

Mr. Kristof Schockaert
Chair, Inland Transport Committee

ITC Strategy 2030

Restricted session,
Geneva, 19 February 2019



INLAND TRANSPORT COMMITTEE



UNECE

70th Anniversary of the ITC

INLAND TRANSPORT COMMITTEE



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: mandate for ITC Strategy

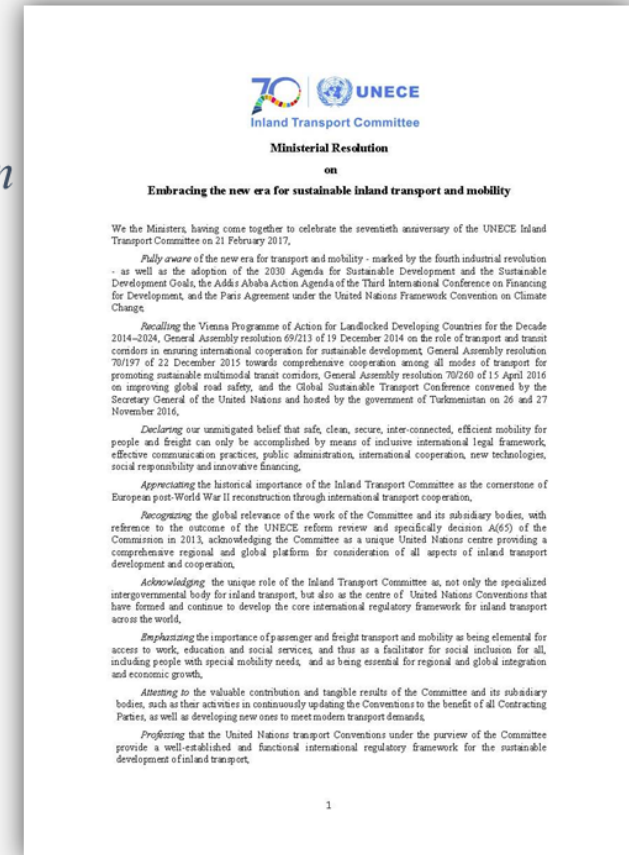
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Ministerial Resolution:

- Strong policy support “*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 ...*”
- 59 signatures on the Ministerial Resolution
- 12 decisions promoting sustainable transport and mobility and strengthening global role of ITC

ITC Strategy:

- **Decision 11: Call for the development of an ITC strategy**



80th plenary session of the ITC

A year of Transformation

INLAND TRANSPORT COMMITTEE



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



80th plenary session of the ITC: ITC strategy

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ITC Decisions

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 Detham (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),¶

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 present it for adoption at its 81st session (ECE/TRANS/274, para 17)

ITC Strategy 2030

Inclusive Process

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- Stakeholder consultations: Survey (2016) and bilateral consultations with governments and international organizations
- Extensive presentations to Working Parties throughout 2017 and 2018
- Discussion at the restricted sessions of the 79th and 80th annual session
- ITC Review of discussion paper (21/02/2018)
- Division consultations, with Bureau member participation (5/3/2018)
- 1st review by Bureau (16/04/2018)
- 2nd review by Bureau (5/6/2018)
- Zero draft: - 1st wave of Consultation with MSs and WPs (Jul-Aug 2018)
- Draft 1: 2nd wave of Consultations with MSs and WPs (Oct. 2018)
- Draft 2: Bureau (29-30 November 2018)
- **Draft 3: Information session with ECE member States (17 December 2018)**
- **Final Draft: Submitted 21 December 2018**

ITC Strategy 2030: Vision and Mission

INLAND TRANSPORT COMMITTEE



- **Vision 2030: Vision: The Inland Transport Committee is the United Nations platform for inland transport to help efficiently address global and regional needs in inland transport**
- **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.**
- **In performing its mission, the Committee will enhance its role as:**
 - (a) **The UN Platform for regional and global inland transport conventions.**
 - (b) **The UN Platform for supporting new technologies and innovations in inland transport.**
 - (c) **The UN Platform for regional, interregional and global inland transport policy dialogues.**
 - (d) **The UN Platform for promoting sustainable regional and interregional inland transport connectivity and mobility.**

ITC Strategy 2030: Objectives

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- **Strategic Objective:** 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
- **Horizontal Objective:** Increased support to the implementation of all SDGs



- **Action plan**
 - **List of priorities**
- **Resource Mobilization and Partnerships**
 - **Regular budget for core regulatory work**
 - **Largest funding requirements: Capacity building and analytical work**
 - **Potential funding sources:**
 - **UN dedicated (non-ECE) regular budget for developing countries & LDCs**
 - **XB sources**
 - **Technical solutions: e.g.** Training materials and online courses
 - **Partnerships** (e.g. other regional commissions, UNITAR, IRU Academy etc)

ITC Strategy 2030: ITC ToRs on membership

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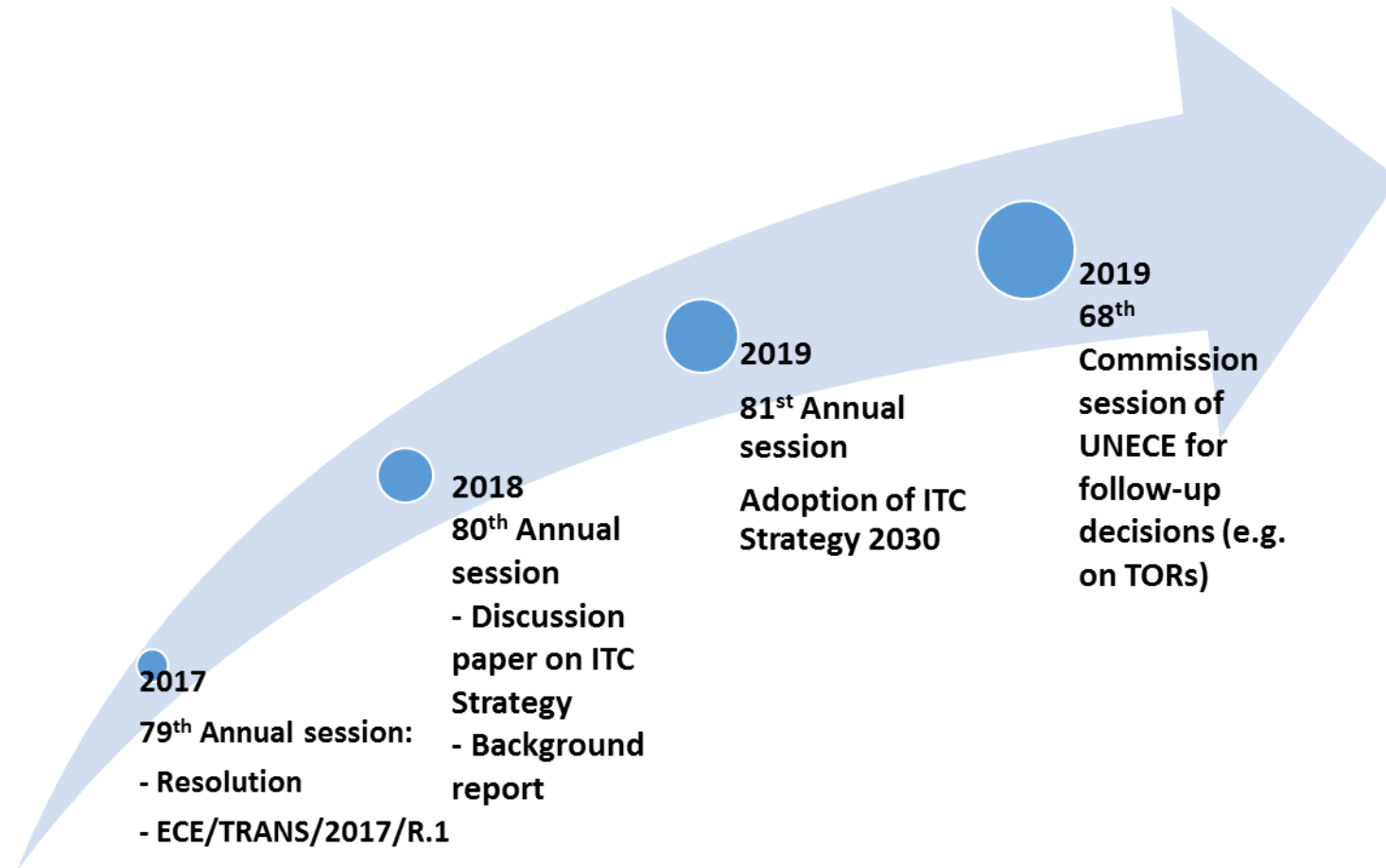


(a) The Inland Transport Committee (ITC) is a unique United Nations centre providing a comprehensive platform for consideration of all aspects of inland transport development and cooperation, with special attention to global regulatory governance through the UN transport Conventions and other means;

(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;

ITC Strategy 2030: General timeline

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

*The future
Inland Transport
WE WANT!*

enablers

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

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



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Thank you!



UNECE