



Economic Commission for Europe**Inland Transport Committee****Eighty-fifth session**

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Item 7 (h) of the provisional agenda

**Strategic Questions of a Horizontal and
Cross-Sectoral Policy or Regulatory Nature
Capacity Development Activities in United Nations
Programme Countries in the
United Nations Economic Commission for Europe region****Inland Transport Committee Capacity Development
Action Plan 2020-2025 – third year of implementation****Note by the Secretariat***Summary*

The eighty-second session of the Inland Transport Committee (ITC) adopted the “Inland Transport Committee Capacity Development Action Plan” (hereafter the Action Plan) as a document which will define, integrate and frame capacity development activities done by the Sustainable Transport Division.

Two years after adoption of the Action Plan, this document is taking stock on results achieved and lessons learned. The Committee is **invited to take note** of progress on the implementation of the ITC Capacity Development Action Plan (2020–2025), in particular in the capacity enhancement area (ECE/TRANS/2023/24). The Committee **will be informed** about the most recent developments in capacity development activities, in particular on-going Road Safety Performance Reviews. The Committee **may wish to thank** the Regular Programme of Technical Cooperation (RPTC) for continuous financial support for the implementation of capacity development projects in the past three years.

I. Background

1. The eighty-first session of the Inland Transport Committee (ITC) (held on 19-22 February 2019) adopted the “Inland Transport Committee Strategy until 2030” (hereafter the Strategy) as a basic document for future directions of the ITC development. The mission for ITC is defined as “to contribute to sustainable inland transport and mobility for achieving the sustainable development goals in the ECE and United Nations Member States through policy dialogue, harmonizing regulatory frameworks, as appropriate, promoting new technologies, assisting in enhancing connectivity and supporting the implementation of legal instruments”.



2. The first pillar of the Strategy integrates several groups of activities. In this context, the support of Member States with facilitating accession to and efficient implementation of United Nations transport-related legal instruments plays an important role. For that purpose, the Secretariat is mandated to offer support to all United Nations Member States through technical assistance and capacity development activities.

3. The Strategy mandates the Secretariat to develop new or adjust/update existing capacity-building programmes, training manuals, guidelines, standards and competency criteria in cooperation with other organizations and institutions, to assist with enhancing capacity in the accession and implementation of the legal instruments and organize training courses [Timeline: Short-, Medium- and Long-term] and to develop indicators for Contracting Parties to evaluate status and progress in the implementation of the legal instruments [Timeline: Short-, and Medium-term].

4. The Strategy defines the preparation of a comprehensive programme of work which will define, integrate and frame all capacity development activities done by the Sustainable Transport Division as the first priority. The ITC Capacity Development Action Plan (hereafter the Action Plan was presented and adopted at the eighty-second session of ITC held in February 2020).

II. The ITC Capacity Development Action Plan – activities implemented in 2022

5. The Action Plan incorporates capacity development general principles and activities to “Enhance the role of ITC as the United Nations platform for inland transport conventions”. All activities in the below Table are grouped into four strategic areas:

(a) **Awareness-raising** - Inform Member States on United Nations transport legal instruments and on benefits of its efficient implementation.

(b) **Capacity enhancement** - Assist Member States in developing capacities for efficient implementation of United Nations inland transport legal instruments.

(c) **Seek synergies** - Develop standards and competence criteria for accreditation of entities (academia, training centres, etc.) to promote United Nations inland transport legal instruments.

(d) **Monitor and evaluate results** and effectiveness of applied actions/methods.

6. More information on the implementation of activities as defined by the ITC Capacity Development Action Plan in year 2022 are presented in the Table of the Annex.

Table
The ITC Capacity Development Action Plan – activities implemented in 2022

<i>Strategic goal</i>	<i>Strategic area</i>	<i>Actions</i>	<i>Outcomes/products</i>	<i>Implementation</i>
Enhance role of ITC as the United Nations platform for inland transport Conventions	Awareness Raising: Inform Member States on United Nations transport legal instruments and on benefits of its efficient implementation	Develop and update webpage and leaflets	ECE webpage, news and leaflets	Webpage updated in December 2020
		Update Division's profile including all transport-related instruments	e-learning and knowledge sharing platform	LearnITC launched 05/09/2022 https://learnitc.unece.org/
		Develop and update sets of presentations	Sustainable Transport Division intranet Missions and presentations (organized by other entities)	
		Develop "how to accede/road map for implementation" guides	How to accede/road map for implementation publication	ADR: Road map for accession and implementation published in November 2022 World Forum for Harmonization of Vehicle Regulations (WP.29) – How It Works, How to Join It – published in March 2022 Roadmap for accession to and implementation of the 1997 Agreement for Bosnia and Herzegovina prepared in June 2021
	Prepare official and informal documents on capacity development	Presentations and discussion during ITC and its subsidiary bodies meetings	Results and lesson learned during two years of implementation presented at 84 th ITC session and 34 th session of WP.5	
	Capacity enhancement: Assist Member States in	Develop comprehensive plan on capacity development	ITC Capacity Development Action Plan	ITC Capacity Development Action Plan adopted on at the 82nd session of ITC – February 2020

<i>Strategic goal</i>	<i>Strategic area</i>	<i>Actions</i>	<i>Outcomes/products</i>	<i>Implementation</i>
	developing capacities for efficient implementation of United Nations inland transport legal instruments (ECE - catalyst of changes)	Develop/update training manuals, and guidelines	Publications, training manuals, guidelines, webinars	Railways at the centre of a post-pandemic recovery: Measures to support international rail carriers – November 2022 River Information Services in the region of the Economic Commission for Europe – published in March 2022 ITC Recommendations for Enhancing National Road Safety Systems – January 2022 All you need to know about Automated Vehicles – January 2022
		Develop web-based platform for e-learning and knowledge sharing	e-learning and knowledge sharing platform (including archive of national case studies, examples, etc.	LearnITC launched 05/09/2022 https://learnitc.unece.org/
		Develop a methodology for preparation of the national capacity development framework (NCDF)	Common methodology for preparation of the national capacity development framework	Postponed
		Identify five beneficiary countries for preparation of the NCDF	Five beneficiary countries committed to implement NCDF	Postponed
		Elaborate a NCDF/concrete action plan in cooperation with the beneficiary country that includes commonly agreed goals/objectives, time schedules, resources, etc.	National capacity development framework for beneficiary countries	Postponed

<i>Strategic goal</i>	<i>Strategic area</i>	<i>Actions</i>	<i>Outcomes/products</i>	<i>Implementation</i>
		Establish a coalition for implementation of national capacity development framework	National coalition for implementation	Postponed
		Organize capacity development events (seminars, workshops, etc.) and national capacity reviews	Capacity development workshops and events, training courses, peer learning missions, performance reviews (RSPR, EPR, etc.), advisory services and presentations and discussion during ITC and its subsidiary bodies meetings	<p>Road safety CD workshops/Seminars</p> <p>Vision Zero to the Balkans, Sofia, Bulgaria, 01-02 June 2022; Workshop on selected issues from the National Road Safety Strategy in Georgia, Tbilisi, Georgia, 5 October 2022</p> <p>UN Legal instruments CD workshops/Seminars</p> <p>Workshop on digitalization of transport services, Turkmenistan, June 2022; Workshop on the TIR/ eTIR and CMR /eCMR Conventions for Sub-Saharan African countries - June 2022; Workshop on LearnITC for SPECA countries in November 2022; 26th SPECA Thematic Working Group on Sustainable Transport, Transit Connectivity (TWG-STTC), Tashkent, Uzbekistan – November 2022.</p> <p>Urban transport and mobility CD workshops/seminars. Sustainable Mobility and the Danube macro-region workshop - December 2022.</p> <p>During 2022 two Road Safety Performance Reviews are launched – Uzbekistan in May 2022 and Moldova in November 2022.</p>
		Assist Member States with updating national legislation to efficiently implement United Nations inland transport legal instruments		<p>In June 2022 ECE delivered report on three road safety topics (safety belts on rear-seats, child restraint system and speed management) for Georgia to assist drafting and adoption of national road safety strategy; RPTC funding supported activities related to connection of national systems of Armenia to eTIR International; RPTC funded project improved capacity of Ukrainian stakeholders to support the circular economy in e-mobility and sustainable resource management using a nexus approach of Mobility and Resource as a Service model (M-RaaS); RPTC funded project Accelerating post-COVID recovery of Kazakhstan through switching to natural gas in road transport strengthened national stakeholders capacity on economic and environmental effects from switching the transport sector to the use of natural gas as a motor fuel and on how to more efficiently implement UN vehicle-related legal instruments;</p>

<i>Strategic goal</i>	<i>Strategic area</i>	<i>Actions</i>	<i>Outcomes/products</i>	<i>Implementation</i>
		Develop indicators to evaluate status in implementation of United Nations legal instruments	SITCIN indicators	Sustainable Inland Transport Connectivity Indicators – published October 2022 https://sitcin.org/
	Seek synergies: Develop standards and competence criteria for accreditation of entities (academia, training centres, etc.) to promote United Nations inland transport legal instruments	Develop standards and competence criteria	Training curricula, manuals, guidelines and accreditation criteria	Planned for 2023
		Develop a network of “knowledge sharing/promotion” ambassadors (NGOs, academia, business sector)	MoUs and cooperation agreements	
		Develop cooperation/synergies with transport stakeholders	MoUs and cooperation agreements	MoU with EIB signed in July 2021
	Monitor and evaluate results and effectiveness of applied actions/methods	Update of training materials and guidelines	Mid-term review of methodologies, web-based platform content and manuals	Planned for 2024
		Preparation of a mechanism to monitor implementation and evaluate results		

<i>Strategic goal</i>	<i>Strategic area</i>	<i>Actions</i>	<i>Outcomes/products</i>	<i>Implementation</i>
		Preparation of the national reports on implementation	Annual national reports (“before and after”) to communicate results Case studies/good practices	

III. The third year of the Action Plan implementation - highlights

7. After two years of the COVID-19 pandemic, which highly affected the ability of the Secretariat to offer a wide range of in-person capacity development activities, the circumstances for organizing in-person meetings and offering advisory services to Member States significantly improved in 2022. The current situation is still far below pre-pandemic levels, but the range of activities implemented in 2022 and the pace of recovery provide a good basis for more ambitious planning for 2023.

8. In 2022, three important ECE Sustainable Transport Division tools which will significantly increase the Secretariat's ability to offer a wide range of capacity development assistance to Member States were launched:

a) ECE, with the support of the Economic and Social Commission for Western Asia (ESCWA) and the Economic Commission for Latin America and the Caribbean (ECLAC), developed a comprehensive set of Sustainable Inland Transport Connectivity Indicators (SITCIN) in the framework of a United Nations Development Account (UNDA)-funded project. SITCIN is an analytical tool to enable countries to measure their degree of transport connectivity, both domestically and bilaterally/subregionally, as well as in terms of soft and hard infrastructure. It has been designed to enable governments to evaluate and assess the following:

- I. Their progress towards achieving the transport-related Sustainable Development Goals.
- II. Their commitments under the Vienna Programme of Action for landlocked developing countries (LLDCs) for the decade 2014-2024.
- III. The effectiveness and efficiency of their transport systems and degree of interoperability with those of adjacent countries.
- IV. The level of compliance of national administrative and legal frameworks with United Nations legal instruments relating to transport and border-crossing facilitation.

b) In September 2022, through implementation of the United Nations Development Account - financed project "Sustainable mobility and smart connectivity (trade and transport nexus) in Central Asia, the Caucasus and Western Balkans" ECE launched the LearnITC e-Learning Platform on the Smart and Sustainable Connectivity. The platform includes courses and training materials on sustainable mobility and connectivity tied to UN transport-related legal instruments and to the development of appropriate policy tools to implement the requirements of legal instruments, standards and guidelines.

c) During 2022, in communication with ECE and United Nations International Children's Emergency Fund (UNICEF) Uzbekistan, the Government of Uzbekistan expressed interest in improving the national road safety system through the preparation of the country's Road Safety Performance Review (RSPR). A few months later, fruitful discussions between the Ministry of Internal Affairs of the Republic of Moldova and ECE resulted in the invitation of ECE to prepare the RSPR for Moldova. In this project, ECE joined forces with the United Nations Development Programme (UNDP) Moldova.

9. Based on experiences from four RSPR that have been undertaken, i.e. two workshops on RSPR results that were held after the completion of the project (November 2018, Tbilisi, Georgia and October 2020, Geneva) and the feedback from Member States on capacity development activities during the COVID-19/post-COVID-19 era, ECE revised the RSPR methodology – making it simpler without compromising on RSPR quality. Different phases of RSPR are presented in the Table of the Annex, using the example of RSPR in Uzbekistan.

10. In May 2022, ECE completed a reconnaissance mission to Tashkent as an initial step of RSPR. In July 2022, regional and national consultants – members of the substantive team

– were mobilized and started the preparation of a fact-finding mission. This mission was carried out in September 2022 when ECE met all relevant national stakeholders for the identification and discussion of the most pressing road safety issues. Over two additional days in November 2022, ECE discussed national stakeholders' initial findings and completed the data collection process in Tashkent. The first draft of RSPR is planned to be shared with the Uzbek national focal point in December 2022.

11. In June 2022, ECE exchanged letters with the Ministry of Internal Affairs of the Republic of Moldova on the initiation of RSPR Moldova. For this task, regional and national consultants – members of the substantive team – were mobilized in September 2022. The kick-off meeting with the national focal point was held in November and a fact-finding mission to Chisinau was planned for the second week of December 2022.

Annex

Table
RSPR Uzbekistan Project phases

<p>Phase I: Preparatory Visit - The project will start with a preparatory visit of an initial ECE review team to Uzbekistan, including a one-day policy dialogue to agree on the objectives, outline and timeline of the RSPR with national authorities and other road safety stakeholders. During the mission, a framework and RSPR Methodology will be presented by ECE based on the updated RSPR methodology. This preparatory mission is expected to result in defining the list of specific areas to be reviewed. During the visit, the initial review team will also interview national and regional consultants.</p>
<p>Phase II: Fact-Finding Mission and Draft RSPR Report Production - Following the preparatory missions, a substantive team (comprising of ECE and UNICEF Uzbekistan office staff, a Lead Regional Consultant and National consultants and international experts) will undertake an in-depth fact-finding mission to meet and interview national authorities and other relevant road safety stakeholders. Meetings will be organized by the national focal point (Ministry of Internal Affairs Uzbekistan). The substantive team will analyse Uzbekistan's road safety system based on the ITC Recommendations and prepare draft Uzbekistan RSPR which will be reviewed by relevant ECE staff. Chapters of the RSPR report will be assigned to members of the substantive team, who will draft the content and obtain needed data through contact with the national focal point. The Lead Regional Consultant will collect the chapters and finalize the draft.</p>
<p>Phase III: Government Feedback and Expert Review - The substantive team will present the main findings of the Uzbekistan RSPR Report with recommendations on actions to be taken during the one-day policy dialogue seminar. The seminar will be organized by the national focal point and ECE/UNICEF UZ. It will present a key opportunity for receiving feedback from the national government and other stakeholders as well as for presenting the review by external experts (either in-person or virtually). International experts may also learn from the country specific experience.</p>
<p>Phase IV: Recommendations and RSPR Report Publication - Following the policy dialogue seminar, in collaboration with the national focal point, the substantive team will finalize the Uzbekistan RSPR by incorporating feedback from the expert review process. Based on the recommendations for the most pressing road safety issues, the substantive team will prepare several project proposals for external financing. Editing, translation and publishing of the final report in English/Uzbek will follow.</p>
<p>Phase V: Follow-up - Finally, a follow-up capacity-building national workshop will be organized. The follow-up capacity-building national workshop would take place over two days and present the finalized Uzbekistan RSPR Report as well as provide training on the relevant priority areas identified through the RSPR.</p>