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Economic Commission for Europe

Inland Transport Committee

Eightieth session

Geneva, 20–23 February 2018

Item 20 of the provisional agenda

Adoption of the list of main decisions of the eightieth session

List of main decisions

Note by the secretariat

At its eightieth session, the Inland Transport Committee:

1. **Adopted** the provisional agenda (ECE/TRANS/273 and Add.1);
2. **Endorsed** the outcome of the high-level policy segment on ‘Intermodality: The key to sustainable transport and mobility’. **Expressed its strong support** for a holistic approach to inland transport modes, based on lessons from real-world best practices on developing and deploying successful innovations that promote sustainable mobility across modes of transport, and can be of benefit to the citizens of developed and developing countries. **Agreed** that a short report of the discussions, in the form of moderator’s conclusions, be annexed to the Committee’s report. **Requested** its subsidiary bodies to take on-board the outcomes, as deemed appropriate;
3. **Welcomed** the organization of the eighth meeting of the Chairs of the Committee’s subsidiary bodies, i.e. the meeting restricted to governmental participation, on developing the Committee’s strategy until 2030. **Agreed** that the summary of the discussions, in the form of the Chair’s notes, would be annexed to the Committee’s report after approval by the participating delegates in the restricted session;
4. In considering the ITC strategy up to 2030, **expressed its support for continuing discussion** on Informal document No 1. To this end, **welcomed** the discussions of the restricted session involving ECE and non-ECE contracting parties;
5. **Provided guidance** to the ITC Bureau, to be assisted by the secretariat, on further developing the ITC strategy in an inclusive way and **requested:** (a) that an action plan and road map for implementation be presented for adoption at the Committee’s eighty-first session in 2019, and (b) that necessary changes in the Terms of Reference and Rules of Procedure of the Committee are fully considered and presented to the Committee for adoption at the eighty-first annual session. **Invited** the Working Parties to send their inputs after their annual sessions, as contributions for the development of the strategy and road map with a

view to its final adoption at the restricted session of the eighty-first annual session of the Committee;

6. As part of the Committee's strategy to strengthen the regulatory governance of international inland transport, especially in light of the Sustainable Development Goals, **noted with satisfaction** the good example of the TIR Convention's expansion with the accessions of China (2016), India (2017) and Pakistan (2015) that together account for 40 per cent of the global population. Furthermore **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;

7. Expressed support for the policy and analytical work undertaken by the Division in the framework of road safety performance reviews. **Thanked** the secretariat for the development and launch of SafeFITS, and **asked** the secretariat to explore possibilities to further improve the model and the related road safety database;

8. **Reiterated its wish to strengthen** its contribution to implement the transport-related targets of the 2030 Agenda, the Paris Agreement, the New Urban Agenda and the Vienna Programme of Action for Landlocked Developing Countries and **requested** its subsidiary bodies to align their work accordingly;

9. **Requested** the secretariat to continue efforts for effective fundraising in support of more widespread use and further development of ForFITS;

10. **Approved** the request of the Working Party on Transport Trends and Economics (WP.5) to extend the mandate of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes for one more year starting after the final approval by EXCOM, and report back to WP.5 in September 2019, based on the same terms of reference (ECE/TRANS/2015/6);

11. Noting that the transport sector is relatively under-represented in THE PEP, **encouraged** its members to consider designating national THE PEP focal points from the transport sector and communicate this information to the secretariat. **Reiterated its wish** to actively contribute to the fifth High-level Meeting on Transport, Health and Environment (Vienna, 2019). **Welcomed** the development of key outputs planned for the 2019 ministerial, including: a study on the job creation potential of sustainable transport, on the infrastructure module of the pan-European Master Plan on cycling, as well as other initiatives in the field of sustainable transport, as outlined in Informal document No. 6. The Committee **noted** the information from the Russian Federation on the start of work on a technical assistance project to prepare guidelines for a manual of best practices in the area of sustainable urban transport. These guidelines should be ready for the fifth High-level Meeting of THE PEP that will take place in 2019 in Vienna. **Requested** WP.5 as the analytical body of the Sustainable Transport Division to undertake this study in close cooperation with THE PEP;

12. **Considered** the status of ITS work by its subsidiary bodies and **decided** to (a) **encourage** ITS activities in all inland transport modes including connectivity and to consider ways to address ITS issues in an integrated approach; (b) **commend** actions taken by WP.1 and WP.29 in the area of automated driving, as fostering international regulatory frameworks would ensure the benefits in terms of enhanced road safety, better environmental protection, greater energy efficiency and more efficient traffic management. In this context, the Committee **requested** WP.1 and WP.29, working in close cooperation, to continue developing, according to their mandates, recommendations and/or legal provisions on automated driving to enable a future safe coexistence of automated and traditionally operated vehicles on roads, and their interaction with other road users and infrastructure;

13. ITC **reiterated** its decision from the seventy-seventh session to invite "WP.1 and WP.29 to investigate different possibilities to increase their cooperation"; **welcomed** the

Global Forum for Road Traffic Safety and Working Party on Brakes and Running Gear joint session (September 2017), to exchange information on the topics of “secondary activities” and cyber security; agreed that these joint sessions were constructive and contributed to a better understanding of the role of the driver in highly and fully automated vehicles; **requested** both working parties to explore further possibilities for holding additional joint sessions in the future;

14. Noting 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;

15. **Endorsed** the proposed theme of the next session of the Inland Transport Security Forum in 2018, to be which will be on rail security issues, organized jointly with the International Union of Railways (UIC) and the International Transport Forum (ITF), and held in conjunction with the ITF Annual Summit in May 2018;

16. **Expressed its support** for the activities carried out in the Trans-European Motorways (TEM) and Trans-European Railways (TER) projects;

17. Welcoming the work done in phase III of the Euro-Asian Transport Links (EATL) project, (a) took note of the report and approved its conclusions and recommendations, (b) reiterated its request to WP.5 to organize in the second part of 2018 an international conference on the operationalization of EATL based on the conclusions and recommendations of the report, (c) encouraged further work in member States towards operationalization of EATL, and requested WP.5 and the Working Party on Intermodal Transport and Logistics (WP.24) to include as relevant the operationalization of EATL on the agendas of their regular sessions;

18. **Noting** that the Ministerial Conference on Transport of ESCAP at its third session had requested the ESCAP secretariat to seek cooperation with ECE for an interregional coordination committee on transport between Asia and Europe, (a) **reiterated** its support for transport connectivity, as evidenced through many different projects, such as TEM, TER, and EATL and via-Carpatia; (b) **stressed** the need to ensure that new bodies would not lead to duplication of existing structures or work, and would be based on an equitable share of burden, while remaining mindful of budget constraints; and (c) **requested** the secretariat, in close cooperation with the Bureau, to follow-up as appropriate, subject to continued interest;

19. **Expressed its support** for the most recent developments in the work carried out by the World Forum for Harmonization of Vehicle Regulations (WP.29), its six subsidiary Working Parties, the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement and the Executive Committee of the 1998 Agreement. **Noting** the importance of WP.29 activities related to automated/autonomous vehicles, **requested** WP.29 to consider establishing of a dedicated subsidiary Working Party (“GR”). **Reiterated its support** for the establishment of the type-approval database DETA because of its positive effect on road safety; **expressed its thanks** to the Government of Germany for the offer to temporarily host DETA as an in-kind contribution, providing ECE with the necessary time to secure its financing; and **reiterated** its earlier decision taken at the seventy-ninth annual session of the Committee (ECE/TRANS/270, para. 54);

20. **Approved** the extension of the mandate of the Group of Experts on Road Signs and Signals to 31 December 2018;

21. **Expressed its support** for the initiative of the Global Forum for Road Traffic Safety to hold a conference in South-East Asia (Delhi, India) with a focus on vulnerable road users, in particular, the elderly, differently able, and school children, as a follow-up to the previous events dedicated to powered two wheelers; **reiterated** the importance of a continued and

consistent process to promote road safety and the United Nations road safety conventions in regions outside of UNECE; **encouraged** the Global Forum for Road Traffic Safety to consider, for the future events, the relevance of undertaking activities to contribute to achieving SDG targets 3.6 and 11.2;

22. **Recognized** the contribution of WP.1 to the draft strategy of ITC (ECE/TRANS/2018/10);

23. **Reiterated its strong support** for improving road safety and **recognized** the need to ensure adequate financing for road safety. Furthermore, in principle, **welcomed** the Secretary-General's decision to establish a United Nations Road Safety Trust Fund, with ECE as secretariat to the fund;

24. **Took note** of ECE/TRANS/2018/11 and **welcomed** the extension of the appointment of the Special Envoy by the Secretary-General, 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;

25. **Noting** information about the number of Contracting Parties to the Additional Protocol to the CMR Convention (e-CMR), **encouraged** more States to accede to the Additional Protocol and **urged** the current Contracting Parties to begin work on operationalizing e-CMR (as per Article 5 of the CMR Convention);

26. The Committee **noted** some progress towards an agreed decision on certain articles of the AETR and **called** on interested parties to reach a decision to set the provision on the use of smart tachographs in the AETR agreement as well as other issues requiring an agreed decision;

27. The Committee **noted** the decision of the Working Group to hold a special meeting on the draft OMNIBUS Agreement and **urged** the parties concerned to continue working on this document that is important for the development of mobility party;

28. **Noted** the publication of the study on "Rail Reform in the ECE Region" and progress in implementing Inland Transport Committee Resolution on International Rail Passenger Traffic on the route East-West (Resolution No. 264) and **requested** the Working Party on Rail Transport (SC.2) to report to the ITC at its eighty-first session on progress, as well as preparation of information on the implementation of Resolution No. 264; **encouraged** SC.2) to continue addressing policy and regulatory issues of importance to the rail sector that aim at improving the market share of railways;

29. The Committee **noted** that the ongoing work on the draft of the new Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-Luggage carried in International Traffic by Rail is an important element of achieving the SDGs and **invited** the interested parties to participate in this work;

30. The Committee **took note** of the information from by the Russian delegation on the implementation of UNECE Resolution No. 264 by JSC FPC (the Russian operator of passenger transport by rail);

31. **Approved** the extension of the mandate of the Group of Experts on Unified Railway Law for two more years under new terms of reference (ECE/TRANS/2018/13/Rev.1); and **invited** the secretariat to raise awareness of the important role of URL for facilitating Euro-Asian Rail Transport and to encourage wider participation in the work of the Group;

32. **Considered** document ECE/TRANS/2018/14 which includes strategic elements for the future development of the Working Party on Intermodal Transport and Logistics (WP.24) and provided the following guidance: that WP.24 at its next session considers the issue of updating CTU code, including technical requirements, as well as adds a regular agenda item on multimodal issues along Euro-Asian transport. **Approved** the request of the Working

Party to extend its annual session from two to two-and-a-half days, as an interim solution, and consider a possible further extension at the eighty-first annual session of the Committee;

33. **Considered** document ECE/TRANS/2018/15 on the implementation of the European Code for Inland Waterways (CEVNI) and invited member States, who have not yet implemented it, to do so;

34. **Agreed** that the International Conference on Inland Water Transport (18-19 April 2018, Wroclaw, Poland) is of high importance for the sector and for implementing the new terms of reference and strategy of the Working Party on Inland Water Transport (SC.3) as endorsed by ITC in 2017, and **encouraged** member States to participate at a high level to further develop inland water transport across the ECE region and beyond;

35. **Took note** of the proposal of the GIS Forum Danube to SC.3 that ECE take patronage of the Danube Information Service Conference (DISC), and **agreed** with the decision of SC.3 to include DISC in its agenda as a permanent item;

36. **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 2018, and (b) **urged** contracting parties and relevant stakeholders to ensure continuation of the required financing for operationalizing the eTIR project. **Urged** contracting parties to expediently finalize considerations on a new Annex 11 to the TIR Convention, introducing the computerization of the TIR procedure into the legal text of the Convention;

37. The Committee **expressed** its support for the joint efforts by AIT/FIA, its national associations and the UNECE secretariat to improve the application of the 1954 Customs Convention on the Temporary Importation of Private Road Vehicles in general and, in particular, in Egypt and Jordan, and encouraged the permanent missions of both countries to attend future sessions of WP.30 in order to familiarize themselves with the underlying issues so as to report them accordingly to the respective customs administrations;

38. **Considered** the text of the new convention on the facilitation of border-crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail, as under discussion by the Working Party on Customs Questions affecting Transport (WP.30) and **urged** the Working Party to **finalize** its considerations in the course of 2018, with the aim that a draft text of the new Convention could be transmitted to the Committee for consideration and possible endorsement at its eighty-first session and, subsequent transmittal to the depositary;

39. The Committee **adopted** the changes to the terms of reference of WP.30, as reflected in the Annex to ECE/TRANS/WP.30/2017/19;

40. **Endorsed** the decision of WP.30 at its 148th session to convene, in June 2019, the eleventh session of the Administrative Committee for the International Convention on the Harmonization of Frontier Controls of Goods, 1982 (AC.3), and to additionally include this activity in the programme of work of the Working Party, and **decided** to amend the programme of work of ITC accordingly to reflect this decision, including the preparation of pre-, in- and post-session documents related to the session;

41. **Expressed its concern** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the European Agreement concerning the International Carriage of Dangerous Goods by Road (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. **Urged** the remaining Contracting Parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Tajikistan, the former Yugoslav Republic of Macedonia, San Marino and Tunisia) to take the necessary steps to allow the Protocol to come into force; and **reiterated its invitation** to all

member States intending to accede to ADR to deposit both an instrument of accession to ADR and to the Protocol of 1993;

42. Endorsed the request by the Working Party on the Transport of Dangerous Goods (WP.15) and the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) that the consolidated texts of ADR and ADN be published by the secretariat sufficiently in advance to prepare for the effective implementation of the provisions contained therein before their entry into force on 1 January 2019;

43. The Committee **endorsed** the decision to extend the 2018 session of the Working Party on the Transport of Perishable Foodstuffs (WP.11) to five days; **welcomed** the WP.11 ongoing process to improve its method of work (a matter that on numerous occasions in the past had complicated the ability to keep pace with technological advancement) and **noted** the proposed changes to the Rules of procedure as reflected in ECE/TRANS/WP.11/237. The Russian Federation **requested** that this issue be further discussed at WP.11;

44. **Welcomed** the renewed focus on data quality and dissemination undertaken by Working Party on Transport Statistics (WP.6), through increased stakeholder engagement and the Sustainable Development Goal capacity-building workshops in October and November 2017. As a result, **requested** WP.6 to continue its active involvement in the process of developing the statistical monitoring framework for the goals as a member of the Inter-Agency and Expert Group on Sustainable Development Goals indicators (IAEG-Sustainable Development Goals) and the United Nations Statistical Commission (UNSC) Friends of the Chair group on broader measures of progress;

45. **Noting** the provisional outcome of the ITC/ECE request for parallel reporting of ITC to ECE and ECOSOC (A/72/3, para. 102), following Decision 1 of the 2017 Ministerial Resolution (ECE/TRANS/270, para. 14; E/ECE/1480: paras. 2, 5 and 6, and decision E/67; E/2017/15/Add.1, section I(B) para. 2, p. 4), **stressed the continued need to better align** the Committee's reporting structure and its global role and mandates;

46. **Discussed** the annual report (ECE/TRANS/2018/18) and **provided guidance** on improving the visibility of the results;

47. The Committee **approved** as a whole the reports and related activities of its subsidiary bodies without changes to their mandates and status, and **requested** the secretariat to incorporate related references in the complete ITC report on the basis of the annotated agenda (ECE/TRANS/273/Add.1);

48. **Noted** that the adoption of the report of the eightieth session will be limited to a list of main decisions and that the complete report would be circulated at a later stage;

49. **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;

50. **Considered** and **adopted** the programme performance assessment for 2016-2017 (biennial evaluation) of the Transport subprogramme (ECE/TRANS/2018/20);

51. **Considered** and **adopted** its programme of work and its addendum for the biennium 2018-2019 (ECE/TRANS/2018/21 and Add.1) for subsequent formal approval by EXCOM;

52. **Reviewed** the proposed Strategic Framework of the Transport Subprogramme for the biennium 2020-2021 (ECE/TRANS/2018/23) and **noted that** in light of recent management reforms proposed by the Secretary-General and adopted by the General Assembly, this document will be superseded by a new three-year programme plan and annual budget. To ensure continuity, ITC **endorsed** the broad areas outlined in the draft document. In light of these changes, **requested** (a) the secretariat to monitor closely the forthcoming changes to

the programmatic framework and report back to the Committee at its eighty-first session on this issue, (b) its Working Parties to work closely with the secretariat to ensure timely and coherent adaptation of current methods of work, thus minimizing risks for disruption to the work of the Committee and its Working Parties;

53. In light of the reduced regular budget for consultancy at ECE, **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. In view of the increased responsibilities of the ITC and its subsidiary bodies to address a growing number of new and emerging issues facing the transport sector in a globalized economy and trade, in particular the formulation of the ITC Strategy 2030, the Committee **decided** to increase the number of ITC Vice-Chairs to four;

55. **Elected** Mr. Kristof Schockaert (Belgium) as Chair; Ms. Marie-Pierre Meganck (France), Mr. Jerzy Kleniewski (Poland), Ms. Maria Magdalena Grigore (Romania), and Mr. Sergey Andreev (Russian Federation) as Vice-Chairs, and the following Bureau members for the preparation of its sessions in 2019 and 2020: Mr. Ravil Isgandarov (Azerbaijan), Mr. Sergei Dubina (Belarus), Ms. Ingeborg Annette Dettbarn (Germany), Mr. Antonio Erario (Italy), Mr. Hans G. Scholten (Netherlands), Ms. Carmen Giron (Spain), Mr. Jean-Claude Schneuwly (Switzerland), Mr. Atageldi Haljanov (Turkmenistan) and Mr. Roman Symonenko (Ukraine);

56. **Adopted** the preliminary list of meetings, based on proposals from the Committee's subsidiary bodies, as contained in ECE/TRANS/2018/24/Rev.1, noting that the May meeting of WP.15 was reduced from five to three days; **requested** the secretariat to change the dates of the June meeting of the Group of Experts on URL; and **endorsed** the request for extending the next WP.11 meeting for one additional day, in order to accommodate the requested round table, and WP.24 by half a day;

57. **Noted** that its eighty-first session is tentatively scheduled to be held in Geneva from 19 to 22 February 2019;

58. **Adopted** the list of main decisions of the eightieth session.
