

Inland Transport Committee (ITC) -related matters

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

*Working Party on Road Transport (SC.1) 114th
session, Geneva, 16 - 18 October 2019*



INLAND TRANSPORT COMMITTEE



UNECE

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

INLAND TRANSPORT COMMITTEE



Ministers from Africa, Asia, Europe and the Middle East

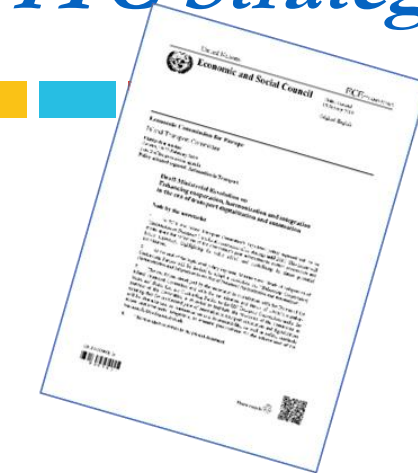
400 participants from 75 countries



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

INLAND TRANSPORT COMMITTEE



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

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

2019
81st Annual session
Adoption of ITC Strategy 2030



ITC Strategy 2030: Vision and Mission

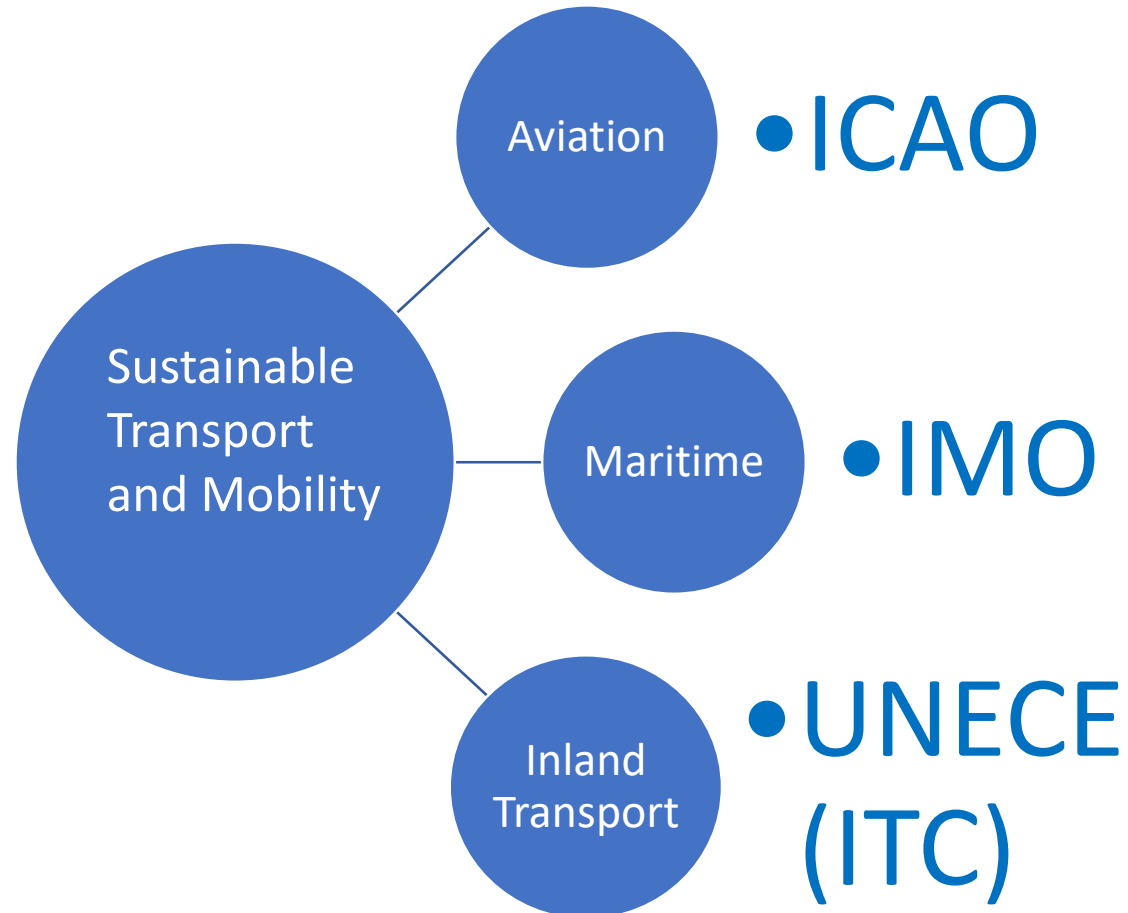
INLAND TRANSPORT COMMITTEE



- **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



ITC - The UN Platform for Inland Transport

INLAND TRANSPORT COMMITTEE



UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE

- 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)

ADN
Convention on Road Signs and Signals

ADR
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

Border Crossing
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

INLAND TRANSPORT COMMITTEE



United Nations		ECE/TRANS/288
		Distr.: General 1 April 2019 Original: English
Economic and Social Council		
<hr/>		
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		
Contents		
	<i>Paragraphs</i>	<i>Page</i>
I. Chair	1	4
II. Attendance	2-9	4
III. Adoption of the agenda (agenda item 1)	10	5
IV. Automation in Transport (agenda item 2)	11-13	5
V. Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies (agenda item 3)	14-16	6
VI. Strategic questions of a horizontal policy nature (agenda item 4)	17-42	7
A. Status of accession to international United Nations transport agreements and conventions	17-18	7
B. Policy dialogue and technical assistance to countries with economies in transition and developing economies	19	7
C. Analytical work on transport	20-23	7
D. Environment, climate change and transport	24-29	8
1. Inland Transport Committee follow-up to the 2030 Agenda	24-25	8
2. Decarbonisation and mitigation of environmentally harmful effects of inland transport	26-27	9
3. Impacts of climate change on international transport networks and adaptation requirements	28-29	9
E. Transport, Health and Environment Pan-European Programme	30-32	9
F. Intelligent transport systems	33-36	10

ITC Strategy 2030: 81st ITC Plenary Session: Decisions

INLAND TRANSPORT COMMITTEE

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.

6

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

INLAND TRANSPORT COMMITTEE



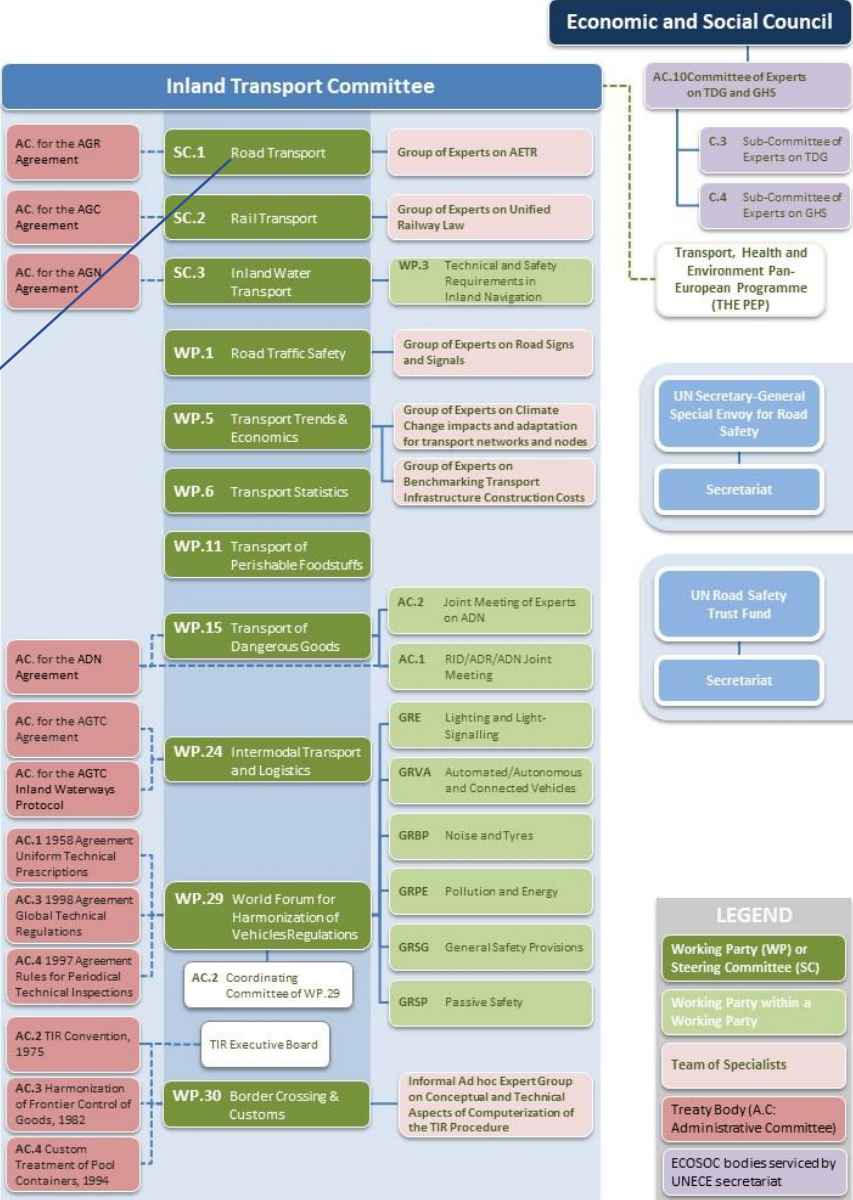
The ITC and its subsidiary bodies will strengthen their activities related to the United Nations legal instruments on road safety under the purview of the ITC:

- (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

SC.1 Road Transport



LEGEND

- Working Party (WP) or Steering Committee (SC)
- Working Party within a Working Party
- Team of Specialists
- Treaty Body (A.C. Administrative Committee)
- ECOSOC bodies serviced by UNECE secretariat

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

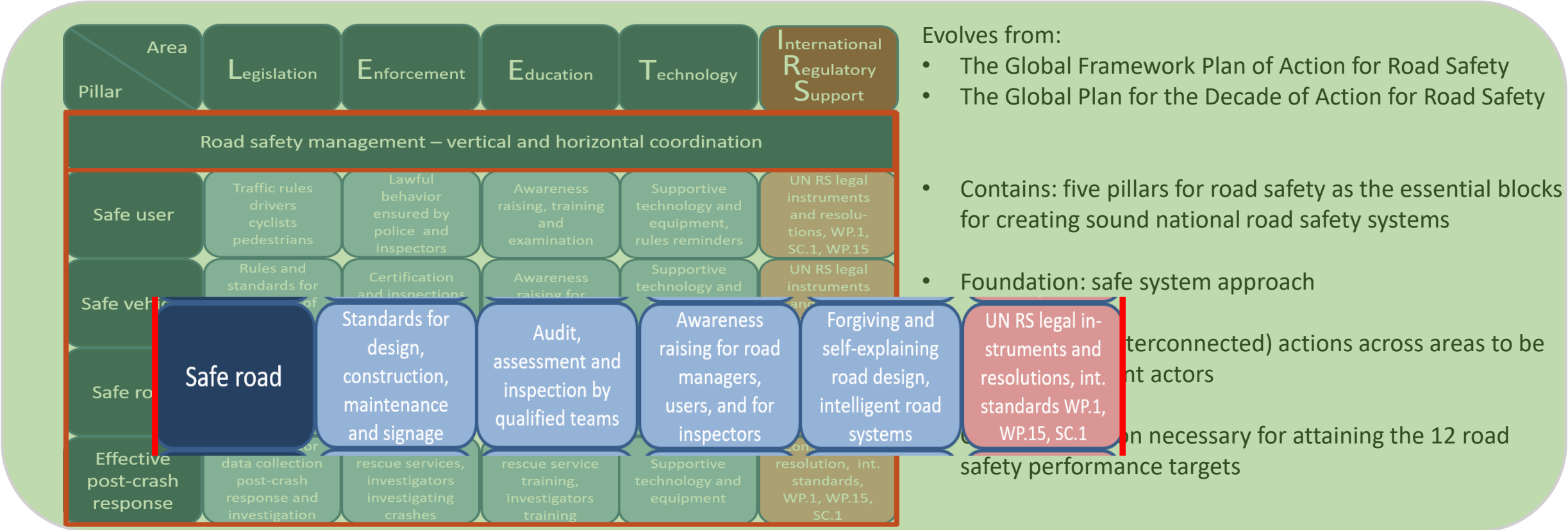
- Contains: five pillars for road safety as the essential blocks for creating sound national road safety systems
- Foundation: safe system approach
- Is specific on (interconnected) actions across areas to be taken by different actors
- Covers any action necessary for attaining the 12 road safety performance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

Draft ITC Recommendations for enhancing National Road Safety Systems

INLAND TRANSPORT COMMITTEE



• Overview of a national road safety system



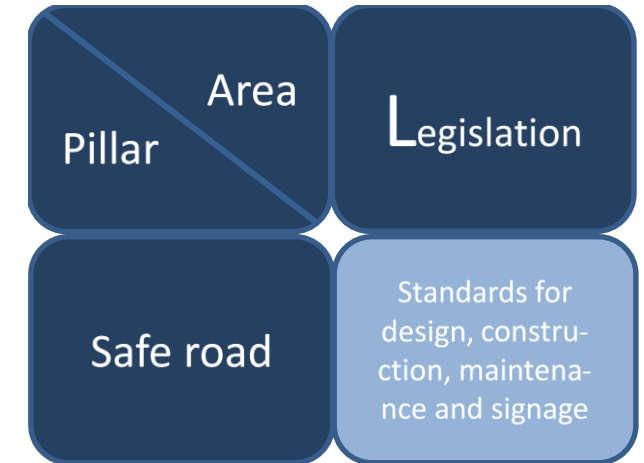
Draft ITC Recommendations for enhancing National Road Safety Systems

INLAND TRANSPORT COMMITTEE

Actions - Legislation

This area focused on standards for road design, construction, maintenance and signage should comprise the following action:

- 1) Put in place road classification including for urban streets that meet the safety needs of all road users
- 2) Put in place adequate standards for geometric and design characteristics per classified road (No. of lanes, separation of lanes, width of lanes, curve radii, horizontal and vertical alignment, cross-sections, overhead clearance, intersections, tunnels, level-crossings, roundabouts, roadsides, etc.)
- 3) Adopt general prescriptions and related standards for infrastructure for non-motorized traffic, crossings and separation with motorized traffic of bicycle lanes and pedestrian paths and sidewalks
- 4) Adopt internationally harmonized signs and signals
- 5) Establish national standards on safety facilities (including sufficient numbers of rest areas, secure facilities for dangerous goods and adequate emergency lanes) and devices (such as traffic separation device and fence)
- 6) Adopt standards to remove level crossings in areas of high traffic flows and do not place bus stops in proximities of level crossings
- 7) Regulate shared traffic zones and non-motorized traffic zones as well as special school zones
- 8) Regulate road equipment per classified road (markings, signage, calming equipment)
- 9) Put in places regulations to ensure that infrastructure plans and land use planning prioritize safety
- 10) Introduce standards for road maintenance
- 11) Introduce standards for road work zones
- 12) Designate authorities responsible for implementation including inspection/auditing and enforcement of the existing standards as well as for their further development, as necessary
- 13) Assess effectiveness and completeness of standards (completeness of standards benchmarked against international regulatory framework)



Draft ITC Recommendations for enhancing National Road Safety Systems

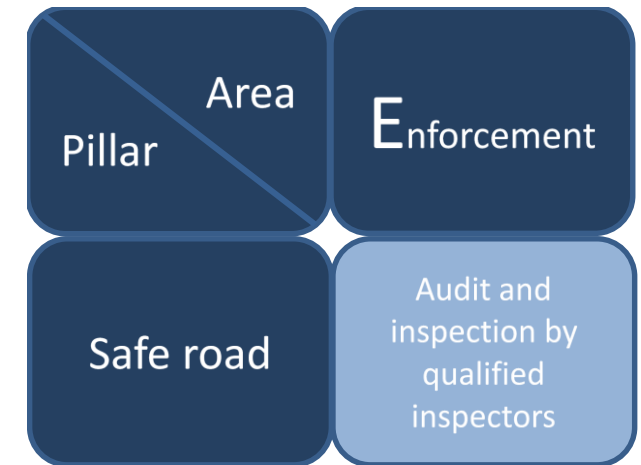
INLAND TRANSPORT COMMITTEE



Actions - Enforcement

This area focused on audit, assessment and inspection by qualified teams should comprise the following action:

- 1) License and accredit road assessment, inspection and audit organizations
- 2) Conduct traffic safety audits of new infrastructure plans
- 3) Conduct new road safety design assessment and audit before construction work starts
- 4) Conduct new road safety audit before opening it to traffic
- 5) Carry out periodic safety inspection of roads in operation, including risk mapping
- 6) Introduce safety measures if safety conditions of a road deteriorate (e.g. decrease travel speed, close road as an extreme case)
- 7) Assess effectiveness of road enforcement activities by use of appropriate indicators
- 8) Ensure sufficient budget for road assessment, inspection and audit



Draft ITC Recommendations for enhancing National Road Safety Systems

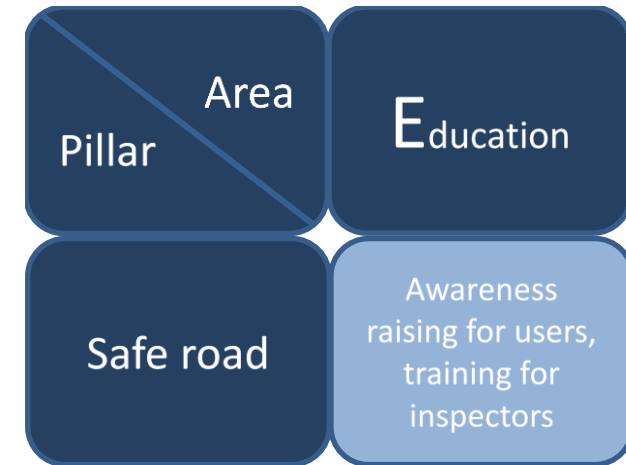
INLAND TRANSPORT COMMITTEE



Actions - Education

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

- 1) Carry out campaigns to build public support to construction and maintenance of safe roads as well as their proper usage
- 2) Provide engaging public outreach experiences through temporary street and intersection redesigns and develop community awareness of the benefits of road safety interventions
- 3) Train road designers, construction engineers, inspection and audit organizations to perform high-quality work, when possible by developing local road safety assessment, inspection or audit programmes
- 4) Assess effectiveness of education activities by use of appropriate indicators
- 5) Ensure adequate budget for awareness raising and training



Draft ITC Recommendations for enhancing National Road Safety Systems

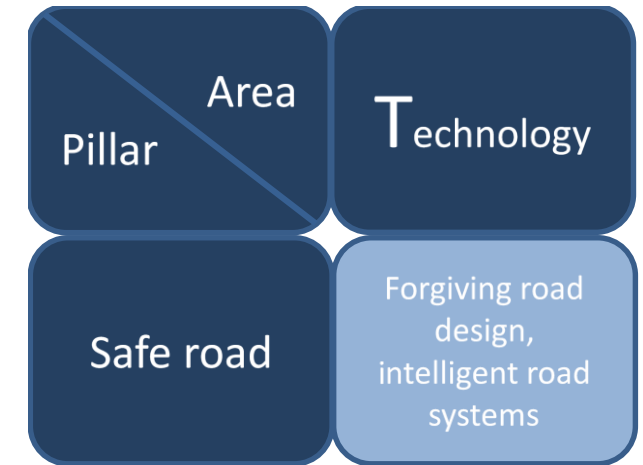
INLAND TRANSPORT COMMITTEE



Actions - Technology

This area focused on forgiving and self-explaining road design and intelligent road and traffic management systems should comprise the following action:

- 1) Use equipment, materials and technologies for design and construction of forgiving, self-explaining roads including elements such as lane separation devices, emergency lanes, positioning, school zones, design and protection of traffic sign stayers
- 2) Use equipment, materials and technologies for design and construction of urban streets including elements such as separation of pedestrian areas, speed humps, traffic calming equipment, cycling lanes, parking areas, school zones, lanes for individual transport and lanes for public transport, information systems for road users (waiting times, delays in traffic, alternative routing)
- 3) Use equipment and technologies to measure, benchmark and report on safety performance of roads
- 4) Use equipment and technology and support development of new technology to measure objectively the safe performance of road design
- 5) Support development of intelligent cost-effective road system (VMS, systems to increase user attention, infrastructure to vehicle communication systems)
- 6) Introduce intelligent traffic management system based on sensor data and traffic forecasts with intelligent speed managements, re-routing, etc



Draft ITC Recommendations for enhancing National Road Safety Systems

INLAND TRANSPORT COMMITTEE



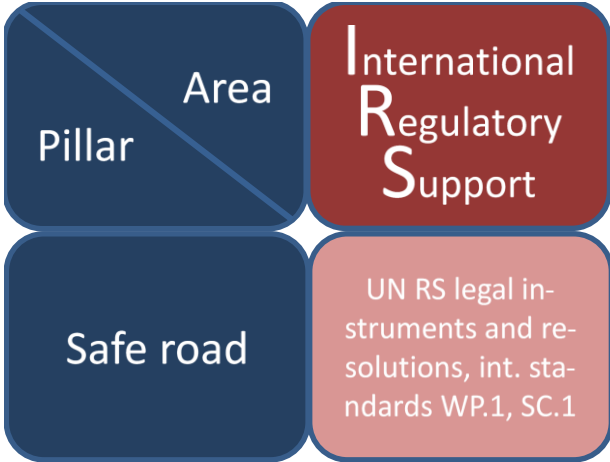
Actions - International regulatory support

The UN transport conventions and international standards, especially those listed below, serve as the benchmark for developing national legislation for developing road standards:

- 1968 Convention on Road Signs and Signals
- 1975 European Agreement on Main International Traffic Arteries
- 2001 Agreement on International Roads in the Arab Mashreq
- 2004 Intergovernmental Agreement on the Asian Highway Network
- Intergovernmental Agreement on the Trans-Africa Highways Network
- 1957 Agreement concerning the International Carriage of Dangerous Goods by Road

The following resolutions, recommendations and standards are helpful to support national action for safe roads:

- UN Consolidated Resolutions on Road Traffic
- UN Consolidated Resolutions on Road Signs and Signals
- International Road Assessment Programme, with standards for road assessment and standards for risk mapping
- Technical recommendations from global organizations like PIARC
- ISO road construction standards



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



INLAND TRANSPORT COMMITTEE

Thank you!



UNECE