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
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

Ministerial Resolution on transport automation and digitalization

Cutting-edge side events and demos
81st ITC Plenary: A turning point – II
Adoption of the ITC Strategy

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2019
81st Annual session
Adoption of ITC Strategy 2030

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

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

2017
79th Annual session:
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Adoption of ITC Strategy 2030

UNECE
**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

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- ICAO
- IMO
- UNECE (ITC)

Sustainable Transport and Mobility

Aviation

Maritime

Inland Transport
ITC - The UN Platform for Inland Transport

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Goal:

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

Goal: a universally harmonized inland transport system
ITC Strategy 2030: 81st ITC Plenary Session: Decisions

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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.
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
Draft ITC Recommendations for enhancing National Road Safety Systems

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### Overview of a national road safety system

<table>
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<th>Area</th>
<th>Legislation</th>
<th>Enforcement</th>
<th>Education</th>
<th>Technology</th>
<th>International Support</th>
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<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>
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<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>
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<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>Forsaking 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>
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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

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• Overview of a national road safety system

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Contains: five pillars for road safety as the essential blocks for creating sound national road safety systems

Foundation: safe system approach

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Draft ITC Recommendations for enhancing National Road Safety Systems

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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)
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
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
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.
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Draft ITC Recommendations for enhancing National Road Safety Systems

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
Thank you!