

ITC Strategy until 2030





ITC Strategy until 2030

The Inland Transport Committee (ITC) of the United Nations Economic Commission for Europe (UNECE) adopted its Strategy until 2030 (ECE/TRANS/288/Add.2) at its eighty-first session (Geneva, 19-22 February 2019).

The Strategy pronounces the ITC's Vision as a UN platform for inland transport to help efficiently address global and regional needs in inland transport. The platform provides a comprehensive regulatory framework for inland transport, comparable to the role of the International Maritime Organization (IMO) and International Civil Aviation Organization (ICAO).

It sets the mission for ITC to contribute to sustainable inland transport and mobility for achieving the sustainable development goals in the UNECE 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.

The Strategy provides strategic objectives, list of priorities and an action plan including on resource mobilization and partnership. It organises the work on inland transport around four pillars:

- Development of regional and global inland transport conventions
- Support to new technologies and innovations
- Support to regional, interregional and global inland transport policy dialogues
- Promotion of sustainable regional and interregional inland transport connectivity and mobility.

The Strategy also stipulates road safety as the special priority.

With the decision to adopt the Strategy, ITC requested its subsidiary bodies (technical working parties and groups of experts) to work towards the implementation of the Strategy. It requested closer collaboration with UNECE sister Regional Commissions, specialized agencies, the Department of Economic and Social Affairs (DESA) and other relevant organizations and institutions. It also called for demand-driven synergies and collaboration within UNECE with other subprogrammes, as appropriate.



I. Inland Transport Committee Vision 2030

The Inland Transport Committee is the United Nations platform for inland transport to help efficiently address global and regional needs in inland transport

1. The 2017 Ministerial Resolution (ECE/TRANS/270, Annex I) contains the policy directions for the future work of ITC, as articulated in Decision 1, in principle “enabling the Committee to efficiently address the needs of global inland transport, with special attention to global regulatory governance through the UN transport Conventions and other means, (...) while leaving the organizational structure of the ECE secretariat, as well as the programme-budgeting function and oversight unchanged”.

2. The outcome of the ECE reform review and specifically decision A(65) of the Commission in 2013, acknowledged that “9. The [Transport] subprogramme is a unique United Nations centre providing a comprehensive regional and global platform for consideration of all aspects of inland transport development and cooperation. The ECE Transport subprogramme, the Inland Transport Committee (ITC) and its related subsidiary bodies work within current mandates in an efficient way, producing concrete results in a regular and ongoing way that have clear value added for the region and beyond”.

3. United Nations General Assembly Resolutions stress the global role of the legal instruments under the purview of the ITC and encourage all member States to accede to, including: Resolution 72/271 adopted in April 2018 and other biennial road safety resolutions; Resolution A/RES /72/212 on intermodality; and Resolution A/70/197 on connectivity and corridors.

4. The above can be summarised as “**Vision: ITC is the UN platform for inland transport to help efficiently address global and regional needs in inland transport**”.

5. 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).

6. The ITC as the UN platform for inland transport should perform the following key functions:

- Leading change in inland transport
- Developing and administering transport legal instruments
- Increasing accessions and equitable participation, including by non-ECE Member States.



II. Inland Transport Committee Mission

7. 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.**

8. In performing its mission, the Committee will enhance its role as:

(a) **The UN Platform for regional and global inland transport conventions.** By strengthening its role as the UN platform of inland transport conventions to all UN Member States and by remaining at the forefront of global

efforts to curb the road safety crisis, through its 360° approach to road safety, cut emissions by setting and promoting its vehicle standards, and reduce cross-border barriers with its large set of facilitation conventions.

(b) **The UN Platform for supporting new technologies and innovations in inland transport.** By ensuring that (i) its regulatory functions are keeping pace with cutting-edge technologies driving transport innovation - especially in the areas of Intelligent Transport Systems, autonomous vehicles and digitalization - thus improving traffic safety, environmental performance, energy efficiency, inland transport security and efficient service provision in the transport sector, (ii) the different amendment processes for the different conventions do not cause fragmentation, and (iii) the dangers of stifling progress due to too early regulation are avoided.

(c) **The UN Platform for regional, interregional and global inland transport policy dialogues.** By providing a platform for policy dialogue to review emerging challenges in inland transport, as well as proposals for improving infrastructure and operation at its annual session.

(d) **The UN Platform for promoting sustainable regional and interregional inland transport connectivity and mobility.** By providing a comprehensive, harmonized regulatory framework, as appropriate, and institutional reference point supporting international connectivity, developing new or building on existing initiatives, agreements, or corridors, as needed.



III. Inland Transport Committee Strategic Objectives

A. Strategic Objective

9. Increased governance – 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; - 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; - ITC keeps pace with technological developments in a timely manner; - ITC's work enhances regional and inter-regional connectivity.

B. Horizontal Objective

10. Increased support to the implementation of all Sustainable Development Goals (SDGs), in particular through: (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) and (g) contributions to global monitoring of progress towards sustainable transport as much as feasible (all relevant SDGs).



IV. Action Plan for Achieving the Inland Transport Committee Vision

11. Incorporating the vision, mission, objectives, regional and global challenges and mandates, and views and suggestions A on the strategy at the eightieth session of ITC in February 2018, an action plan is drawn below as part of its strategy for 2030.

A. Enhance the role of ITC as the United Nations Platform for inland transport conventions

[Timeline: Short-, medium- and long-term]

(a) Strengthen promotion of accession by non-ECE member States to the United Nations legal instruments on inland transport administered by ECE [Global]

(i) Facilitate participation of non-ECE member States in the legal instruments

- Amend the terms of reference (TORs) of ITC to provide full membership of ITC for non-ECE Contracting Parties to the United Nations legal instrument(s) and relevant subsidiaries, and observer status for other UN Member States that are not Contracting Parties [Timeline: Short-, medium- and long-term]
- Amend the legal instruments with geographical and procedural barriers to allow accession by non-ECE member States, where necessary [Timeline: Short- and Medium-Term]

(ii) Exploit full benefits of all the legal instruments

- Review the existing legal instruments to identify their relationship and complementarity in practical applications and recommend to non- ECE member States [Timeline: Short-term]
- Identify the needs for additional necessary legal instruments to support the implementation of the existing legal instruments in non-ECE member States [Timeline: Short-, Medium- and Long-term]

(b) Formulate new binding and/or non-binding legal instruments to address emerging challenges under the Sustainable Development Agenda [Timeline: Short-, Medium- and Long-term]

(c) In cooperation with other organizations and institutions, develop new or adjust/update existing training manuals, guidelines, standards and competency criteria to assist in enhancing capacity in the accession and implementation of the legal instruments and organize training courses [Timeline: Short-, Medium- and Long-term]

(d) Develop indicators for Contracting Parties to evaluate status and progress in the implementation of the legal instruments [Timeline: Short- and Medium-term]

B. Enhance the role of ITC as the United Nations Platform for supporting new technologies and innovations in inland transport

[Timeline: Short- and Medium-term]

(a) Strengthen the platforms for digitalization, automated driving and intelligent transport systems of inland transport

(b) Improve regulatory environment to promote automated/autonomous and connected vehicles

C. Enhance the role of ITC as the United Nations Platform for regional, interregional and global inland transport policy dialogues

[Timeline: Short-, medium- and long-term]

(a) Organize regional, interregional and global thematic segments on sustainable inland transport during ITC sessions

(b) Include ITC agenda items on challenges facing inland transport in different regions

D. Enhance the role of ITC as the United Nations Platform for promoting sustainable regional and interregional inland transport connectivity and mobility

[Timeline: Short-, Medium- and Long-term]

(a) Continue to work for sustainable regional integrated intermodal infrastructural connectivity and mobility

(b) Cooperate with other regional commissions and organizations to improve sustainable interregional connectivity including through various corridors

(c) Promote green transport connectivity and mobility

12. Cross-cutting areas, such as climate change statistics and gender issue, will be embedded in the relevant actions.



V. List of Priorities until 2030

13. In order to realize its vision, mission, objectives and action plan, the list of priorities is identified in the table below for the implementation of the strategy until 2030. The list, also as part of the strategy, was prepared with due consideration of: urgency and sequence of the actions as well as staff availability and the need for financial support. The ITC and its subsidiaries also need two to three years to prepare themselves well for a full global role in sustainable inland transport with coordination of a regional role. The list of priorities is expected to help ITC provide the United Nations specialized services in sustainable inland transport until 2030 and beyond.

Table 1
List of Priorities until 2030

<i>Theme/ Related SDG</i>	<i>Long-term Action</i>	<i>Priority Actions until 2030</i>	<i>Indicative budget (RB/ XB); Ways to manage; Partnerships</i>
The United Nations Platform for inland transport conventions RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13	Servicing of legal instruments	The servicing and administering of legal instruments, especially in the fields of vehicle regulations harmonization, transport of dangerous goods, border crossing facilitation and road safety, represent the most important task of the ITC. This includes, in particular, the regular and timely amendments as well as the consolidation of amendments to legal instruments and discussion on their implementation.	RB and XB in some cases
	Promotion of accession by non-ECE member States to the United Nations legal instruments	<ul style="list-style-type: none"> - Amendments to the TOR of ITC by 2020 - Amendments to the legal instruments with geographical and procedural barriers by 2025 - Review of relationship of the existing legal instruments and recommendations by 2022 - identification of additional necessary legal instruments 	RB
	New legal instruments under the Sustainable Development Agenda	<ul style="list-style-type: none"> - Finalizing three new legal instruments that are under development: URL, OmniBUS and Rail Passenger Convention - Exploring possible new legal instruments from 2020 	RB, maybe also XB as necessary

<i>Theme/ Related SDG</i>	<i>Long-term Action</i>	<i>Priority Actions until 2030</i>	<i>Indicative budget (RB/ XB); Ways to manage; Partnerships</i>
<p>The United Nations Platform for inland transport conventions</p> <p>RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13</p>	<p>New or adjusted/ updated existing capacity building programme, training manuals, guidelines, standards and competency criteria as well as training courses</p>	<p>- Comprehensive Plan on capacity building by 2020</p> <p>- adjustment/ updating of existing training materials from 2020</p> <p>- new training materials, standards and competency criteria from 2022</p> <p>- training courses from 2019</p>	<p>RB to support incorporation of training standards and competencies in legal instruments if necessary</p> <p>XB for training materials and courses through partnerships with training institutions</p>
	<p>Development of indicators</p>	<p>From 2019</p>	<p>Non ECE-RB (e.g. UNDA) or XB</p>
<p>The UN Platform for supporting new technologies and innovations in inland transport</p> <p>RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13</p>	<p>Regional and global platforms for digitalization, automated driving and intelligent transport systems</p>	<p>- Further expand global participation in, and cooperation between, WP.1 and WP.29</p> <p>- Update DETA and host it at ECE from 2022 onwards</p> <p>- Promote the accession and operationalization of the e-CMR within the ECE region and beyond from 2019</p> <p>- Gradually develop e-TIR leading to the possible full implementation of the e-TIR system by 2023, subject to the entry into force of new Annex 11 to the TIR Convention</p> <p>- Identify, foster and facilitate the introduction of new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030</p>	<p>RB for regular staff, meeting facilities and services and DETA</p> <p>XB for the rest</p>
	<p>Regulatory environment to promote automated vehicles, as well as low-carbon and low-emissions vehicles</p>	<p>- Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s), both if necessary</p>	<p>RB</p>
<p>The UN Platform for regional, interregional and global inland transport policy dialogues</p> <p>RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13</p>	<p>- Organize regional, interregional and global thematic segments on sustainable inland transport during the ITC sessions</p>	<p>High-level segments of ITC on various topics of sustainable inland transport from 2019</p>	<p>RB, as part of the Committee session</p>
	<p>Include ITC agenda items on challenges facing inland transport in different regions</p>	<p>ITC Agenda items on challenges in different regions from 2020</p>	

Theme/ Related SDG	Long-term Action	Priority Actions until 2030	Indicative budget (RB/ XB); Ways to manage; Partnerships
The United Nations Platform for promoting sustainable regional and interregional inland transport connectivity and mobility RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13	Regional integrated intermodal infrastructural connectivity and mobility	- Support to integrated intermodal connectivity and mobility from 2020, including TEM, TER, intermodal and logistics Transport Statistics: Continuation and improvement of the data gathering, validation and dissemination processes to produce accurate statistics that allow evidence-based transport decisions. From 2019 to 2030	RB and XB
	Interregional connectivity including through various corridors	- Support to interregional inland transport connectivity and corridors from 2019,	RB and XB
	Promoting sustainable transport and urban mobility; Climate resilient transport infrastructure	- New tools and activities from 2019, e.g. THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility Investigate the influence of climate change on transport infrastructure	XB

Note: Transport statistics, analytical work and capacity building will support the above priorities. High-level segments of ITC will support the above priorities.

Special priority of global interest: Road Safety

14. Mindful of the shortfalls in achieving the SDG target on road safety by 2020 due to growing trend of road fatalities globally, ITC will enhance its regulatory functions for improving road safety performance and thus contribute to the achievement of the road safety aspirations set by the international community.

15. For this purpose, 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, as contained in Table 2, (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.

Table 2

ECE/ITC: A leader on the road to safety: helping the global community meet global road safety targets¹

Type of engagement	Core ECE/ITC competences/ strengths	Scope	Link to SDGs and Voluntary Global Targets and Indicators	Link to 5 pillars of UN Decade of Action	Indicative budget (RB/ XB)
GA Resolution 72/271 and other biennial road safety resolutions;	Core United Nations Road Safety Conventions	Global	SDGs 3.6 & 11.2 Voluntary Targets and related indicators (VTs): 2-10	Pillars 1-4	RB & XB

¹A complete list of voluntary targets and indicators can be found at https://cdn.who.int/media/docs/default-source/documents/un-road-safety-collaboration/targets-and-indicators-visual-clean.pdf?sfvrsn=29627bde_5.

Type of engagement	Core ECE/ITC competences/ strengths	Scope	Link to SDGs and Voluntary Global Targets and Indicators	Link to 5 pillars of UN Decade of Action	Indicative budget (RB/ XB)
Regulatory/ Institutional: Conventions/ Agreements/ Standards/ Recommendations Regulations/ Rules/ Resolutions	Core United Nations Road Safety Conventions, and related consolidated resolutions 1949 Convention on road traffic; 1968 Convention on road traffic; 1968 Convention on road signs and signals; 1958 Agreement on UN Regulations for vehicle type-approval; 1997 Agreement on periodic technical inspection; 1998 Agreement on UN Global Technical Regulations on vehicle construction;	Global	SDGs 3.6 & 11.2 Voluntary Targets and related indicators (VTs): 2-10	Pillars 1-4	RB
	1957 The European Agreement Concerning the International Carriage of Dangerous Goods by Road	Global/ Regional			
	Other Legal Instruments 1949 Protocol on Road Signs and Signals 1975 Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC)	Global			RB
	1971 European Agreement supplementing the 1968 Convention on Road Traffic 1971 European Agreement supplementing the Convention on Road Signs and Signals 1950 European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions and Weights of Vehicles Permitted to Travel on Certain Roads of the Contracting Parties	Global/ Regional			RB

<i>Type of engagement</i>	<i>Core ECE/ITC competences/ strengths</i>	<i>Scope</i>	<i>Link to SDGs and Voluntary Global Targets and Indicators</i>	<i>Link to 5 pillars of UN Decade of Action</i>	<i>Indicative budget (RB/ XB)</i>
Regulatory/ Institutional: Conventions/ Agreements/ Standards/ Recommendations Regulations/ Rules/ Resolutions	1950 European Agreement supplementing the 1949 Convention on Road Traffic and the 1949 Protocol on Road Signs and Signals	Global/ Regional			RB
	1957 European Agreement on Road Markings				
	1973 Protocol on Road Markings, Additional to the European Agreement supplementing the Convention on Road Signs and Signals				
	Infrastructure Agreements: AGR, AGTC	Regional	SDGs 3.6 & 11.2 VTs: 3, 4	Pillar 2	RB
	AETR; CTU code	Regional/ Global	SDGs 3.6 & 11.2 VTs: 11	Pillars 1, 4	RB
Capacity-building/ Technical assistance	ITC subsidiary bodies: Global Forum for Road Traffic Safety (WP.1); World Forum for Harmonization of Vehicle Regulations (WP.29)	Global	SDGs 3.6 & 11.2 VTs: 2-11	Pillars 1, 4	RB
	Secretariat to United Nations Secretary-General's Special Envoy for Road Safety	Global	DGs 3.6 & 11.2 VTs: 1-12	Pillars 1-5	XB and RB oversight
Analytical work/policy dialogue/ tools	Secretariat to United Nations Road Safety Trust Fund	Global	SDGs 3.6 & 11.2 VTs: 1-12	Pillars 1-5	XB and RB oversight
	SuM4All: Co-lead of Road Safety Working Group and member of Steering Committee	Global	SDGs 3.6 & 11.2 VTs: 1-12	Pillars 1-5	RB and XB
	Transport Statistics	Regional	SDGs 3.6 & 11.2 VTs: 1-12	Pillars 1-4	RB
	Road Safety Performance Reviews	Global	SDGs 3.6 & 11.2 VTs: 1-12	Pillars 1-5	RB and XB
	SafeFITS	Global	SDGs 3.6 & 11.2 VTs: 1-12	Pillars 1-5	RB



VI. Resource Mobilization and Partnerships

16. Servicing and updating of the existing legal instruments under its purview and developing new ones will continue to be the top priority for the Committee and to rely on Regular Budget resources. The Working Parties and the secretariat will schedule their activities by 2030 and beyond to evenly distribute the workload according to the strategy action plan and list of priorities as well as resources available. Taking experience from globalized WP.1, WP.29 and WP.30, no budget implications are foreseen with expansion of contracting parties to the legal instruments under the purview of those Working Parties.

17. The largest funding area required for the implementation of the strategy is capacity building in connection with new and/or adjusted/updated existing training manuals, guidelines, standards and competency criteria as well as organization of training courses, which should be financed by XB or other funding options outside ECE Regular Budget. The next is research and analysis on regional and global challenges and solutions in inland transport under the 2030 development agenda, development and application of tools and indicators.

18. In principle, Regular Budget staff resources will be only used for the work of administering the legal instruments and servicing of the Working Parties or any other regular budget tasks. In undertaking this work, RB staff may under exceptional circumstances also support related XB tasks, if necessary and no XB resources are available. RB tasks may not be affected by any such exceptional circumstances.

19. The funding in these two areas is mainly required for technical assistance to developing and least developed countries, including landlocked developing countries. The United Nations dedicated budget for capacity building of developing and least developed countries can be a regular source for this type of activities.

20. Although extra-budgetary donors may have their policies and priorities, the projects designed on the basis of the subprogramme translated from the adopted Strategy would ensure contribution to the implementation of the Strategy. A streamlined process under ITC can be explored to enhance the coherence and efficiency of the funding process. A medium-term compact or package of projects can also achieve the same success.

21. The integration of the knowledge on the legal instruments into professional education and training should be the main direction to efficiently and effectively build national capacity. The ITC and its subsidiaries may set minimum standards and competency criteria, and involve key universities, colleges and training centres in their relevant process. The secretariat can develop partnership with the educational and training institutions and provide documents and training materials, or cooperate with them to prepare the materials.

22. The development of online training courses can be also an effective way to undertake capacity building to overcome the shortage of staff resources for a full range of global capacity building. Operation of the online training courses can be partnered with some institutions, such as the IRU Academy and UNITAR. This type of course will target the on-the-job training.

23. Another parallel element for ITC and its subsidiaries is to make mandatory in training minimum competencies for safety and security, similar to the requirements for sea and air crew.

24. Cooperation within ECE would be a useful modality to help alleviate the imbalanced internal capacity in comparison with the need for research, development of tools and digitalization. An example is the recent joint development of the e-CMR together with the UN/CEFACT.

25. Following the United Nations Secretary-General's decision to establish a United Nations Road Safety Trust Fund, with ECE to host its secretariat, the Fund can provide a high-impact tool to leverage financial resources in support, inter alia, of the work undertaken by ITC and its subsidiary bodies in the field of road safety and tailor this support to the varied needs of UN Member States globally.

26. The secretariat may further develop its cooperation with other organizations, such as other Regional Commissions, development banks and regional integration organizations, to help enhance national capacity and platforms of institutional cooperation and coordination. In the future such cooperation may focus on the capacities of national, subregional and regional educational or training institutions.

To maximize the penetration and impact of the training materials, their use will be promoted globally and regionally through key partners and stakeholders, including Regional Commissions, taking into account complementary work of other organizations.

27. The Committee may further enhance its existing partnership with key stakeholders that include:

(a) United Nations departments and bodies engaged in transport:	
(i) under the Economic and Social Council: Department of Economic and Social Affairs (DESA) and the Regional Commissions:	<ul style="list-style-type: none"> - Economic and Social Commission for Asia and the Pacific (ESCAP), - Economic Commission for Latin America and the Caribbean (ECLAC), - Economic Commission for Africa (ECA), - Economic and Social Commission for Western Asia (ESCWA);
(ii) United Nations Programmes and other entities relevant for transport issues:	<ul style="list-style-type: none"> - United Nations Conference on Trade and Development (UNCTAD), - United Nations Development Programme (UNDP), - United Nations Environment Programme (UNEP), - United Nations Human Settlements Programme (UN-HABITAT), - United Nations Institute for Training and Research (UNITAR);
(iii) United Nations Specialized Agencies:	<ul style="list-style-type: none"> - International Civil Aviation Organization (ICAO), - International Maritime Organization (IMO), - International Labour Organization (ILO), - International Telecommunications Union (ITU), - World Health Organization (WHO), - World Meteorological Organization (WMO).
(b) International Financial Institutions:	
<ul style="list-style-type: none"> - the World Bank Group, - Asian Development Bank (ADB), - African Development Bank (AfDB), - Asian Infrastructure Investment Bank (AIIB), - European Bank for Reconstruction and Development (EBRD), - Inter-American Development Bank (IAB), - Islamic Development Bank (IsDB), - New Development Bank (NDB); 	
(c) Inter-governmental transport organizations/forum:	
<ul style="list-style-type: none"> - Asia-Europe Meeting (ASEM), - International Transport Forum (OECD/ITF), - Organization for Cooperation of Railways (OSJD), - Intergovernmental Organization for International Carriage by Rail (OTIF), - Central Commission for the Navigation on the Rhine (CCNR), - The Danube Commission (DC), - International Sava River Basin Commission, - The Mosel Commission (MC); 	
(d) Regional Integration Organizations:	
<ul style="list-style-type: none"> - European Union; - Eurasian Economic Union; - as well as other regional and subregional organizations; 	
(e) Non-governmental organizations in inland transport:	
(i) Road transport and Road infrastructure:	<ul style="list-style-type: none"> - The International Road Federation (IRF), - International Road Transport Union (IRU), - World Road Association (PIARC);
(ii) Rail Transport:	<ul style="list-style-type: none"> - Association of European Railways (CER), - International Rail Transport Committee (CIT), - International Union of Railways (UIC), - International Union for Road-Rail Combined Transport (UIRR);

(e) Non-governmental organizations in inland transport:	
(iii) Vehicle and Transport Equipment Manufacturers and Inspection Associations:	<ul style="list-style-type: none"> - International Motor Vehicle Inspection Committee (CITA), - European Association of Automotive Suppliers (CLEPA), - International Motorcycle Manufacturers Association (IMMA), - Japan Auto Parts Industries Association (JAPIA), - Motor & Equipment Manufacturers Association (MEMA), - International Organization of Motor Vehicle Manufacturers (OICA);
(iv) Inland Waterways:	<ul style="list-style-type: none"> - Conference of Directors of Danube Shipping Companies/participants of the Bratislava Agreements (CDDSC), - European Barge Union (EBU), - European Federation of Inland Ports (EFIP), - European River-Sea-Transport Union (ERSTU), - International Association for the representation of the mutual interests of the inland shipping and the insurance and for keeping the register of inland vessels in Europe (IVR), - World Association of Waterborne Transport Infrastructure (PIANC).
(f) Relevant national institutions.	

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