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Economic Commission for Europe

Inland Transport Committee

Seventy-ninth session

Geneva, 21–24 February 2017

Item 17 of the provisional agenda

Adoption of the list of main decisions of the seventy-ninth session

List of main decisions¹

Note by the secretariat

At its seventy-ninth session, the Inland Transport Committee:

1. **Adopted** the provisional agenda (ECE/TRANS/269 and Add.1);
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;
5. **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;
6. **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

¹ Adopted at the seventy-ninth Committee session.

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 on 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 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;

7. **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;

8. To accomplish that, **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. **Noted with satisfaction** the United Nations Special Envoy for Road Safety's positive impact on raising awareness about the road safety legal instruments;

9. 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;

10. 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;

11. **Requested** the secretariat to carry out more effective fund-raising in support of a wider use and further development of ForFITS;

12. **Expressed its continued support** for cooperation between the ECE Environment and Sustainable Transport Divisions on Environmental Performance Reviews; **welcomed**, as part of the third review of Tajikistan, the chapter on Transport and Environment that had been prepared by Sustainable Transport Division staff; **welcomed** also the Review of Albania;

13. **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;

14. **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. Also, **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 **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”;

15. **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;

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

17. **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;

18. **Invited** its subsidiary bodies to consider how to interact with UIC on rail transport security issues;

19. **Requested** the secretariat to reorganize a Transport Security Discussion Forum in 2017;

20. **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;

21. **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;

22. **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. **Endorsed** the activities listed in ECE/TRANS/2017/10. **Reiterated its support** for hosting DETA at ECE. **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;

23. In order to allow the work of the Group of Experts on Road Signs and Signals to continue, **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);
24. **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;
25. **Welcomed** the interest of the Government of the Republic of Korea in becoming a full WP.1 participant with voting rights and **agreed to** the request (ECE/TRANS/2017/12);
26. **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;
27. **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;
28. **Expressed its strong support** for improving road safety and considered it important that finances for road safety are ensured. In this regard, 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 information on the timetable;
29. **Took note** 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;
30. **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;
31. **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 the meticulous collection of data for the series of the Global Status reports; **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;
32. **Noting that** the number of Contracting Parties to the Additional Protocol to the CMR Convention (e-CMR) stands at 11, **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;

33. **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;

34. **Agreed to extend** the mandate of the AETR Group of Experts until 30 June 2019;

35. **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;

36. 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, **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);

37. **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;

38. **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; **Requested** SC.2 to regularly address in its agenda the topic of international rail passenger traffic especially on the route East-West;

39. **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;

40. **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;

41. **Adopted** the revised Terms of Reference of SC.3, as at its sixtieth session (ECE/TRANS/2017/21);

42. **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;

43. **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;

44. **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;

45. 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);

46. The Committee **proposed**, on the basis of a legal analysis 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;

47. **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;

48. **Discussed** the Annual Report (ECE/TRANS/2017/24) and **provided guidance** on improving visibility of the results;

49. **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);

50. **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;

51. **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;

52. **Considered, endorsed and supported** the list of publications for 2018-2019 in the annex of ECE/TRANS/2017/26;

53. 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;

54. **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;

55. **Noted** that its eightieth session is tentatively scheduled to be held in Geneva from 20 to 23 February 2018;

56. **Thanked** the secretariat for the work of preparing the seventieth anniversary of the Inland Transport Committee;

57. **Adopted** the list of main decisions of the seventy-ninth session.