



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

Geneva, 20-23 February 2024

Item 10 (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: Fourth 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.

Four 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/2024/22). The Committee **will be informed** about the most recent developments in capacity-development activities, in particular ongoing Road Safety Performance Reviews.

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 United Nations 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 2023

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 Action Plan in year 2023 are presented in the table below.

Table
The ITC Capacity Development Action Plan – activities implemented in 2023

<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 on 5 September 2022 (https://learnitc.unece.org/). So far, more than 10 transport courses are published online.
		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	Twelfth Revised Version of the TIR Handbook – to be published in 2023 Practical Guide to Cross Border Facilitation (in Collaboration with the Organisation for Security and Co-operation in Europe) – to be published in 2023 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 – 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 three years of implementation presented at the eighty-fifth ITC session and thirty-fifth session of WP.5	

<i>Strategic goal</i>	<i>Strategic area</i>	<i>Actions</i>	<i>Outcomes/products</i>	<i>Implementation</i>
	Capacity enhancement:	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
	Assist Member States in 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	Developing sustainable urban mobility policy on car sharing and carpooling initiatives (Kazakhstan, Kyrgyzstan and Tajikistan) – November 2023 Guidance Notes on the Model Rules and the Model Rules on the Permanent Identification of Railway Rolling Stock – June and August 2023 Safer and Cleaner Used Vehicles for Africa– May 2023 Glossary for Inland Transport – February 2023 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 on 5 September 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	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>
		commonly agreed goals/objectives, time schedules, resources, etc.		
		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>Kick off meeting for “Better Road Safety System based on in-depth analysis of road accidents in Bosnia and Herzegovina and Serbia”, Belgrade, Serbia - September 2023; Workshop on deployment of type approval procedures in Georgia for efficient implementation of the 1958 Agreement, Tbilisi, Georgia - November 2023, Vision Zero for the Balkans, Belgrade, Serbia - May 2023; How to Design Safe Roads workshop, Tashkent, Uzbekistan - March 2023; How to Improve the National Road Safety System workshop and RSPR policy dialogue, Chisinau, Republic of Moldova – December 2023.</p> <p>UN Legal instruments CD workshops/Seminars</p> <p>Workshop on Renewable Energy in Transport, Tbilisi, Georgia - November 2023; SPECA Mini workshop on digitalization of transport services for better connectivity after pandemics – online, November 2023; twenty-seventh SPECA Thematic Working Group on Sustainable Transport, Transit Connectivity (TWG-STTC) – online, November 2022.</p> <p>Border crossing facilitation CD workshops</p> <p>Friends of the TIRExB chair meeting, Samarkand, Uzbekistan, June 2023; Training Workshop on the TIR and CMR for member States of the Intergovernmental Authority on Development (IGAD), Djibouti, March 2023; The interconnection of the eTIR international system with the national customs systems workshops with Iran (Islamic Republic of), Kazakhstan, Kyrgyzstan, Pakistan and Tajikistan.</p> <p>During December 2023 both Road Safety Performance Reviews were completed.</p>

<i>Strategic goal</i>	<i>Strategic area</i>	<i>Actions</i>	<i>Outcomes/products</i>	<i>Implementation</i>
		Assist Member States with updating national legislation to efficiently implement United Nations inland transport legal instruments		<p>Under Sustainable Mobility and Smart Connectivity project three regional capacity-development workshops were completed in 2023</p> <p>In November 2023 ECE delivered a report on deployment of type approval procedures in Georgia to assist deployment of national type approval system; Regular Programme of Technical Cooperation (RPTC) funding supported activities related to connection of national systems of Kazakhstan, Kyrgyzstan and Tajikistan to eTIR International; RPTC funded project strengthened capacity of Kharkiv, Ukraine supporting preparation of the proposals related to transport network and road network on the Master plan of city of Kharkiv; In 2023 ECE initiated report “Recommendations on enhancement of RSA/RSI system in Serbia” to be completed in March 2024.</p> <p>Under Sustainable Mobility and Smart Connectivity project six action plans were completed in 2023: Albania - The Action plan to address the issue of driver fatigue; Azerbaijan - The Action plan on Sustainable Urban Mobility for 2024-2025, Georgia - The Action plan on Road Safety for 2024–2025; Kyrgyzstan - Action Plan on low carbon and environmentally friendly transport; Serbia - The Action Plan for implementation of roadside checks; and Uzbekistan - The Action Plan on the digitalisation of the freight transport sector.</p>
		Develop indicators to evaluate status in implementation of United Nations legal instruments	SITCIN indicators	<p>Sustainable Inland Transport Connectivity Indicators – published October 2022</p> <p>https://sitcin.org/</p>
	Seek synergies: Develop standards and competence criteria for accreditation of entities (academia, training centres, etc.) to promote United Nations	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)	Memoranda of Understanding (MoUs) and cooperation agreements	<p>Presentation of United Nations transport legal instruments and transport Sustainable Development Goals:</p> <p>Centre de recherche Charles-Le Moyne, Université de Sherbrooke, Canada</p> <p>Digital Roads of the Future, Cambridge University, United Kingdom</p>

<i>Strategic goal</i>	<i>Strategic area</i>	<i>Actions</i>	<i>Outcomes/products</i>	<i>Implementation</i>
	inland transport legal instruments	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 Preparation of a mechanism to monitor implementation and evaluate results Preparation of the national reports on implementation	Midterm review of methodologies, web-based platform content and manuals Annual national reports (“before and after”) to communicate results Case studies/good practices	Planned for 2024

III. The Fourth Year of the Action Plan Implementation - Highlights

7. The year 2023 has witnessed a resurgence in demand for capacity-development activities in the field of sustainable transport, reverting to pre-pandemic levels. Member States have reiterated the need for continued long-term assistance in the efficient implementation of United Nations transport-related legal instruments, accompanied by a noteworthy upswing in requests for digitalization of transport services initiatives, particularly in association with the eTIR International system. The activities undertaken throughout the year have laid a robust foundation for further capacity development endeavours.

(a) LearnITC e-Learning Platform

8. In September 2022, the Sustainable Transport Division initiated a substantive project titled "Sustainable Mobility and Smart Connectivity (Trade and Transport Nexus) in Central Asia, the Caucasus, and Western Balkans." This initiative resulted in the deployment of the LearnITC e-Learning Platform. This platform, an integral component of comprehensive capacity development, offers meticulously crafted courses and training materials on sustainable mobility and connectivity, intricately linked to United Nations transport-related legal instruments and the concomitant development of policy tools. The ongoing project's final phase encompasses the development of national action plans geared towards advancing sustainable mobility and smart connectivity.

9. Following the successful deployment of the LearnITC platform, targeted capacity-building activities in the form of regional and, when deemed necessary, national workshops ensued. These workshops aimed to augment the proficiency of national stakeholders in implementing sustainable mobility and smart connectivity policies. Subsequently, a SPECA workshop focusing on eLearning platforms for transport legal instruments took place in Tashkent on 27 October 2022. The primary objective of this workshop was to equip national representatives with the requisite knowledge and resource materials pertaining to sustainable transport and trade connectivity. The workshop, endorsed by ECE, featured courses already implemented, covering critical areas such as vehicle regulation, transport of dangerous goods, transport networks and logistics and trade facilitation implementation. Furthermore, the workshop served to fortify national capacities in the development of policy tools for sustainable transport and enhanced trade connectivity.

10. Subsequent to these workshops, national workshops to discuss national action plans have been systematically executed in Albania, Georgia and Uzbekistan, with forthcoming sessions planned in Azerbaijan, Kyrgyzstan and Serbia. Each country's formulated action plan is bespoke, addressing distinct challenges pertinent to their individual contexts.

(b) Road Safety Performance Reviews and Capacity-Building Workshops

11. In 2022, Uzbekistan expressed a keen interest in elevating its national road safety system, leading to the initiation of the Road Safety Performance Review (RSPR) in collaboration with ECE and United Nations Children's Fund (UNICEF) in Uzbekistan. Subsequently, productive discussions between the Ministry of Internal Affairs of the Republic of Moldova and ECE culminated in extending an invitation to ECE in cooperation with United Nations Development Programme (UNDP) Moldova to conduct RSPR for Republic of Moldova.

12. Building upon insights derived from previous RSPRs and incorporating feedback from Member States during the COVID-19/post-COVID-19 era, ECE undertook a meticulous revision of the RSPR methodology in 2023. The primary objective was to streamline the methodology without compromising the inherent quality.

13. ECE organized a capacity-development workshop on "How to Design Safe Roads" on 17 March 2023. This strategic workshop aimed to fortify the knowledge base of national experts in the process of designing safer roads. The curriculum included insights into the integration of updated national standards and guidelines. The collaboration with the

European Investment Bank (EIB) and UNICEF Uzbekistan in executing this workshop was instrumental in bridging the knowledge gap.

14. On 18 and 19 May 2023, ECE, in collaboration with UNICEF Uzbekistan and the Road Traffic Safety Service of the Ministry of Internal Affairs of Uzbekistan, organized an RSPR policy dialogue. This was concurrently complemented by a workshop on improving the National Road Safety System. The objective of this event was multifaceted – presenting RSPR results to road safety stakeholders in Uzbekistan, soliciting feedback, and fostering a comprehensive understanding of RSPR recommendations. The dialogue played a pivotal role in addressing nuances in the RSPR final draft, which was submitted to the national focal point in September 2023.

15. In June 2022, ECE formalized an agreement with the Ministry of Internal Affairs of the Republic of Moldova to undertake RSPR for Republic of Moldova. The dedicated efforts of regional and national consultants throughout 2023 culminated in the submission of the final draft to the national focal point in December 2023. A workshop on "How to Improve the National Road Safety System" was kicked off with a policy dialogue involving key road safety stakeholders in Republic of Moldova on 13 and 14 December 2023 in Chisinau. This was followed by a capacity-building workshop focused on key elements of road safety strategy. Objectives included sharing findings from the Moldova RSPR, providing training, and strengthening the capacities of national road safety stakeholders. The workshops aimed to empower national road safety stakeholders in upgrading their systems based on RSPR findings. Participants gained insights into best practices for preparing road safety strategies, referencing United Nations and European Union strategic documents, and understanding the role of International Financial Institutions (IFIs) in financing road safety initiatives.

16. Discussions are ongoing with the Government of Kazakhstan to resume the RSPR project initiated in 2019. The project aims to strengthen Kazakhstan's road safety system by addressing critical road safety areas and enhancing the national road safety record. These discussions reflect a commitment to identify the most critical road safety aspects and priority needs and improve national road safety system.

(c) eTIR International Interconnection

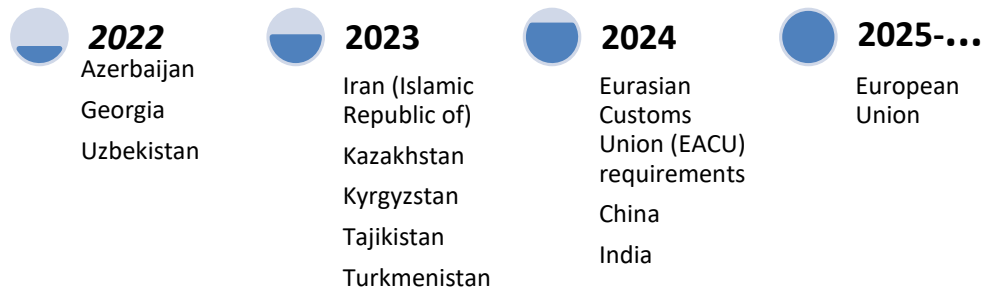
17. In February 2020, contracting parties to the TIR Convention approved the legal framework for eTIR through the introduction of Annex 11 to the TIR Convention. This pivotal development, effective from 25 May 2021, injected momentum into the digitalization of the TIR procedure. Recognizing the manifold benefits associated with the computerization and digitalization of transport documents, contracting parties, including numerous landlocked developing countries (LLDC) and transit developing countries, embarked on projects to connect their national systems to the eTIR international system (more info at ECE/TRANS/2024/27).

18. As of the current reporting period, Azerbaijan, Georgia, Uzbekistan (all three RPTC-financed), Pakistan and Tunisia have successfully finalized the interconnection of their national customs systems with the eTIR international system. In the cases of Kazakhstan, Kyrgyzstan and Tajikistan, funds have been allocated by the ECE RPTC, national consultants have been engaged and interconnection projects have commenced.

19. The President of Iranian Customs and the Deputy Minister of Economy conveyed a commitment during the TIR Administrative Committee meeting in October 2023, affirming that the interconnection of the Iranian customs systems with the eTIR international system would be finalized by the end of 2023. Ukraine has officially expressed its interest in interconnecting with the system, with concrete plans to secure funds and commence the project in January.

20. A significant milestone transpired during the TIRExB meeting in Samarkand, Uzbekistan in June 2023, wherein a comprehensive road map for eTIR international implementation in the Middle Corridor was collectively agreed upon. This road map delineates coordinated efforts to ensure the seamless implementation of eTIR in the specified region.

Figure

Comprehensive road map for eTIR international implementation in the Middle Corridor**(d) Georgia's Road Safety Legislative Updates for Efficient Implementation of the 1958 Agreement¹**

21. The report on deployment of type approval procedures in Georgia elucidates the long-lasting technical assistance provided to Georgia concerning road safety, initiated subsequent to the RSPR completion in mid-2018. Recommendations stemming from RSPR underscored the imperative to update national legislation pertaining to safe vehicles. In collaboration with the Georgian Ministry of Economy and Sustainable Development (MoESD), a workshop titled "The 1958 Agreement – A Road Map for Implementation" transpired in May 2019 in Tbilisi, Georgia. This workshop was specifically tailored to address legal instruments and technical regulations concerning safe vehicles. Legislative amendments in 2022, including updates of the Law on Motor Transport, a draft Technical Regulation on procedures for granting Type Approval, and an Action plan for efficient implementation of the 1958 Agreement in Georgia, reflected a concerted effort.

22. In October 2020, a workshop was convened to assess project results in Albania and Georgia, with a particular emphasis on achievements in the safe vehicles pillar. The analysis underscored that post-legal framework preparation, ECE's technical assistance could effectively extend to operationalizing the 1958 Agreement. This operationalization facilitates the deployment of a national type approval system, fostering a sustainable, safe, and environmentally friendly vehicle fleet. In 2023, ECE concluded a report on the deployment of type approval procedures for the Land Transport Agency which is legal entity of public law (LEPL) of the Ministry of Economy and Sustainable Development of Georgia. In November 2023, a workshop convened with the explicit objective of fortifying the knowledge base of experts from Georgia and Republic of Moldova on the judicious implementation of provisions outlined in the 1958 Agreement. This workshop served as a forum for hands-on training on UN Regulations governing the approval/certification of new wheeled vehicles, type approval, reciprocal recognition under the 1958 Agreement, and testing and monitoring methodologies. The workshop, fostering the exchange of international and national best practices, aimed not only to facilitate the implementation of the Agreement but also to augment road safety legislation comprehensively. This undertaking aligns seamlessly with the objectives outlined in the Georgian National Road Safety Strategy 2023–2030.

23. In 2023, the all-encompassing approach, spanning capacity-development, RSPRs, eTIR international implementation, and legislative updates, attests to an ECE steadfast commitment to address specific challenges encountered by member States. The activities undertaken during this period serve as a cornerstone for future collaborative efforts and advancements in sustainable transport and road safety anticipated in 2024. In the evolving global landscape, these initiatives stand as pivotal contributions towards constructing resilient, efficient and secure transportation systems, in alignment with the sustainable development goals articulated by the United Nations.

¹ The 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations (Revision 3).