



Economic and Social Council

Distr.: General
1 April 2019
English
Original: English, French and
Russian

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

Addendum 2

Note by the secretariat

The Inland Transport Committee (ITC) at its eighty-first session considered and adopted by acclamation the ITC strategy until 2030, as contained in ECE/TRANS/2019/R.1 (restricted document), 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.

This document is issued in response to the above ITC decision.

Inland Transport Committee Strategy until 2030

Note by the Bureau of the Inland Transport Committee and the secretariat

Mandate and related decisions

On the occasion of the seventieth anniversary of the Inland Transport Committee (ITC), transport ministers from the ECE region and from the contracting parties to conventions under the purview of the Committee gathered in Geneva on 21 February 2017 for the ministerial meeting on the “Past and Future of the ECE Inland Transport Committee”, held as part of the seventy-ninth session of the Committee (21-24 February 2017), to celebrate, to take stock of its past achievements, and to decide on its future mission.

The ministerial meeting concluded with the signing of the ministerial resolution on “Embracing the new era for sustainable inland transport and mobility” (ECE/TRANS/2017/2) that invited the Committee to implement a strategic dialogue and develop an ITC Strategy that takes the decisions of the resolution into consideration.

The Committee **welcomed and endorsed** the ministerial resolution and decided to consider its draft strategy at its eightieth annual session in 2018 (ECE/TRANS/270).

Indeed, the Committee considered a discussion paper on its draft strategy at its eightieth annual session in 2018 and expressed its support for continuing discussion on the basis of that paper. Furthermore, it requested that an action plan and road map for implementation be presented for adoption at the Committee’s eighty-first session in 2019. This document is prepared on the basis of this mandate.

Based on the information provided in this document, the Committee is **invited to**:

(a) **Consider and adopt** the ITC Strategy until 2030, including vision, mission, strategic objectives, action plan, list of priorities and resources mobilization and partnership, and **request** the secretariat to annex this document to the report of the Committee;

(b) **Consider and adopt** the Committee’s revised Terms of Reference (*Annex I*), and, subsequently, submit them for endorsement by the Economic Commission for Europe at its sixty-eighth session in 2019.

(c) **Request** 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.

(d) **Express its support** for demand-driven synergies and collaboration within ECE with other subprogrammes, as appropriate;

(e) **Agree to review and, if necessary adjust** periodically the strategy and its priorities, keeping in mind the United Nations budgetary cycles, and request the secretariat to report to the ITC about new developments on an annual basis.

ITC Strategy until 2030

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 contains the policy directions for the future work of ITC,¹ 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 2013,² 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

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.

¹ For the full 2017 Ministerial Resolution, see Annex II. For more comprehensive background information, see Annex X.

² For a more complete reference to relevant parts of A(65), see Annex IV.

³ Annex V provides the current Terms of Reference of the ITC. Annex VI contains the structure of the ITC and the transport subprogramme.

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 expressed 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 [Ministerial Resolution (M.R.) Decisions 1; 2; 3; 6; 7; 8]

[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] [M.R. Decisions 1; 6]

- (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] [M.R. Decisions 1; 2; 3; 7]

(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] [M.R. Decisions 1; 2; 6; 8]

(d) Develop indicators for Contracting Parties to evaluate status and progress in the implementation of the legal instruments [Timeline: Short- and Medium-term] [M.R. Decisions 1; 6; 8]

B. Enhance the role of ITC as the United Nations Platform for supporting new technologies and innovations in inland transport [M.R. Decisions 1; 7]

[Timeline: Short- and Medium-term]

(a) Strengthen the platforms for digitalization, automated driving and intelligent transport systems of inland transport [M.R. Decision1; 7]

(b) Improve regulatory environment to promote automated/autonomous and connected vehicles [M.R. Decisions 1; 7]

C. Enhance the role of ITC as the United Nations Platform for regional, interregional and global inland transport policy dialogues [M.R. Decisions 1; 2; 3; 4; 5; 9]

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

(a) Organize regional, interregional and global thematic segments on sustainable inland transport during ITC sessions [M.R. Decisions 1; 2; 3; 4; 5; 9]

(b) Include ITC agenda items on challenges facing inland transport in different regions [M.R. Decision 1]

D. Enhance the role of ITC as the United Nations Platform for promoting sustainable regional and interregional inland transport connectivity and mobility [M.R. Decisions 1;2;3;4;8;9]

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

(a) Continue to work for sustainable regional integrated intermodal infrastructural connectivity and mobility [M.R. Decisions 1; 8; 9]

(b) Cooperate with other regional commissions and organizations to improve sustainable interregional connectivity including through various corridors [M.R. Decisions 1; 8; 9]

(c) Promote green transport connectivity and mobility [M.R. Decisions 2; 3; 4; 8; 9]

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 (Annex VII provides information on the current allocation of resources) 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	- 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	- 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
	New or adjusted/updated existing capacity building programme, training manuals, guidelines, standards and competency criteria as well as training courses	- Comprehensive Plan on capacity building by 2020 - adjustment/updating of existing training materials from 2020 - new training materials, standards and competency criteria from 2022 - training courses from 2019	RB to support incorporation of training standards and competencies in legal instruments if necessary XB for training materials and courses through partnerships with training institutions
Development of indicators	From 2019	Non ECE-RB (e.g. UNDA) or XB	

<i>Theme/ Related SDG</i>			<i>Indicative budget (RB/XB); Ways to manage; Partnerships</i>
<i>Long-term Action</i>	<i>Priority Actions until 2030</i>		
<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>Regulatory environment to promote automated vehicles, as well as low-carbon and low-emissions vehicles</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>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>Include ITC agenda items on challenges facing inland transport in different regions</p>	<p>High-level segments of ITC on various topics of sustainable inland transport from 2019</p> <p>ITC Agenda items on challenges in different regions from 2020</p>	<p>RB, as part of the Committee session</p>
<p>The United Nations Platform for promoting</p>	<p>Regional integrated intermodal infrastructural</p>	<p>- Support to integrated intermodal connectivity and mobility from 2020,</p>	<p>RB and XB</p>

<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>
sustainable regional and interregional inland transport connectivity and mobility	connectivity and mobility	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	
RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13	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;	- New tools and activities from 2019, e.g. - THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility	XB
	Climate resilient transport infrastructure	Investigate the influence of climate change on transport infrastructure	

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 targets⁴

<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>
GA Resolution 72/271 and other biennial road safety resolutions;	Core United Nations Road Safety Conventions	Global	SDGs 3.6 & 11.2	Pillars 1-4	RB & XB
Regulatory/ Institutional:	Core United Nations Road Safety Conventions, and related consolidated resolutions	Global	SDGs 3.6 & 11.2	Pillars 1-4	RB
Conventions/ Agreements/ Standards/ Recommendations	1949 Convention on road traffic; 1968 Convention on road traffic;		Voluntary Targets and related indicators (VTs): 2-10		
Regulations/ Rules/ Resolutions	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;		Voluntary Targets and related indicators (VTs): 2-10		
	1957 The European Agreement Concerning the International Carriage of Dangerous Goods by Road	Global/ Regional			
	Other Legal Instruments				RB
	1949 Protocol on Road Signs and Signals	Global			
	1975 Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC)				

⁴ A complete list of voluntary targets and indicators can be found in Annex VIII.

<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>
	1971 European Agreement supplementing the 1968 Convention on Road Traffic	Global/ Regional			RB
	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				
	1950 European Agreement supplementing the 1949 Convention on Road Traffic and the 1949 Protocol on Road Signs and Signals				
	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
	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
Capacity-building/ Technical assistance	Secretariat to United Nations Secretary-General's Special Envoy for Road Safety	Global	SDGs 3.6 & 11.2 VTs: 1-12	Pillars 1-5	XB and RB oversight

<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>
	Secretariat to United Nations Road Safety Trust Fund	Global	SDGs 3.6 & 11.2 VTs: 1-12	Pillars 1-5	XB and RB oversight
Analytical work/policy dialogue/ tools	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	XB and RB
	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:⁵

- (a) United Nations departments and bodies engaged in transport:
 - (i) under the Economic and Social Council: DESA and the Regional Commissions (ESCAP, ECLAC, ECA, ESCWA);
 - (ii) United Nations Programmes and other entities relevant for transport issues: UNCTAD, UNDP, UNEP, UN-HABITAT, UNITAR;

⁵ Full elaboration of acronyms can be found in Annex IX.

- (iii) United Nations Specialized Agencies: ICAO, IMO, ILO, ITU, WHO, WMO.
- (b) International Financial Institutions: the World Bank Group, ADB, AfDB, AIIB, EBRD, IAB, IsDB, NDB;
- (c) Inter-governmental transport organizations/forum: ASEM, OECD/ITF, OSJD, OTIF, River Commissions (CCNR, DC, International Sava River Basin Commission, MC);
- (d) Regional Integration Organizations: 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: IRF, IRU, PIARC;
 - (ii) Rail Transport: CER, CIT, UIC, UIRR;
 - (iii) Vehicle and Transport Equipment Manufacturers and Inspection Associations: CITA, CLEPA, IMMA, JAPIA, MEMA, OICA;
 - (iv) Inland Waterways: CDDSC, EBU, EFIP, ERSTU, IVR, PIANC.
- (f) Relevant national institutions.

Annex I

Draft Revised Terms of Reference of the Inland Transport Committee¹

(a) **The Inland Transport Committee (ITC) is a unique United Nations centre providing a comprehensive platform for consideration of all aspects of inland transport development and cooperation, with special attention to global regulatory governance through the United Nations transport Conventions and other means;**

(b) **ECE member States participate at the ITC sessions as full members with voting rights. Non-ECE Member States have the right to participate as full members to the segments of the ITC session that deal with legal instruments to which they are contracting parties and remain in a consultative capacity in other parts;**

(ac) ~~The Inland Transport~~ Committee provides a forum for its members **and contracting parties** for (i) cooperation and consultation based on the exchange of information and experiences, (ii) the analysis of transport trends and economics and transport policy trends and (iii) coordinated action designed to achieve an efficient, coherent, balanced and flexible transport system in the ECE region **and beyond** which is based on principles of market economy, pursues the objectives of safety, environmental protection and energy efficiency in transport and takes into account transport developments and policy of ITC members ~~Governments~~;

(bd) The Committee promotes the harmonization and improvement of technical and operational regulations, standards and recommendations in the various fields of inland transport ~~in the ECE region~~, particularly in Road Safety, Road Vehicles, the Transport of Dangerous Goods, **Border-crossing Facilitation**, Infrastructures and Combined Transport;

(ee) It promotes the facilitation of international road, rail and inland waterway transport, particularly through the simplification and harmonization of administrative border crossing procedures and **physical and electronic** documentation, ~~including electronic data interchange (EDIFACT)~~;

(ef) It promotes the coordinated development of infrastructures for road, rail and inland waterway transport as well as for combined transport with a view to achieving coherent international transport ~~connectivity networks for each mode in the ECE region~~;

(eg) The Committee pursues the objective of sustainable transport development by means of promoting both the reduction of the negative impact of transport on the environment and the utilization of environmentally sound modes of transport including the development of combined transport;

(fh) With a view to achieving the above objectives and ensuring the above functions, the Inland Transport Committee elaborates, administers and where appropriate revises Agreements, Conventions and other international legally binding instruments in the various fields of inland transport;

(i) **It acts as a centre for supporting new technologies and innovations in inland transport, by providing a platform for digitalization, automated driving and intelligent transport systems;**

¹ The proposed revisions are identified in this annex by strikethrough (deletions) and bold (additions).

(gj) It develops appropriate methodologies and definitions for the collection, compilation and harmonization of transport statistics for the purposes of comparability and consistency. It also evaluates the need for the collection and coordination of statistics at the international level and reviews ways to improve their collection, presentation and quality;

(hk) Upon request, the Committee advises and assists ~~ECE~~ **its** member countries particularly those facing major economic changes through workshops, training and other appropriate means on transport matters of specific interest in particular in developing **sustainable** transport systems and infrastructures ~~which that~~ are compatible with those of **their** neighbouring **countries** ~~parts of the ECE region~~;

(hl) The Committee undertakes the study of problems at the interface of inland transport with maritime and air transport ~~in the ECE region~~;

(jm) **In line with the ITC Strategy**, in carrying out its mandate the Committee cooperates closely **through established channels** with other **United Nations bodies and Regional Commissions**, ~~ECE Principal Subsidiary Bodies, the European Community~~ **the European Union and Eurasian Economic Union as well as other Regional Economic Integration Organizations**, and intergovernmental organizations, ~~in particular ECMT, regional and subregional organizations for economic cooperation, financial institutions such as IBRD, EIB and EBRD, as well as with non-governmental organizations active in the field of European inland transport with a view to avoiding duplication of work and maximizing the contribution of each organization to coherent multilateral regional transport development, safety, environment, and ultimately to the economic development and benefit of member States~~;

(n) **The Bureau of the Committee will be composed of ECE member States. The Committee shall adopt the terms of reference and rules of procedure of its Bureau and may amend these as necessary. The Committee shall adopt the terms of reference and rules of procedure of its subsidiary bodies**;

(ko) The Committee may establish subsidiary bodies or convene meetings as it deems necessary to assist it in carrying out the above mandate, **in line with existing ECE rules**.

Annex II

2017 Ministerial Resolution decisions

(ECE/TRANS/270, Annex I)

We the Ministers, having come together to celebrate the seventieth anniversary of the ECE Inland Transport Committee on 21 February 2017,

Fully aware of the new era for transport and mobility - marked by the fourth industrial revolution - as well as the adoption of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals, the Addis Ababa Action Agenda of the Third International Conference on Financing for Development, and the Paris Agreement under the United Nations Framework Convention on Climate Change,

Recalling the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024, General Assembly resolution 69/213 of 19 December 2014 on the role of transport and transit corridors in ensuring international cooperation for sustainable development, General Assembly resolution 70/197 of 22 December 2015 towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors, General Assembly resolution 70/260 of 15 April 2016 on improving global road safety, and the Global Sustainable Transport Conference convened by the Secretary General of the United Nations and hosted by the government of Turkmenistan on 26 and 27 November 2016,

Declaring our unmitigated belief that safe, clean, secure, inter-connected, efficient mobility for people and freight can only be accomplished by means of inclusive international legal framework, effective communication practices, public administration, international cooperation, new technologies, social responsibility and innovative financing,

Appreciating the historical importance of the Inland Transport Committee as the cornerstone of European post-World War II reconstruction through international transport cooperation,

Recognizing the global relevance of the work of the Committee and its subsidiary bodies, with reference to the outcome of the UNECE reform review and specifically decision A(65) of the Commission in 2013, acknowledging the Committee as a unique United Nations centre providing a comprehensive regional and global platform for consideration of all aspects of inland transport development and cooperation,

Acknowledging the unique role of the Inland Transport Committee as, not only the specialized intergovernmental body for inland transport, but also as the centre of United Nations Conventions that have formed and continue to develop the core international regulatory framework for inland transport across the world,

Emphasizing the importance of passenger and freight transport and mobility as being elemental for access to work, education and social services, and thus as a facilitator for social inclusion for all, including people with special mobility needs, and as being essential for regional and global integration and economic growth,

Attesting to the valuable contribution and tangible results of the Committee and its subsidiary bodies, such as their activities in continuously updating the Conventions to the benefit of all Contracting Parties, as well as developing new ones to meet modern transport demands,

Professing that the United Nations transport Conventions under the purview of the Committee provide a well-established and functional international regulatory framework for the sustainable development of inland transport,

Noting that the majority (75 per cent) of United Nations Member States are Contracting Parties to at least one of these transport Conventions,

Maintaining that accessions to the United Nations transport Conventions are positively associated with better performance in the implementation of transport-related Sustainable Development Goals and targets,

Affirming the role of the Inland Transport Committee in promoting sustainable transport of freight and of passengers at international, regional, national, urban and rural levels with particular attention to seamless intermodal transport, as well as public transport, and by improving traffic safety, environmental performance, energy efficiency, inland transport security, non-motorized transport infrastructure and efficient service provision in the transport sector,

Recognizing the importance of developing transport systems that favour the development of urban public transport systems, integrate land use and transport planning, incorporate non-motorised transport infrastructure, strengthen urban-rural connectivity, link rural communities and economic activity to regional and global supply chains, mainstream gender in the transport sector, and thus promote social and economic equity and inclusion,

Urging Member States of the United Nations to further improve intermodal transport services and to effectively integrate transport modes in order to achieve the Sustainable Development Goals (SDGs),

Reaffirming the role that the Trans-European North-South Motorways (TEM), the Trans-European Railways (TER), and the Euro-Asia Transport Linkages (EATL), as well as the four main transport infrastructure agreements play in supporting internationally harmonized, multi-country investment planning for present and future trade and cargo flows both within Europe and beyond, and particularly, between Europe and Asia,

Appreciating the role of intercontinental development initiatives such as the Silk Road Economic Belt and 21st Century Maritime Silk Road (the Belt and Road) initiative in strengthening the process of transport facilitation,

Advocating for sustainable innovative financing mechanisms and for cooperation with relevant stakeholders, as a pivotal element for the development of viable transport infrastructure and services,

Underlining the importance of a motorization culture that promotes a safe and environmentally sustainable transport system, with a view to achieving improved traffic, infrastructure and vehicle safety, as well as for effectively addressing specialized driver training, driver fatigue and driving under the influence (DUI), which should be complemented by a comprehensive regulatory framework for safety and environmental issues administered by the Committee and its subsidiary bodies,

Paying due homage to the work carried out in support of road safety objectives by the Committee and its subsidiary bodies, the Administrative Committees of Conventions, and the Secretary-General's Special Envoy for Road Safety,

Recognizing the contribution of the Committee and its Inland Transport Security Forum to addressing the increased vulnerability of inland transport infrastructure and mobility, and the main security risks associated with inland transport such as terrorism, theft, illegal border crossings and the trafficking of dangerous substances and articles,

Committing to the advancement and fulfilment of the Sustainable Development Goals as these are inextricably linked to transport; also in relation to the challenges that we are facing as a consequence of climate change,

Acclaiming the critical role of the Committee and its relevant subsidiary bodies as platforms to which Governments will increasingly resort to develop and implement effective solutions to tackle climate change mitigation and adaptation, air pollution, and overall environmental performance of transport, including, but not limited to, the construction of vehicles and the transport of dangerous goods,

Acknowledging that the Intelligent Transport Systems (ITS) Strategy of the Economic Commission for Europe was an important milestone in the integration of responses to technological changes in the regulatory activities of the Committee,

Promoting the full use of Information Communication Technologies in inland transport, with particular emphasis on the computerization of procedures established under the UN transport Conventions administered by the Committee and its subsidiary bodies,

Welcoming the role of the Committee in promoting harmonization and an enabling regulatory framework as a key component in fully harnessing the advantages of technological innovation in all areas of inland transport, and especially in vehicle regulations and automated systems in vehicles and urging the Committee and its subsidiary bodies to work on short-term solutions, including common interpretation, in order to make these developments possible,

Recognising the UN's role in fostering international cooperation efforts to better support vulnerable groups using public transportation such as paratransit passengers,

Commending the innovative policy dialogue, dedicated technical assistance and substantive capacity-building activities which can be traced through best practice sharing and projects,

Valuing the analytical activities that are showcased in high-quality publications which spearhead knowledge creation,

Stressing the importance of work undertaken by the Committee in transport statistics as a fundamental complement to its regulatory and analytical work,

Emphasizing that policy development tools such as the For Future Transport Systems (ForFITS) greatly enhance the ability of transport decision makers to make informed choices and support the de-carbonization of the sector,

Asserting that public transport, walking and cycling are key mobility elements addressed in an integrated way by the Committee, its subsidiary bodies and the Transport, Health and Environment Pan-European Programme (THE PEP) and welcome the Paris Declaration "City in Motion – People First" of the Fourth High-level Meeting on Transport, Health and Environment of April 2014,

Considering the need to align urban, regional and transport planning with sustainable principles and to follow an approach that recognizes humans as the basis of urban, regional and transport planning ("human-centered approach"),

Commending the Committee for utilizing its in-depth expertise in transport to spearhead inter-sectoral cooperation, such as the interfaces between transport and customs, industry, statistics, environment, telecommunication and health, resulting in a holistic approach to transport and border crossing facilitation,

Appreciating partnerships that bring value and tangible results to the work of the Committee, including in particular cooperation with regional integration organizations, such as the European Union, the Euro-Asian Economic Commission, the Black Sea Economic

Cooperation Organization, the Euro-Mediterranean Economic Cooperation; with international financial institutions, as well as with UN Departments and Specialised Agencies, such as the regional commissions of the United Nations, the International Energy Agency, the International Maritime Organisation, the International Labour Organization, the International Telecommunication Union, the World Health Organization; with inter-governmental and non-governmental organisations, such as the Organization for Security and Cooperation in Europe, the International Transport Forum, the International Union of Railways (UIC), the International Road Transport Union (IRU), the Intergovernmental Organisation for International Rail Transport (OTIF), the Organisation for Cooperation Between Railways (OSJD), the river commissions, among others,

Acknowledging the added value of institutionalized partnerships, such as the Inter-agency Secretariat on Statistics with Eurostat, the Organization for Economic Cooperation and Development and the International Transport Forum; interagency partnerships on the transport of dangerous goods; as well as the Transport, Health and Environment Pan-European Programme (THE PEP) with the World Health Organization Regional Office for Europe and the Environment Division of the Economic Commission for Europe,

Welcoming the Fifth High-level Meeting on Transport, Health and Environment which will take place in Vienna in 2019,

Fully supporting the overarching objectives of the work of the Committee, namely improved connectivity through internationally harmonised development of inland transport infrastructure, efficient transport services, seamless border crossing, enhanced intermodal services, facilitated international inland transport and hinterland connections to maritime ports, reduced GHG emissions and air/noise pollution, increased mobility choices, reduced traffic fatalities and injuries, with special reference to the importance of the regulatory framework for road safety and for the transport of dangerous goods as a major contributor to safe transport,

Deeming it necessary that the Committee, its subsidiary bodies and its tangible results get more visibility and recognition across the world and within the United Nations,

Underlining the uniqueness of the Committee within the United Nations system as an intergovernmental body with the capacity to transform inland transport globally, and, in this respect, wishing to reflect this responsibility in its future work and reporting structure,

Decide:

1. *To request* the Economic Commission for Europe and the Economic and Social Council of the United Nations, in the interest of 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, to consider the question of mandating the Committee to report, on an annual basis, to both the Commission and, for information purposes, to ECOSOC, while leaving the organisational structure of the ECE secretariat, as well as the programme-budgeting functions and oversight unchanged,
2. *To address* the challenges of sustainable development of mobility and inland transport, particularly within the context of the 2030 Sustainable Development Agenda and the Sustainable Development Goals, by supporting intergovernmental transport and transport related multi-disciplinary cooperation within the platform of the Inland Transport Committee and by placing due emphasis on the importance of mobilizing resources and aligning financing flows with sustainable development objectives,
3. *To encourage* member States to mobilise all relevant stakeholders, both State and non-State actors, to continue their participation in the Committee, scale up their efforts for the future inland transport we want, and to join ITC projects and other transport-related initiatives

in support of the Sustainable Development Agenda, as well as the Global Climate Action Agenda and the UN Decade of Action for Road Safety,

4. *To address* the challenges faced as a consequence of climate change, to pay special attention to the promotion of sustainable transport, and to ensure the safety and capacity of international transport corridors by supporting intergovernmental transport and transport related multi-disciplinary cooperation within the platform of the Inland Transport Committee,
5. *To invite* member States, stakeholders, the Committee and its subsidiary bodies, as well as the Secretary-General's Special Envoy for Road Safety to take a safe-system approach, to contribute to the development of voluntary road safety targets and indicators and to reinforce their collective efforts to improve traffic safety in all inland modes of transport and in particular to take concerted and effective action to reduce road fatalities by half by 2020,
6. *To encourage* member States of the United Nations, that have not yet done so, to consider becoming Contracting Parties to the United Nations inland transport conventions,
7. *To state* its commitment to embracing and promoting technological changes in all inland transport modes, specifically by further integrating Intelligent Transport Systems and automated driving in the work of the Committee and its subsidiary bodies, as well as by promoting the digitalisation of transport documents first of all in international transport,
8. *To call upon* the Committee and its subsidiary bodies to further strengthen sustainable international, regional, national and urban connectivity through promoting intergovernmental policy dialogue within its current mandate, as well as through exercising its convening power in bringing together key stakeholders, accelerating diffusion of best practices and delivering well targeted analytical papers in a timely manner,
9. *To work* towards improved regional and inter-continental connectivity with special attention to the Euro-Asia Transport Links project, as well as participation in the One Belt and One Road Initiative through policy coordination, and facilitation of seamless transport,
10. *To voice* its conviction that taking an active part in the work of the Committee and its subsidiary bodies, can bring unprecedented benefits for Governments,
11. *To address* the need to further prioritize and streamline the work of the Committee and its subsidiary bodies due to limited resources, by implementing a strategic dialogue and developing an ITC Strategy that takes the decisions of this resolution into consideration,
12. *To request* the ECE secretariat to prepare a report on progress achieved with the development of the decisions of this resolution, based on the implementation of the ITC Strategy that will be adopted by the Committee, as well as on progress in sustainable mobility and inland transport and to table such report for the consideration of the Committee at one of its future sessions, no later than 2020.

Annex III

Economic Commission for Europe strategic framework for the period 2018-2019 (A/71/6 (Prog.17))

Programme 17 - Economic development in Europe

Overall orientation

17.1 The programme is under the responsibility of the United Nations Economic Commission for Europe (ECE).

17.2 The programme aims to promote regional cooperation and integration as a means of achieving sustainable development in the ECE region. To ensure an integrated approach to sustainable development and the effective implementation of the 2030 Agenda for Sustainable Development, the programme will enhance existing synergies and linkages between its eight subprogrammes: (a) environment; (b) transport; (c) statistics; (d) economic cooperation and integration; (e) sustainable energy; (f) trade; (g) forestry and timber; and (h) housing, land management and population. Furthermore, it will align every subprogramme to their specific Sustainable Development Goals and related targets, with due consideration to climate change mitigation and adaptation measures.

17.3 Consistent with the legislative mandates, including Commission decision A (65) of 11 April 2013 on the outcome of the review of the 2005 reform of ECE, the programme will promote regional cooperation and integration through (a) policy dialogue, (b) normative work and (c) technical cooperation.

17.4 Due consideration will be given to the gender dimension of development, given that women constitute more than half of the world's population and are active agents and beneficiaries of sustainable development in the region. Gender equality and the empowerment of women will be integrated into the ECE programme of work in accordance with the United Nations System-wide Action Plan and Sustainable Development Goal 5. In particular, the programme will focus on women in the economy and promote women's entrepreneurship in the region.

17.5 ECE will also pursue system-wide coherence in its programme delivery to avoid overlap, reduce duplication, multiply effect, increase impact and ensure the sustainability of its work in the region. To that end, it will draw upon the work of other United Nations entities and relevant organizations. It will provide leadership to the Regional Coordination Mechanism and contribute to the work of the United Nations Development Group for Europe and Central Asia by supporting the United Nations Development Assistance Framework and One United Nations programmes in the region.

17.6 The United Nations Special Programme for the Economies of Central Asia, jointly implemented by ECE and the Economic and Social Commission for Asia and the Pacific, will continue to serve as the major framework for ECE cooperation with other relevant stakeholders in Central Asia.

17.7 Within its mandate, the programme will contribute to the follow-up and review of the 2030 Agenda for Sustainable Development, including within the framework of the High-level Political Forum on Sustainable Development under the auspices of the Economic and Social Council and the General Assembly.

17.8 The ECE Executive Committee approved the strategic framework for programme 17, Economic development in Europe, for the period 2018-2019 at its 81st meeting on 23 November 2015, without prejudice to the outcome of the review of the legislative mandates by the Committee.

Annex IV

ECE reviews of the transport subprogramme

1. Two of the most critical evaluations impacting the transport subprogramme are those of the 2005 Reform of ECE and the 2013 Review of the Reform.

1. The 2005 Reform of ECE

2. Document E-ECE-1434-Rev.1 summarized the outcome of the 2005 reform of ECE. On the transport subprogramme, the conclusions were that:

“35. The Committee on Inland Transport shall strengthen activities in the fields of border crossing and trade facilitation in cooperation with the Committee on Trade and submit proposals thereon to the Executive Committee.

36. The Committee on Inland Transport shall, in cooperation with the Committee on Environmental Policy and in consultation with WHO, strengthen activities relating to:

- THE PEP, including sustainable financing and staffing for the clearing house;*
- environmental aspects of transportation;*

and submit proposals thereon to the Executive Committee.

37. The Committee on Inland Transport shall submit proposals to the Executive Committee on ways and means of monitoring and strengthening the implementation of key ECE legal instruments on transport, including on road safety.

38. The Committee on Inland Transport shall submit proposals to the Executive Committee on ways and means to strengthen Euro-Asia transport links.

39. The Committee on Inland Transport shall submit proposals to the Executive Committee on ways and means:

- to strengthen the TIR Convention;*
- to improve transparency in managing the TIR Convention.”*

2. The 2013 Review of the Reform of ECE

3. Decision A (65) summarized the outcome of the review of the 2005 reform of ECE. On the transport subprogramme, the conclusions were that:

“9. The 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.

10. On the basis of the above:

(a) The subprogramme and its subsidiary bodies should continue implementing existing mandates under the overall guidance of ITC and EXCOM. It shall strengthen its focus on the areas of harmonization of vehicle regulations, road safety, transport of dangerous goods, border-crossing facilitation including the TIR Convention, unified railway

law, implementation of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), intelligent transport systems. It will further explore synergies among these areas of work with an overarching goal of promoting sustainable transport, which is safe, clean and competitive.

(b) In allocating regular budgetary resources, full account should be taken of the increasing needs of the subprogramme and the Transport Division so that they can continue, with an increase in their resources and capacities, to do their work and service all the subsidiary bodies in an efficient way in the future, in particular in the areas mentioned under (a) of paragraph 10.”

Annex V

Terms of Reference of the Inland Transport Committee

[ECE/TRANS/97, pages 37-38, Annex 2]

(a) The Inland Transport Committee provides a forum for its member for (i) cooperation and consultation based on the exchange of information and experiences, (ii) the analysis of transport trends and economics and transport policy trends and (iii) coordinated action designed to achieve an efficient, coherent, balanced and flexible transport system in the ECE region which is based on principles of market economy, pursues the objectives of safety, environmental protection and energy efficiency in transport and takes into account transport developments and policy of member Governments;

(b) The Committee promotes the harmonization and improvement of technical and operational regulations, standards and recommendations in the various fields of inland transport in the ECE region, particularly in Road Safety, Road Vehicles, the Transport of Dangerous Goods, Infrastructures and Combined Transport;

(c) It promotes the facilitation of international road, rail and inland waterway transport, particularly through the simplification and harmonization of administrative border crossing procedures and documentation, including electronic data interchange (EDIFACT);

(d) It promotes the coordinated development of infrastructures for road, rail and inland waterway transport as well as for combined transport with a view to achieving coherent international transport networks for each mode in the ECE region;

(e) The Committee pursues the objective of sustainable transport development by means of promoting both the reduction of the negative impact of transport on the environment and the utilization of environmentally sound modes of transport including the development of combined transport;

(f) With a view to achieving the above objectives and ensuring the above functions, the Inland Transport Committee elaborates, administers and where appropriate revises Agreements, Conventions and other international legally binding instruments in the various fields of inland transport;

(g) It develops appropriate methodologies and definitions for the collection, compilation and harmonization of transport statistics for the purposes of comparability and consistency. It also evaluates the need for the collection and coordination of statistics at the international level and reviews ways to improve their collection, presentation and quality;

(h) Upon request, the Committee advises and assists ECE member countries particularly those facing major economic changes through workshops, training and other appropriate means on transport matters of specific interest in particular in developing transport systems and infrastructures which are compatible with those of neighbouring parts of the ECE region;

(i) The Committee undertakes the study of problems at the interface of inland transport with maritime and air transport in the ECE region;

(j) In carrying out its mandate the Committee cooperates closely with other ECE Principal Subsidiary Bodies, the European Community and intergovernmental organizations, in particular ECMT, regional organizations for economic cooperation, financial institutions such as IBRD, EIB and EBRD, as well as with non-governmental organizations active in the field of European transport with a view to avoiding duplication of work and maximizing the contribution of each organization to coherent multilateral regional transport development,

safety, environment, and ultimately to the economic development and benefit of member States;

(k) The Committee may establish subsidiary bodies or convene meetings as it deems necessary to assist it in carrying out the above mandate.

Annex VI

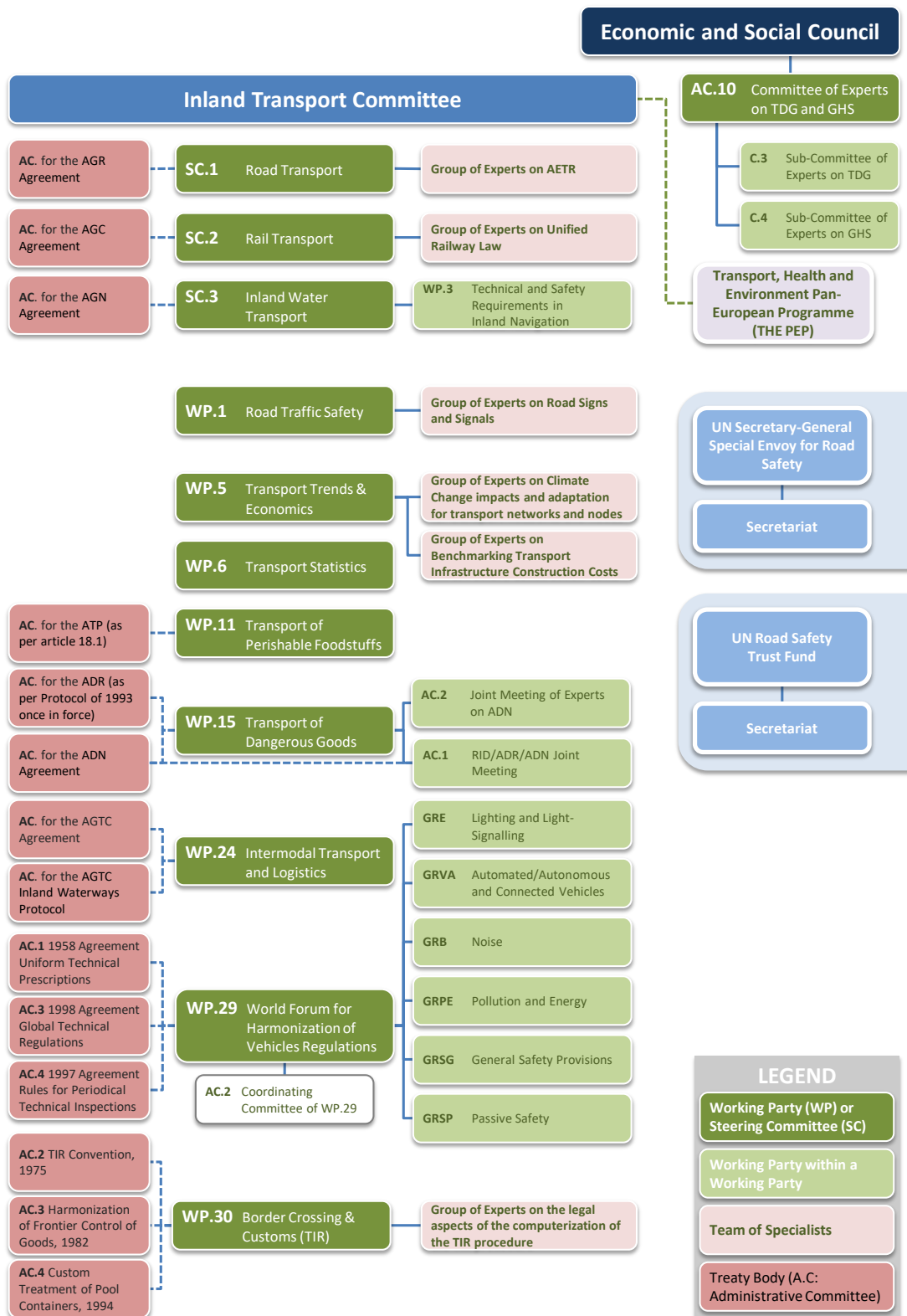
Inland Transport Committee and the structure of the transport subprogramme

1. **What is the ITC, for the purpose of this strategy?** At a minimum, ITC includes the Committee itself, its subsidiary bodies and the secretariat that services them. During the review of the history of ITC, it became obvious that the activities and the role of the Committee cannot be assessed in isolation.

2. Through the work of the Committee's twenty Working Parties, supported by more than forty expert and informal groups, whose primary activity is to administer and further develop international transport agreements and conventions, and through the twelve Treaty bodies (Administrative Committees) working closely with the Working Parties of the Committee, the Committee has become the custodian of 58 United Nations Transport Conventions. Annual sessions of ITC are the crowning moment when the results of its work are presented to member States. Therefore, it is important to take a holistic view and consider the Committee and its activities together with the ECE Sustainable Transport Division, i.e. the ECE transport subprogramme and its secretariat.

3. The secretariat also services other intergovernmental bodies, such as the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, as well as the treaty bodies, i.e. the Administrative Committees of 12 United Nations Conventions and the TIR Executive Board. In cooperation with ESCAP, it supports the United Nations Special Programme for the Economies of Central Asia and annually alternates with ESCAP as the secretariat to the SPECA Thematic Working Group on Sustainable Transport, Transit and Connectivity. In addition, in cooperation with WHO Europe and the ECE Environment Division, it services the Transport, Health and Environment Pan-European Programme (THE PEP). As an Executing Agency, it also participates ex officio in the Steering Committees of the Trans-European North-South Motorway and the Trans-European Railway projects. Furthermore, long-term institutionalized links exist with key stakeholders such as Eurostat and ITF (OECD); River Commissions (e.g. CCNR and Danube Commission); and the World Customs Organization. Since 2015 it hosts the secretariat of the United Nations Secretary-General's Special Envoy for Road Safety. Finally, since 2018 it hosts the secretariat of the United Nations Road Safety Trust Fund. All these different bodies work in symbiosis, facilitated by the services ensured by the common secretariat.

Figure
Intergovernmental Structure of United Nations Inland Transport Legal Instruments and Activities serviced by the ECE Secretariat



Annex VII

Existing resource allocation, biennium 2016-2017

Subprogramme 2: Transport

Total P staff: 33 (RB 26; XB: 7) (without D)

Total G staff: 15 (RB: 12; XB: 3)

<i>Clusters of activity</i>	<i>Number of P posts</i>	<i>Number of G posts</i>	<i>% P</i>	<i>% G</i>	<i>Comments</i>
1. Overall coordination (ITC and Bureau)	0,6	0,6	2%	4%	RB staff
2. Transport Trends and Economics (including EATL)	1,4	0,5	4%	3%	RB staff; XB for other activities
3. Harmonization of vehicle regulations; mitigation of GHGs; ITS	7	1,5	21%	10%	RB staff
4. Rail transport (including TER Project)	0,9	0,5	3%	3%	RB staff
5. Inland Waterway Transport	1,6	0,5	5%	3%	RB staff
6. Intermodal Transport and Logistics	0,7	0,5	2%	3%	RB staff
7. Customs Questions affecting transport*	6,6	2,5	20%	17%	RB and XB staff
8. Transport, Health and Environment Pan-European programme (PEP)	0,3	0,3	1%	2%	RB staff; XB for other activities
9. Transport of Dangerous Goods (ECE)	2,5	1	8%	7%	RB staff
10. Transport of Dangerous Goods (ECOSOC)	1,2	0,5	4%	3%	RB staff
11. Globally Harmonized System for the Classification and Labelling of Chemical (GHS) (ECOSOC)	1	0,5	3%	3%	RB staff
12. Transport of Perishable Foodstuffs	0,3	0,5	1%	3%	RB staff
13. Transport statistics	2	0,5	6%	3%	RB staff
14. Road Transport (including TEM Project)	1	0,5	3%	3%	RB staff
15. Road Traffic Safety**	3,4	1,5	10%	10%	RB and XB staff
16. Regional Advisor	1	0,8	3%	5%	RB staff; XB for other activities (TEM/TER)
17. Horizontal support (front office)	1,5	2,3	5%	15%	RB staff
Total	33	15	100%	100%	

* Includes 5 XB P posts and 2 XB GS posts

** Includes 2 XB P posts and 1 XB GS post servicing the UN SG's Special Envoy for Road Safety

Annex VIII

Indicators for voluntary global performance targets for road safety risk factors and service delivery mechanisms

<i>Target¹</i>	<i>Global voluntary indicators for global voluntary targets²</i>
<p>Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.</p>	<p>Indicators for target 1:</p> <p>Number of countries with published national action plan with regularly updated time-bound targets for reductions in fatalities and injuries</p> <p>Number of countries that have a national lead agency to coordinate, monitor, evaluate and implement the multi-sectoral national road safety action plan</p>
<p>Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.</p>	<p>Indicator for target 2:</p> <p>Number of countries that have ratified or acceded to one or more of the core road safety-related UN legal instruments</p> <p>(Footnote:</p> <ul style="list-style-type: none"> • 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 • 1957 Agreement on transport of dangerous goods by road (ADR))
<p>Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.</p>	<p>Indicators for target 3:</p> <p>Number of countries that have implemented technical standards for new roads that take into account the safety of all road users, or that are aligned with the relevant United Nations Conventions and regulate compliance to those standards</p> <p>Number of countries using systematic approaches to assess/audit new roads</p>
<p>Target 4: By 2030, more than 75 per cent of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.</p>	<p>Indicators for target 4:</p> <p>Number of countries that have developed and implement a plan for the improvement of the existing roads that take into account the safety of all road users</p> <p>Number of countries using systematic approaches to assess/audit existing roads</p>

¹ As approved at the meeting of Member States to conclude the work on the development of voluntary global targets for road safety risk factors and service delivery mechanisms (Geneva 20 and 21 November 2017). See the annex to the meeting report, available at www.who.int/violence_injury_prevention/road_traffic/Report-of-the-meeting-of-member-states-Annex.pdf?ua=1

² Shown indicators not formally adopted. Document as shown on screen on Friday, 23 February 2018 at 14:30 at Informal consultation of member States convened by WHO (for dispatch)

<i>Target¹</i>	<i>Global voluntary indicators for global voluntary targets²</i>
<p>Target 5: By 2030, 100 per cent of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.</p>	<p>Indicators for Target 5:</p> <ul style="list-style-type: none"> Number of countries implementing high quality safety standards for new vehicles. Number of countries using systematic approaches for vehicle assessments. Number of countries implementing high quality safety standards for export of used vehicles.
<p>Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.</p>	<p>Indicators for Target 6:</p> <ul style="list-style-type: none"> Number of countries having legislation setting appropriate speed limits and effective enforcement Number of countries that have reduced by half the proportion of vehicles travelling over the posted speed limit Number of countries that have national and, where applicable, subnational data systems on speeding violations and speeding-related injuries and fatalities Number of countries that achieved reductions in speeding-related injuries and fatalities
<p>Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100 per cent.</p>	<p>Indicators for Target 7:</p> <ul style="list-style-type: none"> Number of countries having legislation requiring motorcycle riders to wear a helmet properly fastened and meeting appropriate standards (FOOTNOTE: Such as UN Regulation 22 or equivalent national standard) for protection Number of countries that effectively enforce legislation on helmet use Number of countries implementing regulations on safety for child and adult helmets sold Number of countries that have national and, where applicable, subnational data systems on helmet use Number of countries in which the proportion of motorcycle riders, correctly using helmets is close to 100 per cent
<p>Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100 per cent</p>	<p>Indicators for Target 8:</p> <ul style="list-style-type: none"> Number of countries having and effectively enforcing legislation requiring the use of safety belts for all motor vehicle occupants Number of countries having and effectively enforcing legislation requiring the use of child-restraint systems meeting appropriate standards (FOOTNOTE: Such as UN regulation No. 44 or 129 and UN Regulation No. 145 or equivalent national standard) Number of countries in which the proportion of all motor vehicle occupants using safety belts is close to 100 per cent Number of countries in which the proportion of all child motor vehicle occupants using standard child restraints systems is close to 100 per cent Number of countries having and effectively enforcing regulations on safety for child restraints systems sold Number of countries that have national and, where applicable, subnational data on use of safety belts, as well as the appropriate use of child restraint systems

Target¹

Global voluntary indicators for global voluntary targets²

Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

Indicators for Target 9:

Number of countries having appropriate legislation and effective enforcement on driving under the influence of alcohol and/or other psychoactive substances

Number of countries that have national and, where applicable, subnational data on driving under the influence of alcohol and/or psychoactive substances and related road traffic-related fatalities and injuries

Number of countries that have reduced by half the number of road traffic injuries and fatalities related to driving under the influence of alcohol and/or other psychoactive substances

Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

Indicators for target 10:

Number of countries having and effectively enforcing legislation on restricting or prohibiting the use of mobile phones while driving

Number of countries that have national and, where applicable, subnational data systems on the use of mobile phones while driving

Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

Indicators for target 11:

Number of countries having acceded to international/regional regulation on driving time and rest periods for professional drivers

Number of countries with regulation, effective enforcement, and audit of driving time and rest periods for professional drivers

Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between a road traffic crash and the provision of first professional emergency care.

Indicators for target 12:

Number of countries that have achieved the national targets of the time interval between a crash resulting in serious injury and the provision first professional emergency care

Number of countries that have appointed agencies for effective coordination of the provisions of pre-hospital and facility-based emergency medical services

Annex IX

Partnership Acronyms

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| I. United Nations departments and bodies engaged in transport | <p>A. Under the Economic and Social Council</p> <ul style="list-style-type: none"> • DESA: Department of Economic and Social Affairs • ECE: Economic Commission for Europe • ESCAP: Economic and Social Commission for Asia and the Pacific • ECLAC: Economic Commission for Latin America and the Caribbean • ECA: Economic Commission for Africa • ESCWA: Economic and Social Commission for Western Asia <p>B. United Nations Programmes and other entities relevant for transport issues</p> <ul style="list-style-type: none"> • UNCTAD: United Nations Conference on Trade and Development • UNDP: United Nations Development Programme • UNEP: United Nations Environment Programme • UN-HABITAT: United Nations Human Settlements Programme • UNITAR: United Nations Institute for Training and Research <p>C. United Nations Specialized Agencies</p> <ul style="list-style-type: none"> • ICAO: International Civil Aviation Organization • IMO: International Maritime Organization • ILO: International Labour Organization • ITU: International Telecommunications Union • WHO: World Health Organization • WMO: World Meteorological Organization |
| II. International Financial Institutions | <ul style="list-style-type: none"> • WBG: World Bank Group • ADB: Asian Development Bank • AfDB: African Development Bank • AIIB: Asian Infrastructure Investment Bank • EBRD: European Bank for Reconstruction and Development • IAB: Inter-American Development Bank • IsDB: Islamic Development Bank • NDB: New Development Bank |
| III. Inter-governmental transport organisations/forum | <ul style="list-style-type: none"> • ASEM: Asia-Europe Meeting • OECD / ITF: International Transport Forum |

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- OSJD: Organization for Cooperation of Railways
 - OTIF: Intergovernmental Organization for International Carriage by Rail
 - CCNR: Central Commission for the Navigation on the Rhine (River Commission)
 - DC: The Danube Commission (River Commission)
 - International Sava River Basin Commission (River Commission)
 - MC: The Mosel Commission (River Commission)
- IV. Regional Integration Organizations**
- European Union
 - Eurasian Economic Union
- V. Non-governmental organisations in inland transport**
- A. Road transport and Road infrastructure**
- IRF: The International Road Federation
 - IRU: International Road Transport Union
 - PIARC: World Road Association
- B. Rail Transport**
- CER: Association of European Railways
 - CIT: International Rail Transport Committee
 - UIC: International Union of Railways
 - UIRR: International Union for Road-Rail Combined Transport
- C. Vehicle and Transport Equipment Manufacturers and Inspection Associations**
- CITA: International Motor Vehicle Inspection Committee
 - CLEPA: European Association of Automotive Suppliers
 - IMMA: International Motorcycle Manufacturers Association
 - JAPIA: Japan Auto Parts Industries Association
 - MEMA: Motor & Equipment Manufacturers Association
 - OICA: International Organization of Motor Vehicle Manufacturers
- D. Inland Waterways**
- CDDSC: Conference of Directors of Danube Shipping Companies/participants of the Bratislava Agreements
 - EBU: European Barge Union
 - EFIP: European Federation of Inland Ports
 - ERSTU: European River-Sea-Transport Union
 - IVR: 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
 - PIANC: World Association of Waterborne Transport Infrastructure

Annex X

Background to the Inland Transport Committee Strategy 2030

I. The Role of Sustainable Transport in the Twenty First Century

1. Transport is a key economic sector that provides access to markets and trade. Through personal mobility it provides access to jobs, social services and overall opportunities. As such, it is essential for economic growth, for alleviating poverty and for improving overall well-being. In this regard, infrastructure connectivity is an important first step, and connecting services and facilitating the crossing of borders both for goods and people are crucial. Seamless connectivity in all its aspects needs a harmonized system of governance, based on a clear and comprehensive legal regime.

2. Innovation in transport has been revolutionizing mobility, changing everything from the way people move, communicate, and pay for transport services, to how transport legislation is designed. Decarbonization and E-mobility pave the future and higher-level automation, especially autonomous vehicles, call for close collaboration between transport and telecommunication regulators. However, their future also depends on holistic transport policies and conducive regulatory environment. Digitalisation and e-docs in transport are already happening and are improving efficiency and governance. They also open new horizons for service provision, as well as for leapfrogging development stages. Accelerating the pace of the successful introduction of innovations in infrastructure, transport means and mobility management will make mobility safer and more environmentally friendly.

3. Five key dimensions characterize sustainable transport: safety, access, affordability, security and environmental impact. Sustainable transport for the 21st century is safe, high-quality, both accessible and affordable to all, ecologically sound, economically viable, as well as a positive contributor to local, national and global sustainable development.

II. Emerging challenges and opportunities

4. The challenges and opportunities co-exist within inland transport in the region and also the world. Some key emerging challenges and opportunities, in no particular order of priority, can be highlighted as follows:

A. Challenges

- The road safety crisis is continuing, despite global efforts to address it with 1.2 million people dying every year on the world's roads, of which 15 per cent are children. Additionally, between 20 and 50 million more are injured annually. 90 per cent of deaths are in low and middle-income countries while they possess less than half of the world's vehicle fleet. It has been estimated that annual global losses due to road traffic injuries total USD 518 billion and cost countries between 1 and 3 per cent of their gross national product.
- The environmental impacts of transport, particularly on climate change and air quality, increase at an alarming rate the risks for the economy's ability to remain competitive, and the well-being and public health of societies. In response, the Paris

climate accord, for the first time, committed nearly every country in the world to climate mitigation and adaptation. This is particularly important for transport, which is a significant and growing contributor to global climate change. The share of the transport sector in global Greenhouse Gas (GHG) emissions has risen to reach more than 20 per cent of energy related GHG emissions in 2015. In the ECE region the share has almost doubled between 1960 and 2015. In 2014 WHO published its latest estimates of the overall burden of disease related to ambient (outdoor) and household (indoor) air pollution. The majority of these deaths were due to cardiovascular, cerebrovascular and respiratory diseases, as well as lung cancer. In 2015, WHO added an economic valuation of this burden, not only limited to transport, for Europe, estimating the overall annual economic cost of health impacts and mortality from air pollution, including estimates for morbidity costs, at US\$1.575 trillion.

- Congestion remains a major concern for transport policy makers and the development of economies worldwide. An increasing number of hours per year are lost by citizens around the world for commuting to work.
- The numerous cutting-edge technological innovations - especially digitalization, automation and electrification - are coming at the right time to drive and accelerate change. The application of information and communication technology (ICT) is being developed in an astonishing speed, in particular for automated vehicles. However, supporting standard-setting and adjustments to the existing regulatory frameworks have not kept up with the pace of the advance of ICT applications. This reality is causing concerns over interoperability and waste of investment. It also raises non-technical issues, including privacy, security, safety and legal responsibility in case of traffic accidents or operational malfunctions. ITC and its working parties have the responsibility to accelerate their norm-setting and regulatory process in an inclusive way.
- Cross-border and transit transport over land in developing countries, in particular for landlocked developing countries, pose a major obstacle for their effective integration to global supply chains and markets. Formalities and procedures are lengthy and cumbersome due to the lack of adequate supporting policies, regulations and capacity building systems in countries, as well as differences in domestic laws and standards between countries, thus increasing transport cost and decreasing competitiveness. Similar difficulties are also seen in transport within the ECE region in landlocked and transit developing countries and between the EU member States and non-EU member States. Speedy digitalization of procedures in general and, in particular, the computerization of the TIR procedure are crucial to improving the growing problems and delays and congestion at border crossings.
- Infrastructure gaps and globally raising sufficient investment for infrastructure: 1 billion people do not have access to the nearest city through an all-weather road. Many developing countries still lack quality infrastructure and compatible inter-country connections. On the other hand, many developed countries face aged infrastructure.

B. Opportunities

- Within the ITC the number of contracting parties to United Nations legal instruments under the Committee's purview reached a respectable level and is continuously growing. But it remains low compared to the need for a stronger harmonization in some inland transport systems. With the understanding that the United Nations Transport Conventions are essential in supporting the Sustainable Development Goals (SDGs), the ITC Strategy presents a unique opportunity to support and accelerate global accessions to the legal instruments, as well as to actively and equitably involve

a majority of all United Nations Member States, including non- ECE member States, in the work of ITC.

- Global agreements drive global policies for transforming the path of development and the work of ITC should contribute to and support them. The most important are: the 2030 Agenda for Sustainable Development and the Sustainable Development Goals; on climate change mitigation and adaptation, the Paris Agreement under the United Nations Framework Convention on Climate Change; on financial support for development, the Addis Ababa Action Agenda of the Third International Conference on Financing for Development; the New Urban Agenda adopted in Quito; and the United Nations Decade of Action for Road Safety.
- Global initiatives, such as those of Sustainable Mobility for All (SuM4All), a World Bank-led initiative, and UN Transport, an under-formation United Nations coordination mechanism, form a global response by enhancing communication and coordination among the three pillars of transport – aviation, maritime and inland transport. ECE is expected to take the lead of the inland transport pillar.
- Technological breakthroughs, such as intelligent transport systems, digitalization and automation, further strengthen the need for a strategic rethinking of the work of the Committee. The innovative applications of ICT in inland transport could provide integrated solutions to increased economic efficiency, prevention of traffic crashes and reduction of emissions.
- Global megatrends, including demographic dynamics and urbanization because they redefine systemically demand for transport services at a worldwide scale. Increasing transport demand, especially in urban environments, largely determines the overloading of the existing transport infrastructure. This issue cannot be solved only through more infrastructure. Instead, there is a need to optimize the transport demand formation, especially through better coordination and integration of transport policy and land use/urban development policy.
- Increasing demand for enhancing infrastructural and operational connectivity. To continue promoting the development of coherent international infrastructure networks in a fast-changing geopolitical environment may require accelerating inter-linkages between existing agreements and initiatives conducted at regional, inter-regional and international level. Inspired by such a demand, Argentina, China, India, Pakistan, Qatar and Saudi Arabia recently acceded to the TIR Convention.
- Furthermore, regional and sub-regional agreements on operations (e.g. international road transport agreement amongst the Shanghai Cooperation Organization member States and the motor vehicle agreement among Bangladesh, Bhutan, India and Nepal) open up border crossing and domestic routes for international transport, and also pave the road for the application of the United Nations legal instruments under the purview of ITC and its subsidiary bodies.

5. Adjusting to the above-mentioned challenges and opportunities also calls for new approaches to find the most suitable forms of transport sector governance and regulation. As a result of the lack of a global organization for inland transport, major organizations dealing with transport issues are repositioning themselves to better address the challenges ahead. These efforts make it even more imperative to ensure that inland transport is addressed in a holistic way as the third pillar of sustainable transport, next to, and on par with, Air Transport that is supported by the International Civil Aviation Organization (ICAO), and Maritime Transport that is supported by International Maritime Organization (IMO). A recent example of a study that, following similar past proposals, advocated the creation of a global organization for roads, i.e. one only of the inland transport modes, is characteristic of the risks of institutional fragmentation of inland transport and the need for the development of a

comprehensive regulatory regime, and the appropriate institutional architecture, to provide integrated intergovernmental support for all modes of inland transport.

6. Finally, in order to meet the above-mentioned challenges, the characteristics of the institutional architecture for transport and the global need for more coordination and harmonization, require a careful analysis to determine the most effective future role of ITC. One of the features of this architecture is the lack of adequate global coordination in some fields of inland transport that needs to be addressed. In order to improve coordination and harmonization in inland transport, ITC may need to further scale up the development of and accession to the legal instruments under its purview, something that may create new realities in the implementation of the legal instruments.

III. The key role of the Inland Transport Committee in addressing these challenges and seeking opportunities

7. In terms of strengths of the ITC (both the ITC itself and its subsidiary bodies), due to unique historical circumstances, ECE/ITC is the custodian of both global and regional transport conventions that form the basis of regulatory governance for sustainable inland transport and mobility. More than half of the Conventions serviced by the Committee have Contracting Parties that are non-ECE member States. In fact, of the 193 United Nations Member States, 146 States (76 per cent) are Contracting Parties to at least one legal instrument on inland transport, in addition to 2 Permanent Observers and one non-State Contracting Party. Of these United Nations Member States, 90 (62 per cent) are non-ECE member States.

8. Through its work, ITC and the transport subprogramme:

- Has evolved into the centre for multilateral legal instruments on inland transport for: regulations for road vehicle construction and rules for periodic inspection at the global level; unified road traffic rules and signs and signals on a global basis; dangerous goods transport at the global level; development of coherent regional infrastructure networks; harmonized and simplified border-crossing procedures;
- Promote synergies and the integration of all modes of inland transport by ensuring a high level of efficiency, safety and environmental performance of international transport by road, rail, inland waterways and inter-modal transport;
- Promote safe mobility regionally and globally through: harmonization of rules, signs and signals for road traffic; regulations for road vehicle construction and rules for periodic inspection; regulations for dangerous goods transport; facilitating the embedding of technology into road safety legal instruments; promoting road safety education for all types of road users through the exchange of best practices; road safety performance reviews; transport statistics; and the CTU code (IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units);
- Administer regional agreements and conventions relating to road, rail and inland waterway;
- Accelerate the pace of the successful introduction of innovations in infrastructure, vehicles, green fuels and e-fuels, and mobility management, in turn, making mobility safer, more efficient and more environmentally friendly;
- Promote global trade and economic development, through the implementation and updating of key global legal instruments of border crossing facilitation, primarily the TIR Convention (1975) and the International Convention on the Harmonization of Frontier Controls of Goods (1982);

- Advance the development of a harmonized approach for the use of e-signatures, which allows persons that are not permanent residents of a given country to use an e-signature;
- Promote intermodality and optimization of logistics, which is fundamental for reducing the environmental impact of the sector. Choosing the optimal mix of different transport modes must be based, inter alia, on strategic policies, an objective supported by the work of the Committee and its relevant subsidiary bodies;
- Significantly impact the economic performance of transport related industries, and consequently on economies worldwide. For example, the ITC World Forum for Harmonization of Vehicle Regulations (WP.29) broad scope of regulatory activities affects 50 million jobs in the automotive industry, and related manufacturing and services across the globe.

9. Over time, as the application of the UN conventions serviced by the Committee expanded, certain instruments, such as vehicle regulations, transport of dangerous goods, were directly transposed into European Union legislation and implemented for international and domestic transport in the European Union while continuing to be administered and reviewed at ITC Working Parties. There is also similar application in individual countries, e.g. in the Russian Federation. This led to a higher level of harmonization of the transport legislation at the international level as well as to savings across the region and for national governments who ceased to develop their own regulations. The benefits in terms of economies of scale (number of countries using the UN legal instruments) and broadening of scope (application of UN legal instruments not only to international transport, but also to domestic traffic and operations) are obvious.
