Contracting Parties to the United Nations inland transport conventions,
7. *To state* its commitment to embracing and promoting technological changes in all inland transport modes, specifically by further integrating Intelligent Transport Systems and automated driving in the work of the Committee and its subsidiary bodies, as well as by promoting the digitalisation of transport documents first of all in international transport,
8. *To call upon* the Committee and its subsidiary bodies to further strengthen sustainable international, regional, national and urban connectivity through promoting intergovernmental policy dialogue within its current mandate, as well as through exercising its convening power in bringing together key stakeholders, accelerating diffusion of best practices and delivering well targeted analytical papers in a timely manner,

9. *To work* towards improved regional and inter-continental connectivity with special attention to the Euro-Asia Transport Links project, as well as participation in the One Belt and One Road Initiative through policy coordination, and facilitation of seamless transport,
10. *To voice its conviction* that taking an active part in the work of the Committee and its subsidiary bodies, can bring unprecedented benefits for Governments,
11. *To address* the need to further prioritize and streamline the work of the Committee and its subsidiary bodies due to limited resources, by implementing a strategic dialogue and developing an ITC Strategy that takes the decisions of this resolution into consideration,
12. *To request* the UNECE secretariat to prepare a report on progress achieved with the development of the decisions of this resolution, based on the implementation of the ITC Strategy that will be adopted by the Committee, as well as on progress in sustainable mobility and inland transport and to table such report for the consideration of the Committee at one of its future sessions, no later than 2020.