



UNECE

ITC-related matters

- ITC Strategy 2030
- UN Management Reform: Update

*175th session of the World Forum for Harmonization of Vehicle
Regulations*

Geneva, 19-22 June 2018

TRANSPORT



70th Anniversary of the Inland Transport Committee

ITC 70th
Anniversary

Ministerial
Resolution &
ITC Strategy

2016 Results
per area of
work

2016 Policy
dialogue

2016 Results
analytical work

2016 Results
Performance
indicators

Decisions
Commission
/EXCOM



500 participants from 90 countries



Exhibition and
brochure on the
70-year history
of the ITC



High-
profile side
events



- Global Road Safety Film Festival
- UNEP-UNECE conference on used cars
- IWT High Level Conference
- IsDB-UNECE workshop

Ministerial Resolution and ITC Strategy

ITC 70th
Anniversary

Ministerial
Resolution &
ITC Strategy

2016 Results
per area of
work

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Ministerial Resolution:

- Strong political support “*Recognizing* the global relevance of the work of the Committee and its subsidiary bodies...”
- 59 signatures on the Ministerial Resolution
- 12 decisions promoting sustainable transport and mobility and strengthening global governance of Inland Transport

ITC Strategy:

- ITC for sustainable mobility by 2030
- Consultations throughout 2017
- Discussion paper on ITC Strategy considered by ITC in 2018

Ministerial Resolution

on

Embracing the new era for sustainable inland transport and mobility

We the Ministers, having come together to celebrate the seventieth anniversary of the UNECE 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 AG(5) 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,

Attaching 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,



80th Annual session of the Inland Transport Committee – A year of Transformation



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ITC 80th Annual Session

2017 Results per area of work

2017 Policy dialogue

2017 Results analytical work

2017 Results Performance indicators

Decisions Commission /EXCOM



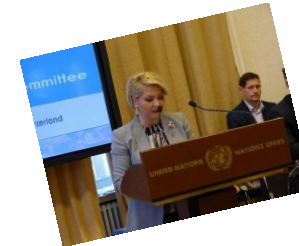
Ministers from Africa, Asia, Europe and the Middle East

250 participants from 63 countries

High-profile speakers



Launch of the **SafeFITS** tool - Safe Inland Transport Systems



TRANSPORT



80th Annual session of the Inland Transport Committee – ITC strategy



UNECE

ITC Decisions:

ITC 80th Annual Session

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United Nations ECE/TRANS/274

Economic and Social Council Distri.: General
13 April 2018
Original: English

Economic Commission for Europe
Inland Transport Committee
Eightieth session
Geneva, 20-23 February 2018

→ **Report of the Inland Transport Committee on its eightieth session**

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80th Annual session of the Inland Transport Committee – ITC strategy

ITC Decisions:



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ECE/TRANS/274¶

(ECE/TRANS/274/Add.1, Annex II) after approval by the participating delegates in the restricted session.¶

16. → In considering the ITC strategy up to 2030, the Committee expressed its support for continuing discussion on Informal document No.1. To this end, it welcomed the discussions of the restricted session involving ECE and non-ECE contracting parties.¶

17. → The Committee provided guidance to the ITC Bureau, to be assisted by the secretariat, on further developing the ITC strategy in an inclusive way and requested: (a) that an action plan and road map for implementation be presented for adoption at the Committee's eighty-first session in 2019, and (b) that necessary changes in the Terms of Reference and Rules of Procedure of the Committee are fully considered and presented to the Committee for adoption at the eighty-first annual session. The Committee invited the Working Parties to send their inputs after their annual sessions, as contributions for the development of the strategy and road map with a view to its final adoption at the restricted session of the eighty-first annual session of the Committee.¶

→ VI. → Strategic questions of a horizontal policy nature (agenda item 4)¶

→ A. → Status of accession to United Nations transport agreements and conventions under the purview of the Inland Transport Committee¶

Documentation: ECE/TRANS/2018/2¶

18. → The Committee took note of ECE/TRANS/2018/2 on the status of signatures, ratifications and accessions to United Nations legal instruments on inland transport administered by the Committee and its subsidiary bodies as of 31 December 2017. This document also includes the accessions registered since the last session of the Committee. As part of its strategy to strengthen the regulatory governance of international inland transport, especially in light of the Sustainable Development Goals, the Committee noted with satisfaction the good example of the TIR Convention's expansion with the accessions of China (2016), India (2017) and Pakistan (2015) that together account for 40 per cent of the global population. Furthermore, it invited countries, which have not yet done so, to accede to the United Nations conventions and other legal instruments in inland transport administered by the Committee and its subsidiary bodies.¶

→ B. → United Nations Economic Commission for Europe analytical work on transport¶

Documentation: ECE/TRANS/2018/3; Informal document No. 2; ECE/TRANS/2018/4; ECE/TRANS/2018/5¶

19. → Ms. Ingeborg Dettbarn (Germany), the Chair of the Working Party on Transport Trends and Economics (WP.5), informed the Committee about the analytical activities of 2017 (ECE/TRANS/2018/3). The Committee took note of "Financing Transport Infrastructure and Innovative Solutions" (Informal document No. 2). Furthermore, the Committee was informed that the transport trends and economics theme for 2017-2018, "Mobility as a Service" had been selected.¶

20. → The Committee was informed about two workshops during the WP.5 session and the recommendations in "Transport Infrastructure Corridors along Europe and Asia" and on "Mobility as a Service". The secretariat provided information on:¶

→ (a) → The international transport infrastructure observatory (ECE/TRANS/2018/4);¶

17. (...)

The Committee invited the Working Parties to send their inputs after their annual sessions, as contributions for the development of the strategy and road map with a view to its final adoption at the restricted session of the eighty-first annual session of the Committee.

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80th Annual session of the Inland Transport Committee – ITC strategy



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ITC Strategy:

- ITC for sustainable transport & mobility by 2030
- Consultations throughout 2018
- For adoption in 2019

ITC 80th Annual Session

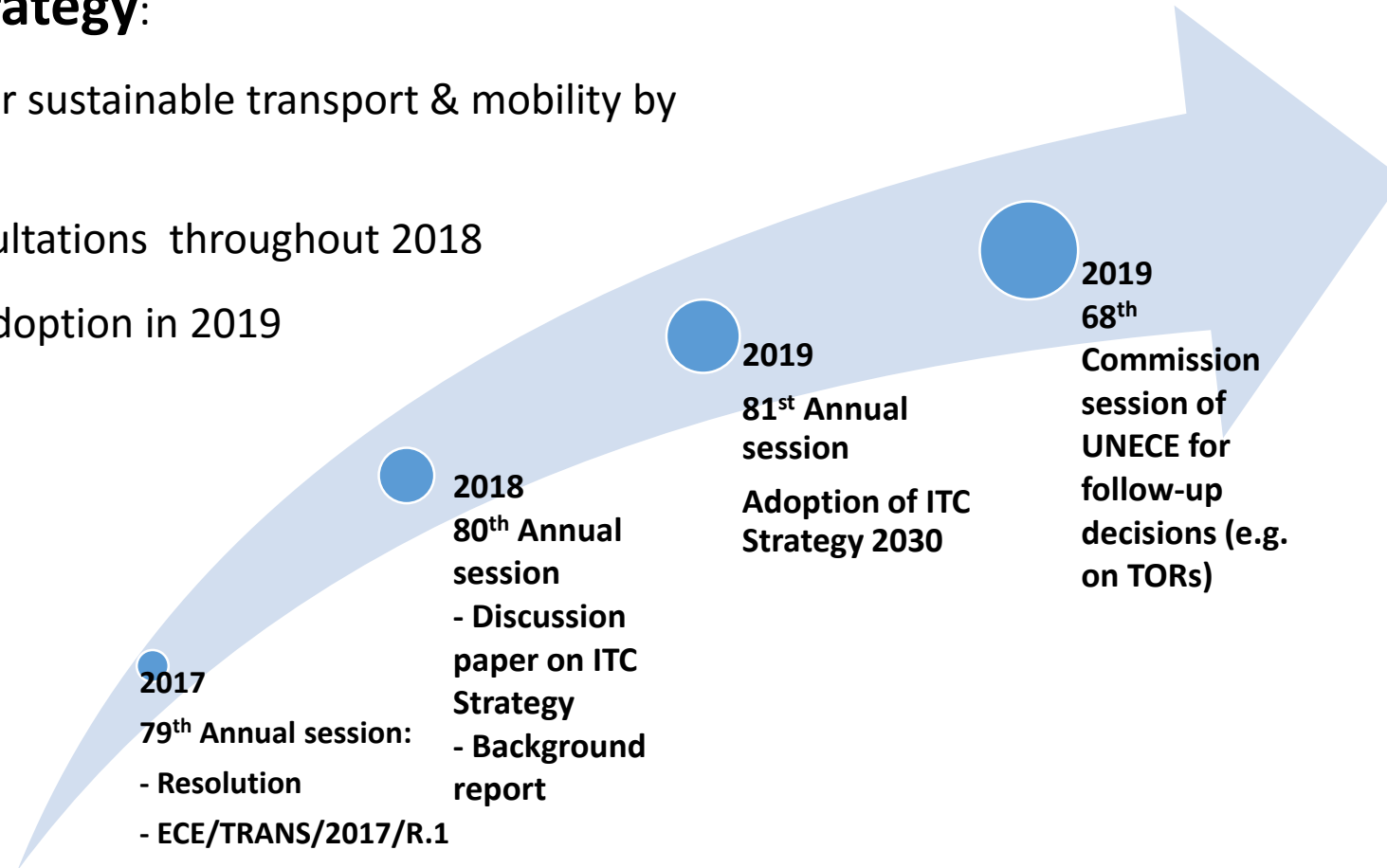
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UN Management Reform: Update

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80th Annual session of the Inland Transport Committee – UN Management Reform



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80th Annual session of the Inland Transport Committee – UN Management Reform



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ECE/TRANS/274[¶]

→ XII. → Activities of the Commission and report of the Committee to the Executive Committee (agenda item 10)[¶]

121. → The Committee gave guidance to its Chair on the key messages in the report (to be prepared in consultation with the secretariat), which would be submitted to the ECE Executive Committee at one of its future sessions. ¶

→ XIII. → Approval of the biennial evaluation of the Committee's work for 2016-2017 (agenda item 11)[¶]

Documentation: ECE/TRANS/2018/20[¶]

122. → The Committee considered and adopted the programme performance assessment for 2016-2017 (biennial evaluation) of the Transport subprogramme (ECE/TRANS/2018/20). ¶

→ XIV. → Programme of work and biennial evaluation for 2018-2019 and Strategic Framework for 2020-2021 (agenda item 12)[¶]

Documentation: ECE/TRANS/2018/21 and Add.1, ECE/TRANS/2018/22, ECE/TRANS/2018/23, ECE/TRANS/2018/27[¶]

123. → The Committee considered and adopted its programme of work and its addendum for the biennium 2018-2019 (ECE/TRANS/2018/21 and Add.1), for subsequent formal approval by EXCOM. The Committee will have the opportunity to adjust its programme of work during the course of the biennium and such adjustments will be reflected in a separate document. ¶

124. → The Committee considered and adopted the biennial evaluation plan (2018-2019) for the Transport subprogramme contained in document ECE/TRANS/2018/22. At its session in November 2017, the Bureau had considered the biennial evaluation plan and decided to recommend it to the Committee for approval. ¶

125. → Furthermore, the Committee reviewed the proposed Strategic Framework of the Transport Subprogramme for the biennium 2020-2021 (ECE/TRANS/2018/23) and noted that in light of recent management reforms proposed by the Secretary-General and adopted by the General Assembly, this document will be superseded by a new three-year programme plan and annual budget. To ensure continuity, ITC endorsed the broad areas outlined in the draft document. In light of these changes, the Committee requested (a) the secretariat to monitor closely the forthcoming changes to the programmatic framework and report back to the Committee at its eighty-first session on this issue, (b) its Working Parties to work closely with the secretariat to ensure timely and coherent adaptation of current methods of work, thus minimizing risks for disruption to the work of the Committee and its Working Parties. ¶

126. → In light of the reduced regular budget for consultancy at ECE, the Committee considered alternative ways to support the analytical outputs of the subprogramme which may emerge while implementing the subprogramme's work programme in 2018-2019. ¶

→ XV. → Election of officers for the Committee's sessions in 2019 and 2020 (agenda item 13)[¶]

127. → In view of the increased responsibilities of the ITC and its subsidiary bodies to address a growing number of new and emerging issues facing the transport sector in a globalized

23[¶]

125. (...)

. In light of these changes, the Committee requested (a) the secretariat to monitor closely the forthcoming changes to the programmatic framework and report back to the Committee at its eighty-first session on this issue, (b) its Working Parties to work closely with the secretariat to ensure timely and coherent adaptation of current methods of work, thus minimizing risks for disruption to the work of the Committee and its Working Parties.

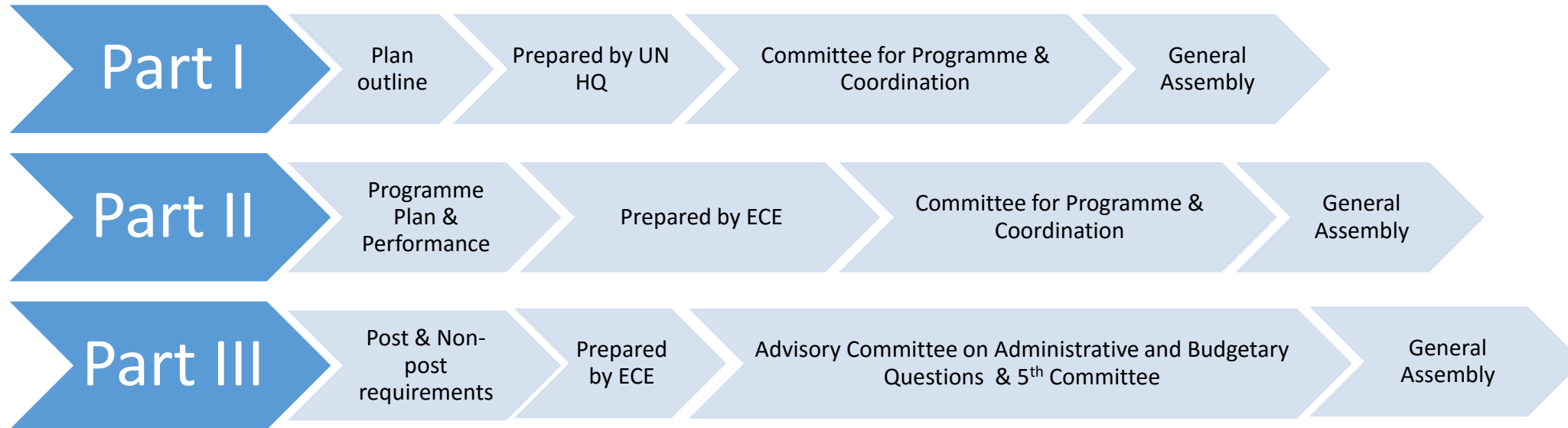
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UN Management Reform: UN Budget 2020 – Structure and Process



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UN Management Reform: New programme/budget processes



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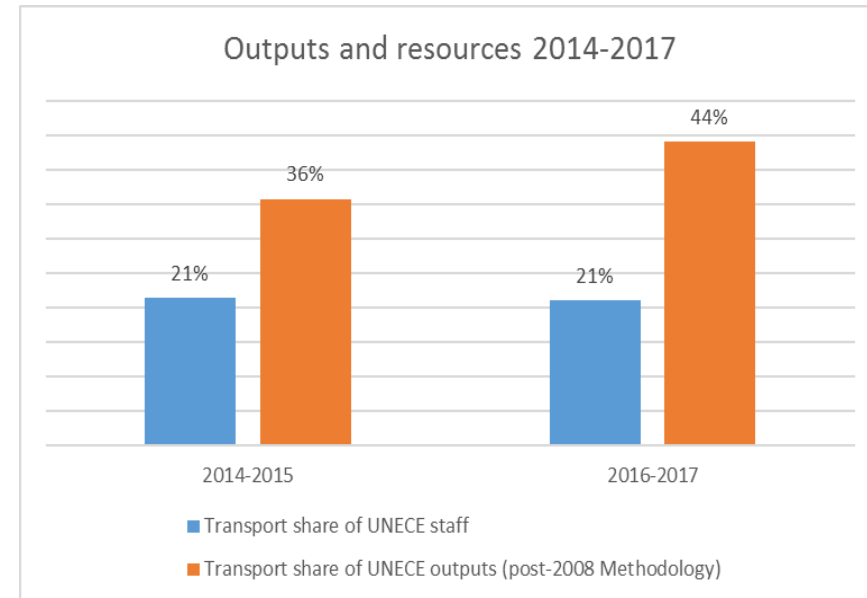
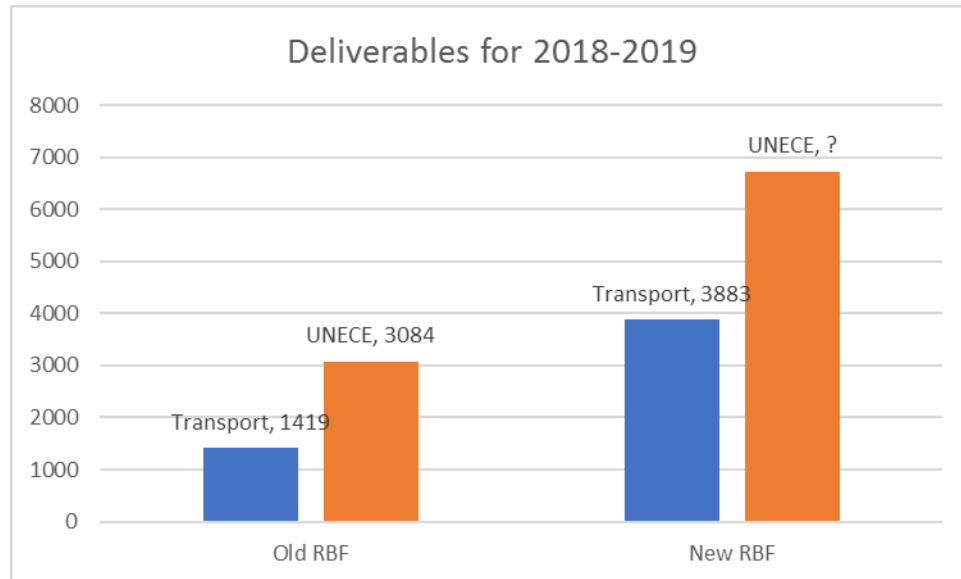
Discontinued: Old Results-Based framework	New Results-based framework
Discontinued: Strategic Framework/Biennial Programme of Work	Annual Budgets: Plan Outline; 1-year Programme Plan /1-year Post and non-post requirements
Discontinued: Expected Accomplishments and Indicators	Focus on deliverables
Discontinued: “series” of documents	Actual deliverables
To be discontinued: IMDIS	Monitoring of implementation integrated in Umoja
<i>Memo items:</i>	
Misalignment of budget cycle with ITC sessions	Better alignment of budget cycle with ITC sessions
Possible discontinuation of programmatic docs	Advise Working Parties
Management of steep increase in outputs: Forecasted deliverables for transport: 1,419 (out of 3,084 for UNECE, i.e. 46 per cent)	New fascicle: 3,883 (+2,464); monitoring



UN Management Reform: New programme/budget processes



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UN Management Reform: UN Budget 2020 – Structure and Process



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The UN Budget 2020 will consist of the following three parts:

- Part I: Plan outline (long-term priorities and objectives);
- Part II: Programme plan for programmes/subprogrammes and programme performance; and
- Part III: Post and non-post resource requirements for programmes and subprogrammes.

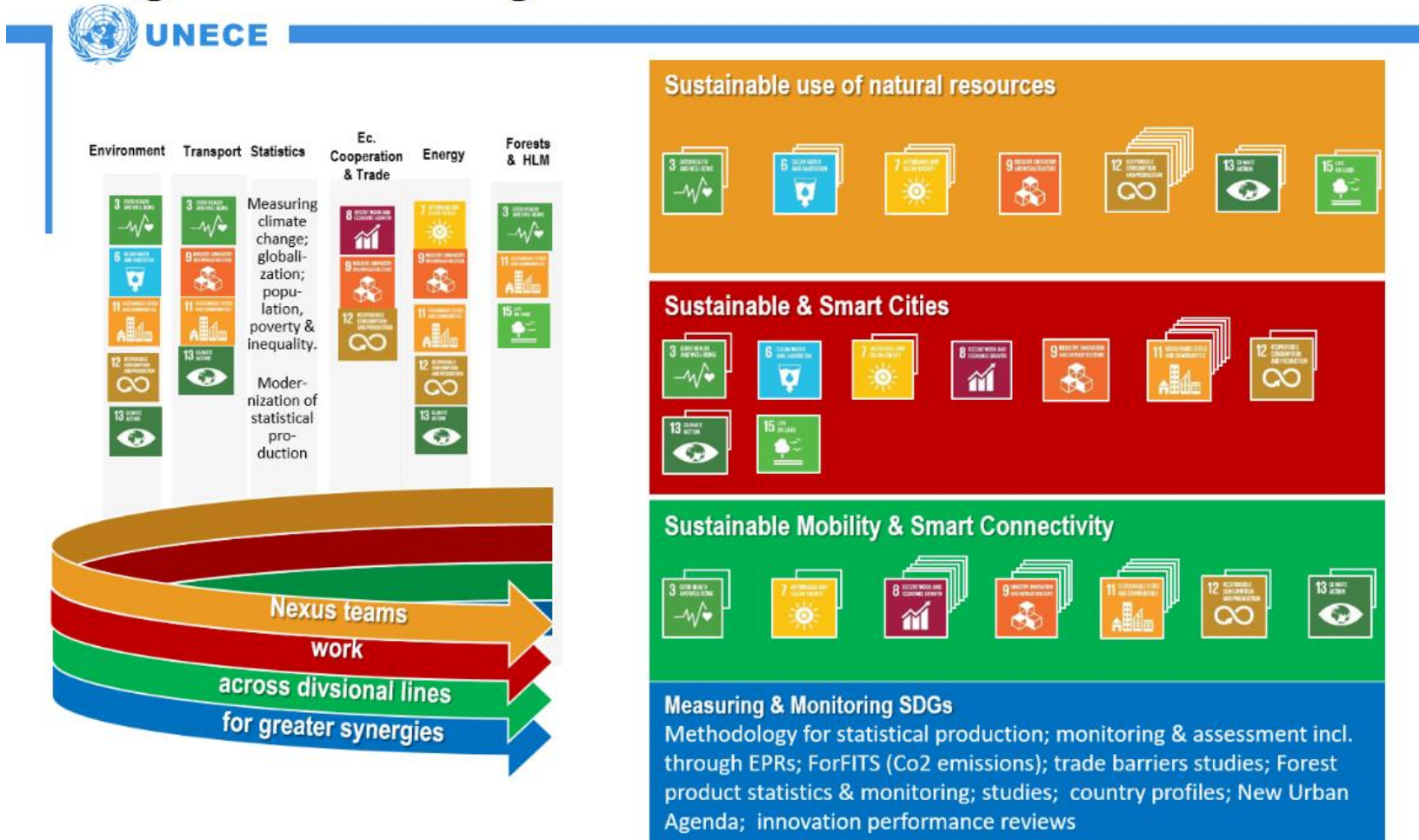
Part I will be prepared by the secretariat at the UN Headquarters, and submitted to the General Assembly through the Committee for Programme and Coordination (CPC).

Parts II and III will be prepared by Secretariat Departments, including ECE, on an annual basis. The Budget will be submitted to the GA through the Committee for Programme and Coordination (Part II) and the Advisory Committee on Administrative and Budgetary Questions and Fifth Committee (Part III).





Integration and alignment around SDGs: nexus issues





UNECE

SAFE, CLEAN, SECURE AND EFFICIENT MOBILITY FOR PEOPLE AND FREIGHT

- Inclusive International Legal Architecture
- Effective Public Administration
- International Cooperation
- Innovative Financing
- New Technologies
- Social Responsibility

enablers

objectives

- Seamless B / C
- Facilitated international transport
- Reduced GHG emissions
- Reduced air / noise pollution
- Increased P.T. Mobility Choices
- Zero traffic fatalities and injuries
- Efficient transport services
- Enjoyable walking and cycling

*The future
Inland Transport
WE WANT!*

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