


**Economic Commission for Europe**
**Inland Transport Committee**
**Seventy-ninth session**

Geneva, 21-24 February 2017

**Report of the Inland Transport Committee  
 on its seventy-ninth session**
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## I. Chair

1. The Inland Transport Committee (ITC or Committee) held its seventy-ninth session from 21 to 24 February 2017, with Mr. Jerzy Kleniewski (Poland) as Chair.

## II. Attendance

2. Transport ministers from around the world, more than 500 participants from 90 countries, and the heads of relevant inland transport organizations met in Geneva on 21 February 2017 for a ministerial meeting, “Past and Future of the UNECE Inland Transport Committee”, to celebrate the Committee’s seventieth anniversary, to take stock of its past contributions, and to decide on the future mission up to 2030 at a time of profound changes, challenges and global opportunities. More than thirty ministers and deputy ministers or secretaries of State attended. The Ministerial was also attended by Ms. V. Bulc, European Commissioner for Mobility and Transport, and H.E. A. Zhunusov, Minister of Energy and Infrastructure, Eurasian Economic Commission (see ECE/TRANS/270/Add.1, annex VI).
3. Representatives of the following ECE countries participated at the seventy-ninth session of the Committee: Albania, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, Croatia, Czech Republic, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Malta, Montenegro, Netherlands, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, Turkey, Turkmenistan, Ukraine and United States of America.
4. Representatives of the following non-ECE countries also attended under Article 11 of the Terms of Reference of UNECE: Afghanistan, Algeria, Argentina, Barbados, Botswana, Burkina Faso, Burundi, Cambodia, Chile, China, Costa Rica, Egypt, Ethiopia, Ghana, India, Iran (Islamic Republic of), Iraq, Jamaica, Japan, Jordan, Kenya, Lebanon, Madagascar, Malaysia, Mauritius, Mongolia, Morocco, Nepal, Niger, Nigeria, Pakistan, Paraguay, Philippines, Qatar, Republic of Korea, Saudi Arabia, Senegal, Sri Lanka, Sudan, Syrian Arab Republic, Togo, Tunisia, Uganda, United Arab Emirates and Viet Nam.
5. The European Union (EU) was represented.
6. Representatives of the following United Nations departments and specialized agencies attended the meeting: International Labour Office (ILO), International Maritime Organization (IMO), World Bank, United Nations Conference on Trade and Development (UNCTAD), United Nations Environment (UNEP) and World Health Organization (WHO). The United Nations Secretary-General’s Special Envoy for Road Safety attended. The UNECE Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects were represented.
7. Representatives of the following intergovernmental organizations also took part in the session: Organization of the Black Sea Economic Cooperation (BSEC), Central Commission for the Navigation on the Rhine (CCNR), Central European Initiative (CEI), Centre for Transportation Studies for the Western Mediterranean (CETMO), Danube Commission (DC), Mosel Commission, East African Community (EAC), Economic Community of West African States (ECOWAS), Eurasian Economic Commission (EEC), Intergovernmental Organization for International Carriage by Rail (OTIF), International Transport Forum (ITF), Organization for Cooperation between Railways (OSJD), Organization for Security and Cooperation in Europe (OSCE), Regional Cooperation Council, Regional Environmental Centre for Central Asia, and Transport Corridor Europe-Caucasus-Asia (TRACECA).

8. The following non-governmental organizations were represented: Association for Emissions Control by Catalyst (AECC), International Automobile Federation (FIA), Global New Car Assessment Programme (Global NCAP), International Air Transport Association (IATA), International Alliance for Responsible Drinking (IARD), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), International Federation of Freight Forwarders Associations (FIATA), International Motorcycle Manufacturers Association (IMMA), International Motor Vehicle Inspection Committee (CITA), International Rail Transport Committee (CIT), International Road Federation (IRF), International Road Transport Union (IRU) and International Union of Railways (UIC). The following NGOs were also represented: CUTS International - Jaipur, and Golden Chariot international transport award.

9. Representatives of the following bodies attended the session at the invitation of the secretariat: Association of Ports and Shipowners of the River Transport, Automotive Knowledge Associates, CEMAFROID SAS, Confederation of the European Bicycle Industry (CONEBI), Conference of European Directors of Roads, Ernst Express AB, European Association for forwarding, transport, logistic and customs services (CLECAT), ETS Consulting International Organization for Standardization (ISO), EuroMed Transport Support Project (EuroMed TSP) European Bank for Reconstruction and Development (EBRD), Union of European Railway Industries (UNIFE), European Federation of Inland Ports (EFIP), European River-Sea-Transport Union e.V., European Shippers' Council, Federation Internationale de Motocyclisme (FIM), Groupement européen du transport combiné (GETC), Hellenic Federation of Greek Transports (OFAE), ICHCA, International Transport Workers' Federation (ITF), Islamic Development Bank (IsDB), 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 (IVR), European Barge Union (EBU), Laser International Foundation for Engagements (LIFE), Lithuanian National Association of Forwarders and Logistics (LINEKA), National Automotive Design and Development Council (NADDC), Oeko-Institut e.V, Partnership on Sustainable, Low Carbon Transport (SLoCaT), Road Safety Institute (RSI) "Panos Mylonas", Russian Chamber of Shipping, Scania CV AB, Scharenac GmbH, Siemens AG, Sustainable Transport Africa, World Road Association (PIARC). The following academic institutes attended: Consiglio nazionale delle ricerche, Moscow State University of Railway Engineering, and University of California, Davis.

10. The following representatives from the private sector attended the meeting: "PLASKE" JSC, CEE Digital Business Alliance, CITAC Africa Ltd, Federazione Nazionale delle Imprese di Spedizioni Internazionali (FEDESPEDI), IDOM Consultancy Engineering Architecture SAU, Kapsch TrafficCom AG, Novacom, Netherlands Expert Group for Sustainable Transport and Logistics (NESTRA), Sustainable Communications, Inc., and United Transportation and Logistics Company (UTLC).

### III. Adoption of the agenda (agenda item 1)

*Documentation:* ECE/TRANS/269 and Add.1

11. The Committee **adopted** the provisional agenda (ECE/TRANS/269 and Add.1).

#### IV. Ministerial meeting: Past and Future of the Inland Transport Committee (agenda item 2)

*Documentation:* ECE/TRANS/2017/1, ECE/TRANS/2017/2

12. At the occasion of the seventieth anniversary of the Committee, 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 UNECE Inland Transport Committee”, held as part of the seventy-ninth session of the ITC (21-24 February 2017), to celebrate and to take stock of its past contributions, and to decide on its future mission. The Committee **thanked** the secretariat for preparing the anniversary session. It **noted** that short reports on the discussions and on the side events would be annexed to the report (see ECE/TRANS/270/Add.1, annexes VI, and VIII-XI).

13. The ministerial meeting concluded with the signing of a ministerial resolution (ECE/TRANS/2017/2). The Committee **welcomed and endorsed** the ministerial resolution “Embracing the new era for sustainable inland transport and mobility”, **expressed its commitment to implement** the decisions in the resolution, **endorsed** the draft contribution for the Commission session on decision 1 of the resolution, and **decided to include the ministerial resolution and the draft contribution to the Economic Commission for Europe in April 2017 as an annex** to the report of its seventy-ninth session (annexes I and II). The resolution conveyed the appreciation of the highest level of constituency for the work carried out by the Committee and its subsidiary bodies and encouraged further outputs within the existing mandates. Most importantly, the resolution provided collective affirmation of the relevance of the Committee for advancing the Sustainable Development Agenda by paving the way towards sustainable inland transport and mobility.

14. Decision 1 of the ministerial resolution underlined the importance of ensuring global and harmonized regulatory governance through the United Nations transport conventions administered by the Committee. This would enable the Committee to efficiently address the needs of global inland transport, with special attention to global regulatory governance and by other means. Therefore, the Committee further **requested** the Economic Commission for Europe and the Economic and Social Council of the United Nations, in line with decision 1 of the ministerial resolution, to consider mandating the Committee to report on an annual basis to both the Commission and, for information purposes, to ECOSOC. To that end, the Committee **invited the Commission to** (a) consider the (i) ministerial resolution, (ii) Committee report/decisions and (iii) draft ECOSOC resolution addressed by the Commission to ECOSOC for adoption “ECOSOC resolution”, and (b) if decided favourably, **to invite** ECOSOC to adopt the ECOSOC resolution.

15. Other decisions of the ministerial resolution expressed the resolve to use the Inland Transport Committee as a platform: (a) to address the challenges of the sustainable development of mobility and of inland transport, particularly within the context of the 2030 Sustainable Development Agenda and the Sustainable Development Goals (decision 2); (b) to pay special attention to promoting sustainable transport in addressing the challenges faced as a consequence of climate change (decision 3); (c) to improve traffic safety in all modes of inland transport and, in particular, to take concerted and effective action to reduce road fatalities by half by 2020 (decision 4); (d) to further integrate intelligent transport systems and automated driving in the work of the Committee and its subsidiary bodies, and to promote the digitalisation of transport documents first of all in international transport (decision 7); and (e) to work towards improved regional and inter-continental connectivity (decision 9).

## V. Meeting for government delegates only with the participation of the Chairs and Vice-Chairs of the Committee's subsidiary bodies and of Administrative Committees (agenda item 3)

*Documentation:* ECE/TRANS/2017/R.1 (restricted)

16. The Committee at its seventy-eighth session had recognised the need to adapt to new realities and dynamics in the strategic environment within which the Committee operates. It had decided that the secretariat should draft a strategy paper on the priorities and the main directions in consultation with the Bureau, the Chairs of the subsidiary bodies and the Administrative Committees of transport conventions under the purview of the Committee. The Committee had the opportunity to **review** the advance version of the Executive Summary of the Strategy Paper (ECE/TRANS/2017/R.1) which included the main findings and recommendations, in order to **consider** ways to enhance the role and impact of the Committee and its subsidiary bodies vis-à-vis emerging challenges and opportunities globally.

17. The Committee **welcomed** the discussion on increasing the Committee's role at the meeting of the Chairs of its working bodies on a rapidly changing global environment. **Considered** ways to increase the influence of the Committee and its working bodies in addressing current challenges and opportunities in a global context, in accordance with the resolution of ministers of the seventy-ninth Committee session of 21 February 2017, including by inclusion in the terms of reference of the Working Parties of issues in implementing transport-oriented Sustainable Development Goals. In this regard, the Working Parties should consider preparing contributions to the draft strategy of the Inland Transport Committee that will be considered by the Committee at its session in 2018, and, if necessary, also road maps for the implementation of the Sustainable Development Goals. To this end, it decided to share the advance version of the Executive Summary of the Strategy Paper (ECE/TRANS/2017/R.1) with all the Working Parties, and invited them to submit their comments and recommendations. When preparing a strategy paper or road maps, Working Parties should also bear in mind the limited availability of resources and recognize that new activities should be matched by a reduction or discontinuation of one or more activities, unless extrabudgetary funding is made available.

18. The Committee **took note** that the summary of the discussion, i.e. the Chair's note, would be annexed to the Committee's report after approval by the participating delegates in the restricted session (ECE/TRANS/270/Add.1, annex VII).

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

### A. Status of accessions to international United Nations transport agreements and conventions

*Documentation:* ECE/TRANS/2017/3

19. The Committee discussed **ways to strengthen** the regulatory governance of inland transport internationally, especially in light of the Sustainable Development Goals, and the importance of accelerating accessions to the United Nations Transport Convention and Agreements under the purview of the Committee that form the international framework for this governance. When considering these issues, the Committee **took note** of ECE/TRANS/2017/3 and, in particular, that the number of contracting parties increased to 1,725 in 2016 with 14 new accessions, 9 of which were related to road safety. The Committee **noted** that these results reflect the growing global awareness of the importance of the issue and that the regular capacity-building workshops on how to accede and how to

implement, as well as the active promotion of Road Safety Conventions by the United Nations Secretary-General's Special Envoy for Road Safety, have started to have an impact. Nonetheless, the rate of accessions though having increased, remains low in relation to the need for a universally harmonized inland transport system.

20. In light of the above, the Committee **noted the importance** of a solid regulatory framework for an international inland transport, especially in light of the Sustainable Development Goals, by promoting the acceleration of accessions to and strengthening the implementation of United Nations transport conventions and agreements under the purview of the Committee. To accomplish that, 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. Furthermore, the Committee **noted with satisfaction** the United Nations Special Envoy for Road Safety's positive impact on raising awareness about the road safety legal instruments.

## **B. United Nations Economic Commission for Europe (UNECE) analytical work on Transport**

*Documentation:* ECE/TRANS/2017/4, Informal document No. 2

21. Ms. Ingeborg Dettbarn (Germany), the Chair of the Working Party on Transport Trends and Economics (WP.5) **informed** the Committee about the analytical activities accomplished during 2016 (ECE/TRANS/2017/4). The Committee **noted** that the printed publication "Sustainable Urban Mobility and Public Transport in the UNECE Capitals" (UNECE publication) had been issued and a presentation on the publication "Innovative ways for Financing Transport Infrastructure" had been prepared (Informal document No. 2). Furthermore, the Committee was **informed** about the follow-up of WP.5 on the developments in urban mobility and public transport and, particularly, cooperation with THE PEP programme on the development of the pan-European master plan for cycling, as well as the development of a transport infrastructure observatory in Europe and Asia and the work of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs. The Committee was also **informed** about the results of the capacity-building workshops on "Transport Research and Innovations" and on "Critical Transport Infrastructure and Cyber Security".

22. The Committee once again, **expressed appreciation** and support for the analytical work carried out within WP.5 and the Division as a whole, and **requested** WP.5 to consider matters of linkages between transport and urban development, including appropriate changes to the programme of work of WP.5, and to continue active consideration of matters related to participation in THE PEP.

23. The Committee **took note** of the progress in developing a draft Safe Future Inland Transport Systems (SafeFITS) model and an application/user interface, which would contribute to the analytical activities of the Division by pilot tests throughout the year. In 2017, the SafeFITS model should be ready for public/external use.

## **C. Policy dialogue and technical assistance to countries with economies in transition**

*Documentation:* ECE/TRANS/2017/5

24. The Committee **took note** of the activities in technical assistance and policy dialogue that included the Special Programme of Economies of Central Asia (SPECA) Thematic Working Group on Sustainable Transport, Transit and Connectivity (TWG-STTC) that is jointly serviced with ESCAP (ECE/TRANS/2017/5).

25. The Committee was **informed** about the ongoing UNDA-funded projects. It **took note**, in particular, of the continuation and completion of the Road Safety Performance Reviews in the framework of the UNDA project and under the auspices of the Special Envoy.

## D. Environment, climate change and transport

### 1. Inland Transport Committee (ITC) follow-up to the 2030 Agenda

*Documentation:* ECE/TRANS/2017/6, Informal document No. 8 (by SLoCaT), Informal document No. 12 (by WHO)

26. The Committee was **informed** about progress in implementing the Sustainable Development Goals. In line with the ministerial declaration, the Committee decided **to strengthen**, within the existing resources, its contribution to implement the transport-related targets of the 2030 Agenda, the Paris Agreement and the New Urban Agenda, the Sustainable Development Goals, and (a) **requested** its subsidiary bodies to (i) align the work accordingly (ii) further discuss, analyse and, if possible, prepare a road map on the contributions of member States in implementing the 2030 Agenda and report back to Committee, and (b) **encouraged** member States to follow up with the national coordinators of the 2030 Agenda.

27. The Committee **was also informed** about the work of United Nations Secretary-General's High Level Advisory Group on Sustainable Transport and the outcomes of the Global Sustainable Transport Conference (Ashgabat, 26-27 November 2016).

28. The Committee **took note** of the World Bank's initiative to develop a Global Tracking Framework in sustainable transport, "Sustainable Mobility for All (SUM4All)".

29. WHO briefed the Committee about voluntary global performance targets and the development process (Informal document No. 12).

30. SLoCaT informed the Committee about its work programme for 2017-2018 and about activities related to the work of the Committee (Informal document No. 8).

### 2. Decarbonisation and mitigation of environmentally harmful effects of inland transport

*Documentation:* ECE/TRANS/2017/7

31. The Committee was **informed** about progress in using the For Future Inland Transport Systems (ForFITS) tool<sup>1</sup> as part of the activities to support governments in mitigating the negative impacts of transport on the environment (ECE/TRANS/2017/7). In light of the information provided, it **requested** the secretariat to carry out more effective fund-raising in support of a wider use and further development of ForFITS.

32. The continued cooperation between the UNECE Divisions of Environment and of Sustainable Transport in Environmental Performance Reviews had been the main application of ForFITS. The Committee **expressed its continued support** for the cooperation between the ECE Environment and Sustainable Transport Divisions on Environmental Performance Reviews. It **welcomed**, as part of the third review of Tajikistan, the chapter on Transport and Environment that had been prepared by Sustainable Transport Division staff. It **welcomed** also the review of Albania.

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<sup>1</sup> Originally developed by UNECE with United Nations Development Account funding.

33. The Committee further **welcomed** the outcome and recommendations of the United Nations Environment - UNECE/ITC Conference which addressed the impact of used cars on air quality and climate emissions and **requested** ITC and its subsidiary bodies to consider these recommendations and to follow up towards a harmonized approach to overcome this increasing problem.

### 3. Impacts of climate change on international transport networks and adaptation requirements

34. The Committee **recalled** that it had decided at its session in 2015 to support the continuation for two more years of the Group of Experts dealing with climate change adaptation under WP.5. The secretariat **informed** the Committee about the results of the meetings of the Group of Experts and its future plans to analyse: (a) the need for establishing inventories of transport networks in the ECE region that are vulnerable to climate change impacts, (b) the usage or development of models, methodologies, tools and good practices to address potential and/or extreme hazards (e.g. high temperatures, floods) in selected inland transport infrastructure, and (c) the compilation of case studies on the potential economic, social, and environmental consequences of climate change impacts. The secretariat **invited** Governments that had not replied yet to the Group's questionnaire, to do so to ensure achievement of the Group's objectives.

## E. Transport, Health and Environment Pan-European Programme

*Documentation:* ECE/AC.21/SC/2016/2

35. The Committee **took note** of the report of THE PEP Steering Committee on its fourteenth session (Geneva, 7-9 November 2016) (ECE/AC.21/SC/2016/2).

36. The Committee also **took note** that, as part of its initiative to engage the three sectors and, that following the fourth High-level Meeting and the adoption of the Paris Declaration, the Steering Committee had organized a symposium on "Contributing to economic development and stimulating job creation through investment in environment- and health-friendly transport" (Geneva, 7 November 2016).

37. The Committee **welcomed** information from the Russian Federation on its continued activities to promote healthy and environmentally-friendly mobility, which included the organization of two THE PEP conferences (relays races) in 2016 (Petrozavodsk and Vladivostok). The Committee **took note** of the active support of THE PEP by the Netherlands. The Committee's member States were invited to the 2017 Velo-City Congress (Arnhem, the Netherlands, 13-16 June 2017) where THE PEP Partnership would hold a meeting on cycling promotion on 12 June 2017. The Committee also took note that the next relay race workshop of THE PEP was planned for Mannheim, Germany (19-21 September 2017), in celebration of the 200<sup>th</sup> anniversary of the invention of bicycles by Karl Drais.

38. The Committee **welcomed** progress in the tripartite THE PEP programme, and **expressed its support** towards strengthening the presence of the transport sector in this cooperation. It also **stressed** an interest to contribute to the fifth High-level meeting in Vienna by actively contributing to the transport pillar of the partnership. It **took note of** cooperation of WP.5 and THE PEP cycling partnership in preparing the infrastructure module of the pan-European cycling master plan. Furthermore, it **asked** the Group of Experts on Road Signs and Signals to accelerate its response to the initiative by THE PEP on possible amendments to the 1968 Convention on Road Signs and Signals, on the basis of the report on "Signs and signals for cyclists and pedestrians".

## F. Intelligent transport systems

*Documentation:* ECE/TRANS/2017/8

39. The Committee was **informed** about the status of implementation of the ITS Road Map that had been launched at its seventy-fourth session (ECE/TRANS/2017/8).

40. The Committee was also **informed** about the organization of the annual flagship round table on ITS, as well as the successful symposium on the “Future Networked Car”, organized jointly with the International Telecommunication Union during the 2016 Geneva Motor Show.

41. At its seventy-seventh session, the Committee had invited the Working Party on Road Traffic Safety (WP.1) and the World Forum for Harmonization of Vehicle Regulations (WP.29) to seek novel institutional approaches in advanced vehicle automation vis-à-vis the driver’s role (ECE/TRANS/248, para. 42 (d)). WP.1 and WP.29 had designated two informal working groups — in WP.29 on Intelligent Transport Systems and Automated Driving and in WP.1 on Automated Driving — to work closer on these issues. The secretariat brought two Informal Working Groups together in an ad hoc joint meeting to take advantage of the presence of experts from WP. 1 and the Working Party on Brakes and Running Gear during the same week in Geneva. Both Working Parties stopped their usual work on 20 September 2016 (afternoon) and met with the Informal Group on ITS/AD experts to share views on vehicle automation.

42. The Committee **considered** the status of ITS in its work and that of its subsidiary bodies, and **decided to** (a) **encourage** ITS activities linked to transport infrastructure and services, (b) **consider** ways to address ITS issues in a much more integrated manner (c) in line with the ministerial resolution “Embracing the new era for sustainable inland transport and mobility”, **scale up and speed up** regulatory and other initiatives in WP.1 and WP.29 on automated, connected and autonomous vehicles which aim to provide better road safety, environmental protection, energy efficiency and traffic management; (d) **welcome** the ongoing work undertaken in the Informal Expert Groups on Automated Driving; and (e) **consider** ways to address ITS issues in an inclusive approach that would address current road blocks, as well as potential risks with new technologies.

43. The Committee **expressed its support** for the ongoing work to further harmonize ITS-related activities in the subsidiary bodies of the Committee with a holistic approach.

## G. Continued support to land-locked countries: The Vienna Programme of Action

44. The Committee **noted** information about future United Nations actions in landlocked developing countries and the expected role of the Regional Commissions following the adoption of the Vienna Programme of Action for 2014-2024, **invited** landlocked transition economies in the ECE region to share their vision for improving access to the sea.

## H. Inland transport security

45. The Committee was **informed** about: (a) the results of the Security Discussion Forum on Securing the Global Supply Chain that was jointly organized by OSCE and UNECE (17 June 2016), and (b) the workshop “Safety and security in European inland navigation” held during the forty-eighth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (17 February 2016).

46. The Committee **invited** its subsidiary bodies to consider how to interact with UIC on rail transport security issues. It **requested** the secretariat to organize a Transport Security Discussion Forum in 2017.

## VII. Strategic questions of a modal and thematic nature (agenda item 5)

### A. Project related activities

#### 1. Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects

*Documentation:* Informal document No. 3

47. Mr. Andrzej Maciejewski, the acting Project Manager of the TEM project, and Mr. Gennady Bessonov, the Project Manager of TER project **informed** the Committee about the recent developments in the projects (Informal document No. 3). The Committee **expressed its support** for the TEM Strategic Plan 2017-2021, RSA/RSI on the TEM Network Report and the status of the TER High-Speed Master Plan, and for the activities carried out in the two projects and **requested** SC.2 and the TER Project to intensify work on developing the TER High-Speed Master Plan in the TER region.

#### 2. Euro-Asian Transport Links (EATL) Project

*Documentation:* ECE/TRANS/2017/9, Informal document No. 4

48. The Committee was **informed** about the activities on EATL and **welcomed** progress in completing phase III of the Euro-Asian Transport Links (EATL) project. **Noting** the need to execute the project mandate (ECE/TRANS/WP.5/GE.2/2013/1), **urged** WP.5 to hold an international conference on operationalization of the Euro-Asian transport links, as stipulated in the mandate, including the implementation of the recommendations presented in the final report of the EATL phase III project, within existing resources or through extrabudgetary funds.

### B. Harmonization of vehicle regulations

*Documentation:* ECE/TRANS/2017/10, ECE/TRANS/WP.29/2016/1/Rev.2, ECE/TRANS/WP.29/2016/2

49. Mr. Antonio Erario (Italy), the Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29) **informed** the Committee about the most recent developments in the work of WP.29, its six subsidiary Working Parties (GRB, GRE, GRPE, GRRF, GRSG and GRSP), the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement and the Executive Committee of the 1998 Agreement. The Committee **expressed its support** for the most recent developments in the work carried out by the World Forum for Harmonization of Vehicle Regulations (WP.29) and its six subsidiary Working Parties, as well as the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement, and the Executive Committee of the 1998 Agreement. It **endorsed** the activities listed in ECE/TRANS/2017/10.

50. The Committee **noted** that over 40 informal groups worked during 2016, in parallel to the World Forum and its subsidiary bodies, to assist them in developing new vehicle regulations and in updating the 137 existing United Nations Regulations annexed to the 1958 Agreement, the 16 UN Global Technical Regulations to the 1998 Agreement and the two UN Rules annexed to the 1997 Agreement. It **noted** the number of contracting parties to the 1958 Agreement (54), to the 1998 Agreement (36), and to the 1997 Agreement (13).

51. The Committee **took note** that (a) the new Regulations No. 136 on electric-powered two-wheelers, Electric Vehicles of category L (EV-L) and No. 137 on Frontal Impact with focus on Restraint Systems (FIRS) had entered into force, and that (b) in 2016, five new UN Regulations had been adopted: on Quiet Road Transport Vehicles (QRTV) UN Regulation No. 138; on Brake Assist Systems (BAS); on Electronic Stability Control (ESC); on Tyre Pressure Monitoring Systems (TPMS); and on Heavy Duty Dual-Fuel Engine Retrofit Systems (HDDF-ERS). The Committee **was informed** that the new Regulations annexed to the 1958 Agreement are expected to enter into force by the beginning of 2017 and mid-2017 respectively.

52. The Committee **noted** that the Executive Committee of the 1998 Agreement (a) had established new Global Technical regulations on crankcase emissions, on OBD requirements for powered two- and three-wheelers, and an amendment to Global Technical Regulation No. 16 (tyres) and (b) had adopted Special resolution S.R.2 to further strengthen and to strategically implement the 1998 Agreement.

53. The Committee **took note** of the progress in the 1997 Agreement on Periodic Technical Inspections in the amendments to Rules Nos. 1 and 2, and a proposal for requirements that enhance the quality of periodic technical inspection regimes covering areas of inspection equipment, training for inspectors and supervision.

54. The Committee **was informed** about Revision 3 to the 1958 Agreement which (a) incorporates the International Whole Vehicle Type Approval system, and (b) increases the attractiveness of the Agreement for accessions by emerging economies by allowing the application of previous versions of United Nations Regulations. It **took note** that the process of notification is ongoing and that entry into force is expected for September 2017, which would require the Database for the Exchange of Type Approval documentation (DETA). The Committee **reiterated its support** for hosting DETA at UNECE. Following the request of member States, the secretariat provided more detailed information to the Committee about the recurrent costs of establishing DETA and the one-off expenditure for additional functionalities. The Committee **requested the UNECE secretariat to allocate budget resources** from the United Nations regular budget earmarked for hosting DETA, starting with the 2018-2019 biennium. The Committee instructed the Chair to add the issue of the financing of DETA from the regular budget (approximately USD 45,000 p.a.) in his report to EXCOM, and underline the legal obligations of the third revision of the 1958 Agreement and its possible negative impact on road safety, in case of any delays.

### C. Road safety

*Documentation:* ECE/TRANS/2017/11, ECE/TRANS/2017/12, ECE/TRANS/2017/13, ECE/TRANS/2017/14, Informal document No. 5, ECE/TRANS/2017/15, Informal document No. 9

55. Ms. Luciana Iorio (Italy), the Chair of WP.1 and the secretariat **informed** the Committee about the most important developments in the work of WP.1: this included international driving permits, automated vehicles, powered two wheelers, and the Consolidated Resolution on Road Traffic.

56. The secretariat **informed** the Committee about the work and achievements of the Group of Experts on Improving Safety at Level Crossings which had completed its work, and about the Group of Experts on Road Signs and Signals which wishes to continue to fulfil its mandate in 2017. In order to allow the work of the Group of Experts on Road Signs and Signals to continue, the Committee **approved** the WP.1 decision to extend the mandate of the Group of Experts on Road Signs and Signals to 31 December 2017 (ECE/TRANS/WP.1/155, paras. 22-26);

57. The secretariat **informed** the Committee about WP.1 support for developing an Electronic Convention on Road Signs and Signals (e-CoRSS) to improve the implementation of the 1968 Convention on Road Signs and Signals. The Committee also **took note** of secretariat efforts to seek external funds to create an electronic version of the 1968 Convention on Road Signs and Signals (e-CORSS) and, in this regard, it **welcomed** an in-kind contribution by “The Late Easa Al-Yousifi Charity Foundation” of Kuwait.

58. The Committee **welcomed** the interest of the Governments of Brazil and the Republic of Korea in becoming full WP.1 participants (as defined by Rule 1 (a) in TRANS/WP.1/100/Add.1) on the basis of the “Guidelines for the Establishment and Functioning of the Working Parties within UNECE” (ECE/EX/1, para. 2). The Committee **noted** that WP.1 had unanimously endorsed the request of the two countries to become full WP.1 participants with voting rights, and that WP.1 had also agreed to support their request at the ITC (ECE/TRANS/WP.1/155, para. 44). The Committee **agreed to** the request of the Republic of Korea (ECE/TRANS/2017/12). The Committee noted that although Brazil had also indicated at WP.1 its intention to become a full WP.1 participant with voting rights, a formal request had not been transmitted to the Committee.

59. The Committee **endorsed** the request of WP.1 to change its name to “Global Forum for Road Traffic Safety” (WP.1) (ECE/TRANS/WP.1/155, para. 39), in order to better reflect the global scope of United Nations road safety conventions.

60. The Committee **further endorsed** a special resolution (ECE/TRANS/2017/13) prepared and adopted by WP.1 (ECE/TRANS/WP.1/155, annex III) in response to the invitation of the Committee in 2016 (ECE/TRANS/254, para. 147) and **expressed its wish that it be presented** at the sixty-seventh session of the Economic Commission for Europe in 2017 (annex III to this report).

61. The Committee **was informed** about the state-of-the-art in preparing the SafeFITS model and the implementation plans. The primary objective of SafeFITS is to assist governments and decision makers to decide on the most appropriate road safety policies and measures to achieve tangible results in improving road safety (ECE/TRANS/2017/14 and Informal document No. 5).

62. The Secretary-General’s Special Envoy for Road Safety, Mr. Jean Todt, briefed the Committee about his efforts and initiatives in promoting road safety and accessions to UN road safety legal instruments under the purview of the Committee. The Committee **took note** of the initiative by the Special Envoy and ECE for a voluntary commitment from the automotive industry to only put vehicles on worldwide markets which comply with a defined minimum set of United Nations vehicle safety regulations. The Committee also **took note** of ECE/TRANS/2017/15 and **welcomed** the extension of the appointment of the Special Envoy for another year, which will ensure a continuation of the important work and momentum built so far by the Special Envoy in improving road safety and promoting United Nations road safety legal instruments.

63. The Committee was **briefed** about ongoing work for the development of a proposal to establish a United Nations Road Safety Fund (Informal document No. 9). The Committee **expressed its strong support** for improving road safety and considered it important that finances for road safety are ensured. In this regard, the Committee **welcomed** the preparations for establishing the United Nations Road Safety Fund; **appreciated** the draft paper submitted by the UNECE Executive Secretary on the possible ways for doing so and (a) **asked** for more details on the concrete steps and their implications, (b) **invited** WP.1 to offer substantive and technical support to governments and other road safety stakeholders in their consultation and review of the draft proposal on establishing the United Nations Road Safety Fund. The Committee **welcomed** the **transmission** of the proposal to the Secretary-General for review and submission to the United Nations General Assembly after

thorough consultations, and to facilitate it **invited participating delegates and all other road safety stakeholders** to stay engaged in the consultation process. The Committee **asked** for further written information on the timetable.

64. The Committee **took note** of the presentations on road safety global targets (under different agenda items) that will be monitored at a global level by the United Nations Department of Economic and Social Affairs, and which focus on the Sustainable Development Goals, and also in the global tracking framework under development by the transport community led by the World Bank, as well as by WHO through the meticulous collection of data for the series of the Global Status reports. It **requested** the secretariat and the relevant Working Parties, especially WP.6, WP.1 and WP.29 to provide substantive comments and continue contributing to all three initiatives, and in particular, to emphasize the importance of including targets related to the accession and effective implementation of United Nations road safety legal instruments administered by the Committee.

## D. Road transport

*Documentation:* ECE/TRANS/2017/16

65. Mr. Roman Symonenko (Ukraine), the Chair of the Working Party on Road Transport (SC.1) and the Chair of the Group of Expert on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) **informed** the Committee about the latest developments in the work carried out by SC.1 and the AETR Group of Experts. In particular, the Committee **was informed** about a proposal by the Government of Slovakia (on behalf of EU AETR contracting parties) to amend AETR articles 14 (eligibility to accede), 22 and 22bis (amendment procedures), and to simultaneously adjust the relevant parts of the AETR Agreement to accommodate references to EU Regulations 165/2014 and 2016/799 (which introduce a new generation of 'smart' tachographs). The secretariat conveyed to the Committee that both EU Regulations, while making the work of AETR Group of Experts more essential, have created yet another complex dimension to amending AETR Article 22bis. The Committee **agreed to extend** the mandate of the AETR Group of Experts until 30 June 2019.

66. The Committee was **reminded** that the Memorandum of Understanding with the Joint Research Centre (JRC), that recognizes JRC as the AETR authority for root certification and for interoperability certification for the non-EU contracting parties to the AETR, would expire at the end of June 2017 and early action would be required to extend it.

67. The Committee was **updated** on the secretariat's joint work with the EuroMed Road, Rail and Urban Transport Project (RRU), (see the "AETR Road Map", ECE/TRANS/2016/14). The Committee recalled that, at its last session, it had endorsed its publication and printing in English, French and Russian.

68. The Committee **noted** the interest of the Government of Lebanon to seek amendment of Article 14 with a view to making the country eligible to accede to the AETR Agreement.

69. The Committee **was informed** about two proposals submitted by Norway, and by Finland and Norway to amend annex I of the AGR Agreement to (respectively) extend roads E134 and E45. It **noted** that SC.1 had adopted the proposals and the secretariat would forward them to the Office of Legal Affairs once ECE/TRANS/SC.1/406 became available in French and English.

70. The Committee was **informed** about the consolidated version of the AGR Agreement, prepared by the secretariat, which incorporates all amendments adopted up to this session of the Committee since the last consolidation in 2008

(ECE/TRANS/SC.1/2016/3/Rev.1 is available at [www.unece.org/fileadmin/DAM/trans/doc/2016/sc1/ECE-TRANS-SC1-2016-03-Rev1e.pdf](http://www.unece.org/fileadmin/DAM/trans/doc/2016/sc1/ECE-TRANS-SC1-2016-03-Rev1e.pdf)).

71. **Noting that** the number of contracting parties to the Additional Protocol to the CMR Convention (e-CMR) stands at 11, the Committee **encouraged** more States to accede to the Additional Protocol, in line with the ministerial resolution, and **urged** the current contracting parties to begin work on operationalizing e-CMR (Article 5 of the CMR Convention) and to share the experiences of the pilot projects. The Committee **took note** of two pilot projects (Belgium, France, the Netherlands and Spain; Bulgaria and Romania) that aimed at promoting the use of e-consignment notes and that Greece was not involved in any project at this time.

72. The Committee **was informed** about developments in the global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus). While Switzerland would welcome finalization of the OmniBus Agreement, the EU has begun work to extend the InterBus Agreement to include the international regular bus service. As of November 2016, a draft of this new Agreement was being finalized among EU member States and negotiations with the contracting parties to the existing InterBus Agreement were expected to begin in early 2017. The EU updated the Committee on progress in this area. The Committee **urged** all involved governments to reach a quick and mutually beneficial resolution of all outstanding issues related to the AETR Agreement and the draft OmniBus agreement.

73. The Committee **was briefed** about the efforts to amend the Consolidated Resolution on the Facilitation of International Road Transport to introduce the definition of “bilateral carriage”. Given the objective of facilitating road transport operations, it is believed that adding such a definition would lead to a correct classification of transport operations by the relevant control authorities.

74. The Committee **endorsed** a special resolution (ECE/TRANS/2017/16) prepared and adopted by SC.1 (ECE/TRANS/SC.1/406, annex III) in response to the Committee’s invitation in 2016 (ECE/TRANS/254, para.147) and **expressed its wish that it be presented** at the sixty-seventh session of the Economic Commission for Europe in 2017 (annex IV to this report).

## E. Rail transport

*Documentation:* ECE/TRANS/2017/17, ECE/TRANS/2017/18

75. Mr. Krzysztof Kulesza (Poland), the Chair of the Working Party on Rail Transport (SC.2), **informed** the Committee about the results of the seventieth session of SC.2 (ECE/TRANS/SC.2/226). In particular, the Committee **was informed** about work on railway transport in SC.2, i.e. developing an international rail security observatory, the action plan for implementing annex 9 to the Harmonization Convention, and the road map on finalizing the new convention on facilitating the crossing of frontiers for passengers and baggage carried by rail. On the road map, the Committee **gave the following guidance:** further to a substantial review of the draft by WP.30 at its 145th session (February 2017); (a) the secretariat, in March 2017, **should circulate** the amended draft to WP.30 and to the Treaty Section of the Office of Legal Affairs for further review; (b) WP.30 **should finalize** its comments on the draft by June 2017; (c) the secretariat **should circulate** the final text to WP.30 and SC.2 by July 2017; (d) so that WP.30 **could adopt** the final text at its 147th session (October 2017); (e) SC.2 **could adopt** the final text at its seventieth session in November 2017; and (g) the Committee **could consider endorsing** the final text at its eightieth session (February 2018). The Committee **was also informed** about the results of the workshop on “International Rail Passenger Traffic on the route East-West” held during the last session of SC.2 and about the draft resolution (ECE/TRANS/2017/17).

76. The Committee **was informed** about the results of the Group of Experts on preparing a legal framework for the development of unified railway law and **approved** the request of SC.2 to extend the mandate of the Group of Experts towards Unified Railway Law based on the same Terms of Reference (ECE/TRANS/2016/18) for one more year, in order to finalize the draft legal provisions.

77. The Committee **adopted as amended** the resolution “On International Rail Passenger Traffic on the route East-West” and **expressed its wish that it be presented** at the sixty-seventh session of the Economic Commission for Europe in 2017 (annex V to this report). It **requested** SC.2 to regularly address in its agenda the topic of international rail passenger traffic especially on the route East-West.

## F. Intermodal transport and logistics

*Documentation:* ECE/TRANS/2017/19, Informal document No. 13 (by FIATA)

78. The Committee **was informed** about the results of the fifty-ninth session of the Working Party on Intermodal Transport and Logistics (ECE/TRANS/WP.24/139). The Committee **requested** WP.24, as indicated in the ministerial resolution, to continue strengthening its activities on the important role of intermodality, logistics and digitalization of transport documents in sustainable transport, on the communication of innovative and cutting-edge good practices in the field, as well as on the promotion of the roles of countries in global supply chains by developing National Master Plans.

79. The Committee was **informed** about the results of the workshop on “Promoting sustainable intermodal transport through innovative solutions” that had been held in conjunction with the Working Party’s session. The workshop had discussed how intermodal transport and logistics benefits from innovation, from innovative government policies and from forward looking customs procedures.

80. The Committee was **informed** that a number of amendments to the AGTC and the Protocol of the AGTC had been accepted and had come into force.

## G. Inland water transport

*Documentation:* ECE/TRANS/2017/20, ECE/TRANS/2017/21

81. Mr. Barthold Van Acker (Belgium), the Chair of the Working Party on Inland Water Transport (SC.3) **informed** the Committee about the latest SC.3 activities and the outcome of the sixtieth session of SC.3 (ECE/TRANS/SC.3/203). The Committee **welcomed information** about the adoption of the SC.3 strategy for 2016-2021 (ECE/TRANS/2017/20) and **decided to endorse** it. It also **provided guidance** to SC.3 on implementing the strategy and on enhancing the role of SC.3 and its subsidiary bodies.

82. The Committee **took note** of the approval of the third revision of the Inventory of Main Standards and Parameters of E Waterway Network (the Blue Book) by SC.3, which had been prepared on the basis of updated information transmitted by member States, and **noted** that it would be released in the first half of 2017.

83. The Committee **was informed** about the adoption of the second revision of resolution No. 59 on the Guidelines on Waterway Signs and Marking (resolution No. 85) by SC.3 at its sixtieth session (ECE/TRANS/SC.3/169/Rev.2). It was **further informed** about the adoption of resolution No. 86 which introduced amendments to resolution No. 61, the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (ECE/TRANS/SC.3/2016/10). The Committee **noted** that the third package of amendments to resolution No. 61 had become available on the UNECE website.

84. The Committee **was informed** about the outcome of the workshop on River Information Services (RIS) held on 22 June 2016 in conjunction with the forty-ninth session of SC.3/WP.3. It was further **informed** about the outcome of the workshop “Recreational navigation and water tourism: Addressing challenges and exchanging the best practices” organized by the secretariat jointly with the European Boating Association on 3 November 2016 in conjunction with the sixtieth session of SC.3.

85. The Committee **adopted** the revised Terms of Reference of SC.3, as at its sixtieth session (ECE/TRANS/2017/21).

86. The Committee **welcomed** the outcome of the High-level Conference on Inland Water Transport held on 22 February 2017 and **invited** member States to contribute to preparing the forthcoming Global Conference on Inland Water Transport.

#### **H. Strengthening border crossing facilitation (Harmonization Convention, TIR Convention, eTIR Project and other Customs transit facilitation measures)**

*Documentation:* ECE/TRANS/2017/22

87. Mr. Hugo Mayer (Austria), the Chair of the Administrative Committee of the TIR Convention (AC.2) **informed** the Committee about the outcomes of the 142nd, 143rd and 144th sessions of the Working Party on Customs Questions affecting Transport (WP.30) (ECE/TRANS/WP.30/284, ECE/TRANS/WP.30/286 and ECE/TRANS/WP.30/288) and the activities of the TIR Administrative Committee (AC.2) in 2016. The Committee **took note** of the recent accession of the People’s Republic of China to the TIR Convention, becoming its seventieth contracting party.

88. The Committee **noted** that in 2016, the Working Party had assessed its regional and global activities, the enabling environment and any potential changes deemed necessary for increasing its impact on the ground towards sustainable mobility, as requested by the Committee at its previous session. The Working Party concluded that the hybrid approach adopted by its Rules of Procedure, as endorsed by ITC in 2015, had provided a sufficient basis for its activities at the regional and the global levels. WP.30 further stated that it supported any secretariat capacity-building activities related to the legal instruments under its purview outside the ECE region, as long as sufficient focus on capacity-building within the region remains ensured. It was further noted that the work on border crossing facilitation contributed to sustainable mobility through the harmonization of customs and other control procedures and through the permanent improvement of the relevant United Nations legal instruments, thus contributing to seamless and efficient international transport and sustainable mobility.

89. The Committee **was informed** about progress in the computerization of the TIR procedure and **expressed its support** for continuing the eTIR project, and to this end: (a) **decided to prolong** the mandate of the Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) to the year 2017; and (b) **considered the issue of financing** the initial and development costs of the eTIR international system (ECE/TRANS/WP.30/288, paras. 14 and 19); and (c) urged contracting parties and relevant stakeholders to make every effort to ensure that the required financing for operationalizing the eTIR project be in place in the shortest possible time.

## I. Transport of dangerous goods

*Documentation:* ST/SG/AC.10/C.3/98 and Add.1, ST/SG/AC.10/C.3/100 ST/SG/AC.10/C.4/63, ST/SG/AC.10/C.4/64; ST/SG/AC.10/44 and Add.1-3; ECE/TRANS/WP.15/231 and Corr.1 and Add.1; ECE/TRANS/WP.15/233, ECE/TRANS/WP.15/235; ECE/TRANS/WP.15/AC.1/142 and Add.1 and 2; ECE/TRANS/WP.15/AC.1/144 and Add.1; ECE/TRANS/WP.15/AC.2/60, ECE/TRANS/WP.15/AC.2/62, ECE/TRANS/WP.15/AC.2/58 and Add.1; ECE/ADN/35, ECE/ADN/36 and Corr.1 and Add.1, ECE/ADN/38, ECE/ADN/40, ECE/TRANS/257; ECE/TRANS/258

90. Mr. José Alberto Franco (Portugal), the Chair of the Working Party on the Transport of Dangerous Goods (WP.15) **informed** the Committee about the work of WP.15. The Committee **noted** in addition that the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council met from 27 June to 7 July 2016 (see report ST/SG/AC.10/C.3/98 and Add.1) and from 28 November to 6 December 2016 (see report ST/SG/AC.10/C.3/100). The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 5 to 8 July 2016 (see report ST/SG/AC.10/C.4/62) and from 7 to 9 December 2016 (see report ST/SG/AC.10/C.4/64). The Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals met on 9 December 2016 (see ST/SG/AC.10/44). It adopted a draft resolution for consideration and adoption by the Economic and Social Council at its 2017 substantive session (see ST/SG/AC.10/44, annex IV). It also adopted amendments to the nineteenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (ST/SG/AC.10/44/Add.1), to the sixth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria (ST/SG/AC.10/44/Add.2) and to the sixth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (ST/SG/AC.10/44/Add.3).

91. The Committee **noted** that Georgia acceded to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) in September 2016 bringing the number of contracting parties to 49. The Committee **expressed its concern** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the ADR, adopted by the Conference of the contracting parties on 28 October 1993, had not yet entered into force: not all contracting parties to the ADR have become Parties to the Protocol. It **urged** the remaining contracting parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Tajikistan, the former Yugoslav Republic of Macedonia, Tunisia and Ukraine) to take the necessary steps to allow the Protocol to come into force.

92. The Committee **noted** that the draft amendments to annexes A and B of the ADR adopted in 2014, 2015 and May 2016, as reproduced in ECE/TRANS/WP.15/231 and Corr.1, and ECE/TRANS/WP.15/231/Add.1 had entered into force on 1 January 2017. The secretariat had published accordingly a new “2017” consolidated edition of ADR (ECE/TRANS/257, Vols. I and II). Similarly, draft amendments to the Regulations annexed to ADN adopted in 2014, 2015 and January 2016, as reproduced in ECE/ADN/36, were deemed accepted on 1 October 2016 for entry into force on 1 January 2017. Other amendments adopted in August 2016, reproduced in ECE/ADN/36/Corr.1 and ECE/ADN/36/Add.1, had also been circulated for acceptance and entered into force on 1 January 2017. The secretariat had published accordingly a new ‘2017’ consolidated edition of ADN (ECE/TRANS/258, Vols. I and II).

93. The Committee **noted** that other draft amendments to ADR, RID and ADN had been adopted by the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods, by the Working Party itself and by the Joint Meeting of

Experts on the Regulations annexed to ADN, and were intended to enter into force on 1 January 2019.

94. Finally, the Committee **noted** that the analysis of the results of the survey conducted by the secretariat for the evaluation of the global and regional impact of UNECE regulations and United Nations Recommendations on the Transport of Dangerous Goods was available on the UNECE website at [www.unece.org/info/open-unece/evaluation.html](http://www.unece.org/info/open-unece/evaluation.html), together with an evaluation report prepared by a consultant, a secretariat response to this report, and a progress report on follow-up action.

95. As part of the discussion concerning increasing the global appeal of United Nations transport conventions under the purview of the Committee and its subsidiary bodies, the Committee **invited** the Working Party on the Transport of Dangerous Goods to consider again the possibility to change the title of ADR (ECE/TRANS/2010/2, para. 1).

## J. Transport of perishable foodstuffs

*Documentation:* ECE/TRANS/WP.11/235

96. Mr. Telmo Nobre (Portugal), the Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11) **informed** the Committee about the status of proposed amendments to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) adopted at the seventy-first session of WP.11 in 2015 (ECE/TRANS/WP.11/233, annex I).

97. The Committee **noted** that at its seventy-second session (4-7 October 2016), WP.11 had adopted amendments to the Model No. 12 Test report included in annex 1, appendix 2 (ECE/TRANS/WP.11/235, annex I). The Committee also **noted** that San Marino had acceded to the ATP in May 2016 bringing the number of contracting parties to 50.

98. The Committee **was informed** that, according to its recommendations (ECE/TRANS/248, para. 139), WP.11 had started discussing at its seventy-second session how to improve its method of work, particularly in respect of the unanimity rule in Article 18.4 of the ATP and the practice of putting each amendment proposal to the vote. The Committee **proposed**, on the basis of a legal analysis that would be prepared by the secretariat, subject to the availability of resources, to hold in 2017 a round table discussion on the challenging aspects of organizing and carrying out the transportation of perishable foodstuffs and to research political, technical and legal solutions to issues that remain unresolved with the ATP Convention.

## K. Transport statistics and data

*Documentation:* ECE/TRANS/2017/23, Informal document No. 6

99. The Committee **was informed** about transport statistics activities and the status of the 2015 E-Road and E-Rail Traffic Census Programmes in accordance with resolutions Nos. 261 and 262 that were adopted at its seventy-sixth session in 2014. It was also **informed** that the secretariat has recently prepared a number of publications including the Bulletin of Transport Statistics, the Bulletin of Road Safety Statistics, and the Transport Statistics Infocards that summarize key transport statistics for UNECE member States.

100. The Committee **noted** that the Working Party on Transport Statistics (WP.6) continues to be actively involved in the process of developing the statistical monitoring framework for Sustainable Development Goals as a member of the Inter-Agency and Expert Group on Millennium Development Goal Indicators and of the Friends of the Chair group on broader measures of progress. The Committee **noted** the role and potential contribution of WP.6 in a global environment where the need for more and higher quality statistics is rapidly increasing.

## VIII. Matters arising from the UNECE, the Economic and Social Council (ECOSOC) and other United Nations bodies and Conferences (agenda item 6)

101. The Committee **was informed** by the secretariat about recent matters arising from the UNECE, ECOSOC and other United Nations bodies and conferences of interest to the Committee.

## IX. Draft Annual Report (agenda item 7)

*Documentation:* ECE/TRANS/2016/24, Informal document No. 7 (*not issued*)

102. The Committee **was presented** with a comprehensive report of the activities undertaken by the Committee's subsidiary bodies during 2016 in administering the 58 United Nations conventions, agreements and other types of legal instrument which shape the international legal framework for road, rail, inland waterway, intermodal transport, dangerous goods transport and vehicle construction (ECE/TRANS/2017/24). These activities took the form of policy dialogue, regulatory work, analytical activities, capacity-building and technical assistance. The Committee **discussed** the Annual Report (ECE/TRANS/2017/24) and **provided guidance** on improving visibility of the results.

## X. Issues for approval by the Committee and of an informative character: Approval of the reports of the Committee's subsidiary bodies (agenda item 8)

*Documentation:* ECE/TRANS/WP.1/153, ECE/TRANS/WP.1/155; ECE/TRANS/WP.5/60; ECE/TRANS/WP.6/171; ECE/TRANS/WP.11/235 ECE/TRANS/WP.15/231 and Corr.1 and Add.1, ECE/TRANS/WP.15/233, ECE/TRANS/WP.15/235, ECE/TRANS/WP.15/AC.1/142 and Adds.1 and 2, ECE/TRANS/WP.15/AC.1/144 and Add.1, ECE/TRANS/WP.15/AC.2/60, ECE/TRANS/WP.15/AC.2/62, ECE/TRANS/WP.15/AC.2/58 and Add.1; ECE/TRANS/WP.24/139; ECE/TRANS/WP.29/1120, ECE/TRANS/WP.29/1123, ECE/TRANS/WP.29/1126; ECE/TRANS/WP.30/284, ECE/TRANS/WP.30/286, ECE/TRANS/WP.30/288; ECE/TRANS/WP.30/AC.2/129, ECE/TRANS/WP.30/AC.2/131, ECE/TRANS/SC.1/406; ECE/TRANS/SC.2/226, ECE/TRANS/SC.2/GEURL/2016/5, ECE/TRANS/SC.2/GEURL/2016/2; ECE/TRANS/SC.3/203, ECE/TRANS/SC.3/WP.3/96, ECE/TRANS/SC.3/WP.3/98

103. The Committee **approved** as a whole the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references in the complete Committee report on the basis of the annotated agenda (ECE/TRANS/269/Add.1).

## XI. Results of the meetings of the Bureau of the ITC (agenda item 9)

*Documentation:* ECE/TRANS/2017/25

104. The Committee **considered** document ECE/TRANS/2017/25 on the results of the meetings of the Bureau of the Inland Transport Committee in 2016. The Committee **referred** to the decisions of the Bureau under the relevant items of its agenda.

105. The Committee **noted** that the adoption of the report of the seventy-ninth session would be limited to a list of main decisions and that the complete report of the Committee would be circulated at a later stage.

## **XII. Activities of the Commission and report of the Committee to the Executive Committee (agenda item 10)**

106. 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. List of publications for the period 2018-2019 (agenda item 11)**

*Documentation:* ECE/TRANS/2017/26

107. The Committee **considered, endorsed and supported** the list of publications for 2018-2019 in the annex of ECE/TRANS/2017/26. In light of the reduction of regular budget for consultancy at ECE, it **considered** alternative ways to support the analytical outputs of the subprogramme, which may emerge while implementing the subprogramme's work programme in 2018-2019.

## **XIV. Schedule of meetings in 2017 (agenda item 12)**

*Documentation:* ECE/TRANS/2017/27

108. The Committee **considered and adopted** the preliminary list of meetings based on proposals made by the Committee's subsidiary bodies (ECE/TRANS/2017/27), however, **requested** the secretariat to make sure that the November meeting of the ITC Bureau takes place after that of SC.2.

## **XV. Transport developments in the European Union (agenda item 13)**

*Documentation:* ECE/TRANS/2017/28

109. The Committee **took note of** the most important legislative and policy initiatives in the field of transport undertaken by the European Union in 2016.

## **XVI. Developments related to the work of the International Transport Forum (agenda item 14)**

110. The Committee **took note of** the latest developments related to the work of the International Transport Forum, and the preparations underway for the upcoming Annual Summit on Governance in Transport (31 May - 2 June 2017, Leipzig, Germany).

## **XVII. Activities of other organizations of interest to the Committee (agenda item 15)**

111. The Committee was **informed** by representatives from other organizations about their recent activities that are of interest to the Committee. The Committee **welcomed** information from BSEC on facilitating infrastructure development and on other common areas of cooperation with the Committee.

112. The Committee was **informed** by EEC about ongoing activities in the area of transport.

113. The Committee **welcomed** the information from OSCE on joint work with the Committee on development of connectivity and transport facilitation, in the context of promoting security and economic cooperation.

## **XVIII. Any other business (agenda item 16)**

### **A. Issues relating to the servicing of meetings and availability of documents by the Committee and its subsidiary bodies**

*Documentation:* ECE/TRANS/2017/29, ECE/TRANS/2017/30

114. The Committee **recalled** that at its previous session it had been **informed** by the secretariat about issues encountered in the servicing of meetings and the translations of documents and reports, and **had expressed** its concern about these issues. It had **requested** the secretariat to provide detailed information on the rules governing the preparation of pre- and post-session documents and the translation of documents. The Committee **took note** of ECE/TRANS/2017/29 on these issues.

115. The Committee had also invited the most concerned Working Parties and Administrative Committees to prepare a strategic assessment of the issues and challenges in their double functions with regional and global outreach, prepare recommendations on their solutions and present their findings at the next Committee session. The Committee **took note of** ECE/TRANS/2017/30 on these inputs.

### **B. Date of next session**

116. The Committee **noted** that its eightieth session is tentatively scheduled to be held in Geneva from 20 to 23 February 2018.

## **XIX. Adoption of the list of main decisions of the seventy-ninth session (agenda item 17)**

117. The Committee **adopted** the list of main decisions of the seventy-ninth session.

## Annex I

### **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 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 Sustainable Development Goals (SDGs),

*Reaffirming* the role that 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 21<sup>st</sup> 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, telecommunications 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 Telecommunications Union, the World Health Organization; with inter-governmental and non-governmental organizations, 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 Organization 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 harmonized 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 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 UNECE 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 UNECE 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 II

### **Draft decision for consideration by the Commission on the Decision 1 of the Ministerial Resolution adopted at the 79<sup>th</sup> session of the Inland Transport Committee**

#### **Economic Commission for Europe**

#### **Executive Committee**

#### **Ninetieth Meeting**

Geneva, 2 March 2017

Item 3

#### **Informal document No. 2017/10**

### **Preparations for the 2017 Commission Session**

#### **Draft decision for consideration by the Commission on the Decision 1 of the Ministerial Resolution adopted at the 79<sup>th</sup> session of the Inland Transport Committee - For approval-**

#### **Note by the secretariat**

On the first day of its 79<sup>th</sup> session (21-24 February 2017), the Inland Transport Committee (ITC) marked its seventieth anniversary with a meeting of Ministers of Transport held on 21 February. The Ministerial meeting concluded with the signing of a ministerial resolution on “Embracing the new era for sustainable inland transport and mobility” (Annex I), which was thereafter endorsed by the Inland Transport Committee and reflected in its list of decisions (Informal document ITC (2017) No. 11).<sup>2</sup>

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<sup>2</sup> As per decision 50 from the same document, the adoption of the report of the seventy-ninth session was limited to a list of main decisions and the complete report of the session will be circulated at a later stage.

Decisions 2, 3 and 4 of the Committee were as follows:

“2. Welcomed and endorsed the Ministerial Resolution “Embracing the new era for sustainable inland transport and mobility”, expressed its commitment to implement the decisions in the Resolution, endorsed the draft contribution for the Commission session on decision 1 of the Resolution, and decided to include the Ministerial Resolution and the draft contribution to the Economic Commission for Europe in April 2017 as an Annex to the report of its seventy-ninth session;

3. Further requested the Economic Commission for Europe and the Economic and Social Council of the United Nations, in line with decision 1 of the Ministerial Resolution, to consider mandating the Committee to report on an annual basis to both the Commission and, for information purposes, to ECOSOC;

4. To that end, invited the Commission to (a) consider the (i) Ministerial Resolution, (ii) Committee report/decisions and (iii) draft ECOSOC resolution addressed by the Commission to ECOSOC for adoption “ECOSOC Resolution”, and (b) if decided favourably, to invite ECOSOC to adopt the ECOSOC Resolution;”

The draft ECOSOC resolution mentioned in decision 4 above is contained in Annex II of this document.

*Draft decision*

In light of the above, EXCOM is invited to consider submitting the following decision for consideration at the 67<sup>th</sup> Session of the Economic Commission for Europe:

*The Economic Commission for Europe* takes note of the report of the Inland Transport Committee at its 79th annual session and welcomes the Ministerial Resolution on “Embracing the new era for sustainable inland transport and mobility” (Annex I). In line with decision 1 of the Ministerial Resolution, the Commission considers favourably the question of mandating the Committee to report on an annual basis to both the Commission and, for information purposes, to the Economic and Social Council. To this end, the Commission decides to transmit the draft resolution contained in Annex II to ECOSOC at its next session for its consideration and, possibly, adoption.

## Annex III

### **Resolution of the Working Party on Road Traffic Safety on the occasion of the seventieth anniversary of the Inland Transport Committee\***

1. The UNECE Working Party on Road Traffic Safety (WP.1):
2. Recalling the last United Nations General Assembly Resolution on Improving Global Road Safety of 2016 (A/70/260);
3. Having considered the report of the United Nations Secretary-General on the global road safety crisis,
4. Noting that road safety targets remain as a high priority on the agenda of all the United Nations Regional Commissions;
5. Commending the work undertaken by the United Nations Secretary-General's Special Envoy for Road Safety in promoting the United Nations road safety international legal instruments,
6. Acknowledging the importance of encouraging countries to accede to the United Nations road safety international legal instruments;
7. Recognizing that some low and middle income countries which are experiencing a fast growing volume of traffic as well as peak rate of urbanization may have limited capacity to address these challenges;
8. Acknowledging that dedicated capacity-building could assist national governments to improve road safety performance;
9. Reiterating the relevance of the 1949 Convention on Road Traffic and of the 1968 Conventions on Road Traffic and on Road Signs and Signals and necessity of keeping them regularly updated in a technologically fast changing world;
10. Noting the significant impact that shared binding principles and harmonized guidelines for road user behavior and advanced vehicle technology would have for safe future mobility in relation to the global strive to reduce road traffic injuries and fatalities, and to achieve the Sustainable Development Goals of the Agenda 2030;
  - (a) Confirms its interest and commitment in honoring its mandate to update and improve the legal instruments falling within its competence;
  - (b) Reaffirms its role in providing best practice recommendations through the consolidated resolutions on road traffic and on road signs and signals, in particular by promoting the application of the safe system approach;
  - (c) Confirms its interest in promoting the road safety targets as stated in the Agenda 2030, and with particular attention being given to the special needs and demands of regions with road safety challenges;

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\* The present document is being issued without formal editing, as agreed upon by the Working Party on Road Traffic Safety (WP.1) (ECE/TRANS/WP.1/155, Annex III).

- (d) Renews its commitment to cooperate with other ITC subsidiaries bodies to encourage Contracting Parties and other road safety stakeholders to work towards safe and sustainable mobility;
- (e) Reaffirms its role in enhancing and promoting road safety at the regional and global level;
- (f) Commits to providing dedicated and expert capacity-building to assist national governments to improve road safety policies;
- (g) Confirms its ambition to further strengthen the international cooperation on road safety, taking into account both the challenges of the advances of technology, as well as the desirability of low and middle income countries to attain a better quality of life and sustainable development, through road safety policies;
- (h) Invites the ITC to facilitate cross regional strategic networking so that WP.1 could effectively share its expertise and experiences of the United Nations international road safety legal instruments at the global level;
- (i) Invites ITC to endorse the new WP.1 name: Global Forum for Road Traffic Safety (WP.1).

## Annex IV

### **Resolution of the Working Party on Road Transport on the occasion of the seventieth anniversary of the Inland Transport Committee\***

#### **The UNECE Working Party on Road Transport (SC.1):**

**Commending** on the occasion of the 70<sup>th</sup> Anniversary Session of ITC, the work of the ITC, national governments and the UNECE secretariat in striving to develop sustainable road transport;

**Acknowledging** the importance of the existing United Nations international legal instruments related to road transport;

**Recognising** the role of road transport as a productive tool in the globalised economy and as an enabler of the United Nations Sustainable Development Goals;

**Taking note** of the ongoing efforts and activities to facilitate international road transport for passengers and goods by improving international road transport legal framework;

**Recognising** the continuous updates of the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) which offers the state of the art, an internationally-harmonized system to improve road safety, ensure fair competition and enhance social conditions of professional drivers;

**Welcoming** the opening of the AETR Agreement for accession to Algeria, Jordan, Morocco and Tunisia as a first step towards promoting the AETR Agreement as a suitable internationally-harmonized system of driving times and rest periods beyond the UNECE region;

**Welcoming** the work on the European Agreement on Main International Traffic Arteries (AGR) and the Trans-European-Motorway (TEM) Project, which continue to offer coordinated plans for the construction and development of roads of international importance in the UNECE region;

**Underlining** the importance of the Convention on the Contract for the International Carriage of Goods by Road (CMR) and the additional Protocol to the CMR concerning the Electronic Consignment Note to facilitate international road transport by providing harmonized contract conditions as well as the foundation for developing an electronic consignment note;

**Welcoming** the improvement of professionalism in the road transport industry through training programmes provided by national training institutes taking into account the best practice provided by the IRU Academy;

**Noting** the significant impact that shared binding international principles and harmonized guidelines have for the development of sustainable road transport, SC.1:

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\* The present document is being issued without formal editing, as agreed upon by the Working Party on Road Transport (SC.1) (ECE/TRANS/SC.1/406, Annex III).

1. **Commits** to the effective implementation and geographical expansion of the AETR Agreement and particularly to the use of the AETR-consistent control device for enforcing driving times and rest periods of professional drivers;
2. **Reaffirms** its role in promoting AGR standards which have the purpose of enhancing regional integration, economic development, social inclusiveness and the decarbonisation of transport;
3. **Encourages** the international community to work towards further developments for paperless cross border trade and facilitation of sustainable road transport services;
4. **Invites** governments to accede to and support operationalising the Additional Protocol to the CMR concerning the Electronic Consignment Note;
5. **Invites** governments to accede to and fully implement tried and tested United Nations Conventions that facilitate sustainable transport and thus international trade;
6. **Endeavours** to develop, if deemed necessary, new United Nations legal instruments relevant to sustainable international transport facilitation of passengers and goods.

## Annex V

### **Inland Transport Committee Resolution on International Rail Passenger Traffic on the route East-West\***

#### **Resolution No. 264**

*The Inland Transport Committee,*

*Recalling* the main objectives of its decision during its seventy-eighth session requesting the Working Party on Rail Transport (SC.2) to hold a high-level conference concerning the current situation in, and taking a holistic approach on, international rail passenger traffic on the route East-West,

*Recalling further* the conclusions and recommendations discussed and proposed during the high-level workshop organized during the seventieth session of SC.2 on 22 November 2016 in order to increase rail passenger traffic on the route East-West,

*Invites* Governments to take efficient measures in order to support and improve international rail passenger traffic and cover passengers' needs for such services,

*Being conscious* that different legal regimes for passengers traffic by rail as well as insufficient cooperation among the railway undertakings on single services, time schedules, competitive and transparent tariffs on the route East-West increases costs, further decreases international rail passenger traffic, reduces competitiveness and impedes the development of effective rail transport operations and efficient railway business,

*Being conscious* that a competitive level playing field should be ensured among all transport modes,

*Convinced* that long distance East-West rail passenger traffic may significantly increase, if faster, reliable, seamless, affordable and high quality rail passenger services are developed,

*Aware* that globalization, railways reform and opening of transport markets provide railways with new options to reach out to transcontinental traffic and to turn East-West transport market opportunities into rail business,

*Aware* of the challenges posed by rail transport safety and security and taking account of the technical differences that should not become barriers to the development of East-West rail passenger transport,

*Welcoming* the work undertaken and draft Convention prepared by the Organization for Co-operation between Railways (OSJD) secretariat and informal Group of Experts on a new convention concerning the facilitation of crossing of frontiers for passengers and baggage carried by rail by taking into consideration good practices already implemented as well as comments, amendment proposals and suggestions prepared by all interested in this Convention stakeholders and competent bodies,

*Taking note* of the work undertaken by the Intergovernmental Organization for International Carriage by Rail (OTIF), the Committee of the Organization for Cooperation

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\* The present document is being issued without formal editing, as agreed upon by the Working Party on Rail Transport (SC.2) (ECE/TRANS/SC.2/226).

between Railways (OSJD) and International Rail Transport Committee (CIT) secretariats on legal interoperability between the Uniform Rules concerning the Contract for International Carriage of Passengers by Rail (COTIF-CIV), the Agreement on International Passenger Transport by Rail (SMPS) and the Rail passenger rights in the EU (Regulation 1371/2007/EC (PRR)) which would enable a better understanding of the state of art for better contractual solutions and possible future approximation of legal provisions and therefore:

*Invites* Railway Undertakings along the East-West route to cooperate on a regular basis in order to envisage, design and establish rail passenger services by agreeing single services, time schedules, competitive and transparent tariffs and itineraries,

*Proposes* that Governments of interested countries more actively attract mechanisms of Government support to preserve International rail passenger transport services by improving their regulatory framework conditions,

*Suggests* to Governments on the basis of profound market analysis of passenger traffic to apply the principles of economic responsibility in carrying out international traffic,

Following decision taken during the seventieth session of SC.2 on the road map towards finalization of the new convention concerning the facilitation of crossing of frontiers for passengers and baggage carried by rail, *invites* interested countries to take action and finalize the draft Convention as well as to inform the United Nations Economic Commission for Europe (UNECE) secretariat for their willingness to sign and ratify this new Convention when finalized,

*Invites* the UNECE secretariat to provide its good offices to facilitate such endeavors in particular to address on a regular basis in SC.2 agenda the topic of international rail passenger traffic,

*Requests* the UNECE Working Party on Rail Transport (SC.2) to report progress on the above mentioned issues as well as to suggest possible next steps of the efforts on increasing international rail passenger traffic along the East-West route at the eighty-first session (2019) of the Inland Transport Committee for its consideration and approval.

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