Inland Transport Committee (ITC) -related matters

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

Working Party on Passive Safety (GRSP) sixty-sixth session
Geneva, 10-13 December 2019
81st ITC Plenary: A turning point – Adoption of ITC Strategy 2030

INLAND TRANSPORT COMMITTEE

Ministers from Africa, Asia, Europe and the Middle East

400 participants from 75 countries

High-profile speakers

Cutting-edge side events and demos

Ministerial Resolution on transport automation and digitalization
81st ITC Plenary: A turning point – II
Adoption of the ITC Strategy
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

INLAND TRANSPORT COMMITTEE

Aviation • ICAO

Maritime • IMO

Inland Transport • UNECE (ITC)

Sustainable Transport and Mobility
ITC - The UN Platform for Inland Transport

INLAND TRANSPORT COMMITTEE

Goal: a universally harmonized inland transport system

- 59 conventions
- 148 UN Member States/Contracting Parties
- Including all 56 ECE member States
ITC Strategy 2030: 81st ITC Plenary Session: Decisions

UNITED NATIONS ECONOMIC AND SOCIAL COUNCIL

United Nations Economic and Social Council

ECE/TRANS/288

Economic Commission for Europe
Inland Transport Committee

Eighty-first session
Geneva, 17-22 February 2019

Report of the Inland Transport Committee on its eighty-first session

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UNECE
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.
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

INLAND TRANSPORT COMMITTEE

WP.29 World Forum for Harmonization of Vehicles Regulations

GRSP Passive safety
**Draft ITC Recommendations for enhancing National Road Safety Systems**

**Overview of a national road safety system**

<table>
<thead>
<tr>
<th>Area</th>
<th>Legislation</th>
<th>Enforcement</th>
<th>Education</th>
<th>Technology</th>
<th>International Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe user</td>
<td>Traffic rules drivers cyclists pedestrians</td>
<td>Lawful behavior ensured by police and inspectors</td>
<td>Awareness raising, training and examination</td>
<td>Supportive technology and equipment, rules reminders</td>
<td>UN RS legal instruments and resolutions, WP.1, SC.1, WP.15</td>
</tr>
<tr>
<td>Safe vehicle</td>
<td>Rules and standards for admission of vehicles to traffic</td>
<td>Certification and inspections by qualified inspectors</td>
<td>Awareness raising for users, training for inspectors</td>
<td>Supportive technology and equipment, compliance reminders</td>
<td>UN RS legal instruments and resolutions, WP.1, WP.15, WP.29</td>
</tr>
<tr>
<td>Safe road</td>
<td>Standards for design, construction, maintenance and signage</td>
<td>Audit, assessment and inspection by qualified teams</td>
<td>Awareness raising for road managers, users, and for inspectors</td>
<td>Forgiving and self-explaining road design, intelligent road systems</td>
<td>UN RS legal instruments and resolutions, Int. standards WP.1, WP.15, SC.1</td>
</tr>
<tr>
<td>Effective post-crash response</td>
<td>Standards for data collection post-crash response and investigation</td>
<td>Oversight of rescue services, investigators investigating crashes</td>
<td>First aid and rescue service training, investigators training</td>
<td>Supportive technology and equipment</td>
<td>Consolidated resolution, int. standards, WP.1, WP.15, SC.1</td>
</tr>
</tbody>
</table>

Road safety management – vertical and horizontal coordination

**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

INLAND TRANSPORT COMMITTEE

• Overview of a national road safety system

Road safety management – vertical and horizontal coordination

- Safe user
  - Legislation
  - Enforcement
  - Education
  - Technology
  - International Regulatory Support

- Safe vehicle
  - Vehicles to traffic
  - 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 resolutions, 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
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- 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.3, 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

- 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
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 incompliance 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

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

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
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 especially 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.
Draft ITC Recommendations for enhancing National Road Safety Systems

INLAND TRANSPORT COMMITTEE

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
Thank you!