

ITC-related matters
ITC Strategy 2030
UN Management Reform: Update

SC.3/WP.3 55th session
Geneva, 19 - 21 June 2019



INLAND TRANSPORT COMMITTEE



UNECE

81st ITC Plenary: A turning point - I

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Ministers from
Africa, Asia,
Europe and the
Middle East

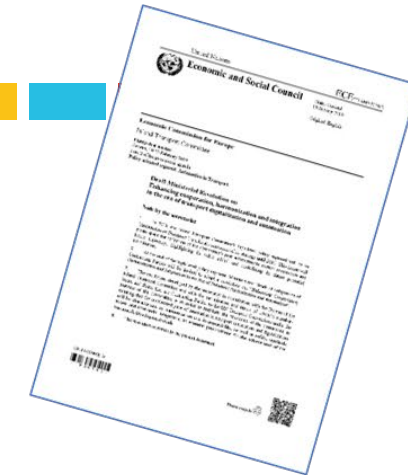
400 participants
from 75 countries



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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- 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



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.

ITC Strategy 2030: Vision and Mission

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- The **mission** for ITC is that **it contributes to sustainable inland transport and mobility for achieving the sustainable development goals in the ECE and UN member States through policy dialogue, harmonizing regulatory frameworks, as appropriate, promoting new technologies, assisting in enhancing connectivity and supporting the implementation of legal instruments.**
- In performing its mission, the Committee will enhance its role as:
 - (a) **The UN Platform for regional and global inland transport conventions**
 - (b) **The UN Platform for supporting new technologies and innovations in inland transport**
 - (c) **The UN Platform for regional, interregional and global inland transport policy dialogues**
 - (d) **The UN Platform for promoting sustainable regional and interregional inland transport connectivity and mobility**



- **Strategic Objective:** Increased governance

- a) ITC is truly the UN platform with equal participation of all contracting parties to UN legal instruments under its purview to lead the future development of inland transport
- b) UN transport conventions under its purview are universally accepted and implemented, open for accession/ratification by all UN Member States if feasible, and inclusive of regional good practices
- c) ITC keeps pace with technological developments in a timely manner
- d) ITC's work enhances regional and inter-regional connectivity



- **Horizontal objective:** Increased support to all SDGs, in particular:
 - (a) improved traffic safety and urban mobility (SDGs 3 and 11)
 - (b) reduced pollutant and GHG emissions (SDGs 3 and 13)
 - (c) improved industry innovation and infrastructure efficiency and connectivity (SDG 9)
 - (d) affordable and clean energy (SDG 7)
 - (e) decent work and economic growth (SDG 8)
 - (f) gender equality (SDG 5)
 - (g) contributions to global monitoring of progress towards sustainable transport as much as feasible

ITC Strategy 2030: 81st ITC Plenary Session: Decisions

INLAND TRANSPORT COMMITTEE



United Nations
 **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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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

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**

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ECE/TRANS/288

XIV. Programme Plan for 2020 (agenda item 12)

Documentation: ECE/TRANS/2019/24

122. The Committee **noted** that, in line with information provided at its eightieth annual session (ECE/TRANS/2018/27), in December 2017, the seventy-second session of the General Assembly had adopted resolution A/72/266 "Shifting the management paradigm in the United Nations." In this resolution, Member States approved the proposed change from a biennial to an annual budget period on a trial basis, beginning with the programme budget for 2020, and requested the Secretary-General to conduct a review of the budgetary cycle in 2022, following the completion of the first full budgetary cycle. The General Assembly also decided to review at its seventy-seventh session, with a view to taking a final decision, the implementation of the annual budget.

123. The Committee **reviewed** the Programme Plan for 2020 for the transport subprogramme. (ECE/TRANS/2019/24), **expressed its support** for the efficient and impactful work of ITC, its subsidiary bodies and the full transport subprogramme and **stressed the importance of ensuring** that resource and budget allocations in the United Nations system should be mindful of and adequately responsive to the subprogramme's high performance and increased needs.

124. **Noting** that starting in 2020, the annual programme of work of the Committee would replace the equivalent document with biennial coverage, the Committee **requested** the secretariat to **discontinue** the preparation of programmatic documents with a biennial coverage previously adopted by the Committee, including on evaluation and monitoring, since they will no longer be relevant for the new programmatic cycle.

125. The Chair thanked the UNOG Conference Services for servicing the work of the Committee, and its Working Parties and Groups of Experts, by providing meeting rooms, interpretation, and document processing and translation.

XV. Schedule of meetings in 2019 (agenda item 13)

Documentation: ECE/TRANS/2019/25

126. The Committee **adopted** ad referendum the preliminary list of meetings, based on proposals from the Committee's subsidiary bodies, as contained in ECE/TRANS/2019/25.

XVI. Any other business. Date of next session (agenda item 14)

127. The Committee **noted** that its eighty-second session is tentatively scheduled to be held in Geneva from 25 to 28 February 2020.

XVII. Adoption of the list of main decisions of the eighty-first session (agenda item 15)

128. The Committee **adopted** the list of main decisions of the eighty-first session.

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124. Noting that starting in 2020, the annual programme of work of the Committee would replace the equivalent document with biennial coverage, the Committee requested the secretariat to discontinue the preparation of programmatic documents with a biennial coverage previously adopted by the Committee, including on evaluation and monitoring, since they will no longer be relevant for the new programmatic cycle.



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Thank you!



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