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Report of the Working Party on Road Transport on its 114th session

Contents

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1–3	3
II. Adoption of the agenda (agenda item 1)	4	3
III. Activities of interest to the Working Party (agenda item 2).....	5–14	3
A. National delegations	5	3
B. International organizations	6	3
C. Activities of ECE bodies and other United Nations organizations	7–11	3
D. Digital/smart road infrastructure.....	12–14	4
IV. European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) (agenda item 3).....	15–20	4
A. Status of the Agreement.....	15–17	4
B. AETR Group of Experts	18–20	5
V. European Agreement on Main International Traffic Arteries (AGR) (agenda item 4)	21–25	5
A. Status of the Agreement.....	21	5
B. Amendments to the Agreement	22–25	5
VI. Trans-European North-South Motorway (TEM) Project (agenda item 5)	26–28	6
VII. Convention on the Contract for the International Carriage of Goods by Road (CMR) (agenda item 6).....	29–37	6
A. Status of the Convention.....	29	6
B. Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR)	30	6
C. Additional Protocol to the CMR concerning the Electronic Note	31–37	6
VIII. Facilitation of international road transport (agenda item 7)	38–48	7
A. International Motor Insurance System (Green Card).....	38	7

B.	Proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS)	39–41	7
C.	Quantitative restrictions imposed on the international road transport of goods	42–44	7
D.	The relationship between the origin of goods and transport operations.....	45–48	8
IX.	Revision of SC.1 terms of reference and rules of procedure (agenda item 8)	49–50	8
X.	Climate Change Impacts and Adaptation for Transport Networks and Nodes (agenda item 9).....	51–54	8
XI.	Benchmarking for Transport Infrastructure (agenda item 10).....	55–57	9
XII.	Other business (agenda item 11)	58–60	9
XIII.	Date of next session (agenda item 12).....	61	9
XIV.	Adoption of the report (agenda item 13)	62	9
Annexes			
I.	List of Priorities until 2030		10
II.	Proposed restructuring of SC.1 agenda from the 115th session		14

I. Attendance

1. The Working Party on Road Transport (SC.1) held its 114th session from 16 to 18 October 2019, chaired by Mr. R. Symonenko (Ukraine). The following United Nations Economic Commission for Europe (ECE) member States were represented in the meeting: Andorra, Austria, Finland, France, Georgia, Germany, Latvia, Liechtenstein, Monaco, Norway, Poland, Russian Federation, Slovakia, Slovenia, Sweden, Switzerland, Turkey, Ukraine, United Kingdom of Great Britain and Northern Ireland and Uzbekistan.
2. The following non-ECE members were represented: Algeria, Egypt, Jordan and Tunisia.
3. The European Union, Euromed and the following non-governmental organizations were represented: Association for the promotion of tachograph systems, Association of International Road Carriers (ASMAP), Confederation of Organizations in Road Transport Enforcement (CORTE), Council of Bureaux (CoB) and International Road Transport Union (IRU).

II. Adoption of the agenda

4. SC.1 adopted the agenda of the session (ECE/TRANS/SC.1/411).

III. Activities of interest to the Working Party

A. National delegations

5. The representative of Jordan submitted a presentation on the developments in Jordan in relation to road transport and tachograph and requested that it be shared on SC.1 website. There were no other updates by national delegations.

B. International organizations

6. There were no updates by international organizations.

C. Activities of ECE bodies and other United Nations organizations

7. SC.1 was informed about the results of relevant sessions of the Inland Transport Committee (ITC), its subsidiary bodies and other United Nations entities of interest. Specifically, the ITC Secretary informed SC.1 about the adoption of the “ITC Strategy until 2030” (ITC 2030 Strategy) at the Committee’s eighty-first session in February 2019 as well as the resulting implications to ITC subsidiary bodies to “take follow-up actions to align their work with the strategy” (ECE/TRANS/288, paras. 15(a) and (c)). The “Inland Transport Committee Strategy until 2030” may be found in ECE/TRANS/288/Add.2 with Table 1 in Section V containing a “List of priorities until 2030”.
8. The ITC Secretary drew attention to the ITC Bureau decision of 4 June 2019 inviting Chairs of Working Parties to “propose a concrete plan aligning the work of their Working Party with the ITC strategy” by 15 November 2019 preferably or by mid-2020 latest. Using Table 1 as a guide, SC.1 discussion on the alignment of its work with the ITC Strategy is reflected in Annex I. In addition, SC.1 agreed to restructure its agenda with effect from the next session to better reflect the alignment of its agenda with the ITC Strategy (Annex II). On behalf of the Chair, the secretariat was requested to provide both annexes to the ITC Secretary.
9. The ITC Secretary also informed SC.1 that its comments were sought by 15 November 2019 on the “restricted” zero draft of the ITC Strategy Recommendations for Enhancing National Road Safety Systems.

10. SC.1 discussed the zero draft and agreed in principle with the document. It recommended that SC.1 be included together with the Global Forum for Road Traffic Safety (WP.1), Working Party on the Transport of Dangerous Goods (WP.15) and World Forum for the Harmonization of Vehicle Regulations (WP.29) in the box corresponding to the “safe vehicle” pillar and “International Regulatory Support” area in Figure 1, and also recommended that the AETR Agreement be included in the list of United Nations Conventions in paragraph 38. SC.1 also recommended that there should be future opportunities from time to time to amend or update the ITC Strategy Recommendations for Enhancing National Road Safety Systems as appropriate. On behalf of the Chair, the secretariat was requested to provide SC.1 comments to the ITC Secretary.

11. SC.1 invited the Secretaries of WP.1 and WP.29 to attend its next session, and to provide an overview of the work of their Working Parties.

D. Digital/smart road infrastructure

12. The secretariat informed the Working Party that, at the ITC eighty-first session, the Committee had encouraged SC.1 to continue its work on smart roads (ECE/TRANS/288, para. 35). In light of this, as well as the priority placed by the ITC 2030 Strategy on supporting new technologies and innovations in inland transport, SC.1 affirmed the relevance of this item in its agenda.

13. The representative of Turkey made a presentation on the digitalization of road transport in Turkey which included information on its transport automation system (U-net) and electronic permits.

14. Members of SC.1 were encouraged to volunteer to share or present initiatives on the digitalization of road systems or road infrastructure in their countries at the next session. Liechtenstein expressed its interest in providing a presentation at the next session on managing a vehicle’s life cycle with blockchain technology.

IV. European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)

A. Status of the Agreement

15. The secretariat informed SC.1 about the status of the AETR Agreement, including about the acceptance of the proposal by the Government of Turkey to amend Article 14 to make Lebanon eligible to accede to the AETR Agreement. The amendment will enter into force on 8 January 2020 (Depositary Notification CN.503.2019.TREATIES-XI.B.21).

16. As requested by the AETR Group of Experts (ECE/TRANS/SC.1/GE.21/47, paras. 16-17), SC.1 was also informed about the interest of Egypt in becoming eligible to accede to the AETR Agreement. As this would require an amendment to Article 14, SC.1 agreed to the following amendment:

“Article 14

This Agreement shall be open for signature until 31 March 1971 and thereafter for accession, by States members of the Economic Commission for Europe and States admitted to the Commission in a consultative capacity under paragraph 8 or 11 of the Commission's terms of reference. Accessions under paragraph 11 of the Commission's terms of reference shall be limited to the following States: Algeria, Egypt, Jordan, Lebanon, Morocco and Tunisia.”

17. The SC.1 Chair invited an AETR Contracting Party to formally submit this proposal to the Secretary-General through the United Nations Office of Legal Affairs.

B. AETR Group of Experts

18. The Chair of AETR Group of Experts updated SC.1 on the recent work of the Group, especially on the work to reconcile the AETR regime in the European Union and non-European Union AETR contracting parties following the introduction of the smart tachograph in the EU. The European Commission presented ECE/TRANS/SC.1/GE.21/2019/1/Rev.1, submitted by Austria, which contains draft text on a possible new annex to the AETR Agreement related to TACHOnet. The European Commission encouraged all AETR contracting parties to connect to the new system by the end of 2020.

19. SC.1 considered the issue of changing the name of the AETR Agreement by deleting the term “European” from the title. Making this change would be consistent with the fact that there are currently five non-European countries which are eligible to accede to the Agreement and also with the ITC Strategy document’s (ECE/TRANS/288/Add.2, table 1) priority actions to amend legal instruments with geographical and procedural barriers by 2025. The working party agreed to keep this issue on the agenda of future sessions.

20. Turkey provided an update on its project to establish a national driving times and rest periods data monitoring centre.

V. European Agreement on Main International Traffic Arteries (AGR)

A. Status of the Agreement

21. The secretariat informed SC.1 that there was no change to the number of contracting parties (37).

B. Amendments to the Agreement

22. SC.1 was informed that ECE/TRANS/SC.1/2019/1, the amendment proposal submitted by Hungary to Annex I of the Agreement to extend E66 from Székesfehérvár (Hungary) to Szolnok (Hungary), was withdrawn in light of a similar proposal which was accepted by SC.1 at its 111th session, and which entered into force on 6 December 2013 (per Depository Notification C.N.562. 2013.TREATIES-XI.B.28).

23. In light of the ITC 2030 Strategy action of promoting the accession by non-ECE member States to the UN legal instruments, the secretariat drew attention to article 5 of the Agreement. SC.1 discussed the matter, and SC.1 members agreed to consult their capitals on whether it would be appropriate to open the Agreement to accession by non-ECE member States, and to revert on this at the next session.

24. In light of the ITC Strategy Recommendations for Enhancing National Road Safety Systems which include safe roads, the secretariat recalled that at the 105th session of SC.1, SC.1 had considered and approved amendment proposals to the Agreement relating to road safety impact assessments, road safety audits, the management of road network safety and safety inspections (based on European Commission Directive 2008/96/EC on road infrastructure safety management) (ECE/TRANS/SC.1/392, para. 53). However, as no Contracting Party had indicated that it was willing to propose the amendment, the secretariat had been unable to forward the amendment proposal to the United Nations Office of Legal Affairs, and after some years, SC.1 requested that this item be removed from its agenda item (para 21, ECE/TRANS/SC.1/402).

25. SC.1 decided not to revisit the abovementioned amendment proposals (which would require updating given the passage of several years), but to consider the topic of safe and sustainable road infrastructure in general as a new item on its agenda for future sessions.

VI. Trans-European North-South Motorway (TEM) Project

26. SC.1 noted with appreciation the information provided in ECE/TRANS/SC.1/2019/2 by the TEM Project representative on project activities since the last session.

27. The UNECE Transport Regional Adviser drew attention to the publication “Road Safety Audit and Road Safety Inspection on the TEM network” in light of SC.1’s discussion on road infrastructure at this session.

28. SC.1 requested the UNECE Transport Regional Adviser to convey to the TEM Project Manager the interest of SC.1 in TEM project activities, and to suggest areas of synergy and possibilities for collaboration between SC.1 and TEM Project Group at the next session.

VII. Convention on the Contract for the International Carriage of Goods by Road (CMR)

A. Status of the Convention

29. The secretariat informed SC.1 that Pakistan had acceded to the Convention on 30 May 2019, bringing the total number of contracting parties to 56.

B. Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR)

30. The secretariat informed SC.1 that Pakistan had acceded to the Protocol to the Convention on 30 May 2019, bringing the total number of contracting parties to 45.

C. Additional Protocol to the CMR concerning the Electronic Consignment Note (e-CMR)

31. The secretariat informed SC.1 that there were six accessions to e-CMR since the last session, bringing the total number of contracting parties to 23. The recent accessions included that of Belarus, Finland, Poland, Portugal, Romania and Tajikistan.

32. The representative of Austria informed SC.1 that Austria intended to accede to e-CMR.

33. At the request of SC.1 at the last session, the Netherlands submitted ECE/TRANS/SC.1/2018/1/Rev.1 with additional text in a new paragraph 31 to reflect the usual scenario of the usage of electronic consignment notes for contracts of carriage of goods by road in vehicles for reward where both the place of origin and place of destination are situated in two different countries which are both contracting parties to the CMR.

34. SC.1 endorsed the “without prejudice” guidance note on the legal aspects of e-CMR, noting that the note may be revised and expanded in the future to include further legal considerations as contracting parties begin to operationalize and implement e-CMR. SC.1 requested the secretariat to make the guidance note available in English, French and Russian on SC.1’s website.

35. SC.1 was informed that ITC, at its eighty-first session in February 2019, had expressed its support for SC.1 being the main platform for multilateral dialogue and exchange of best/emerging practices by contracting parties implementing e-CMR, and encouraged SC.1 to increase its efforts to advocate and raise awareness of the benefits of being a contracting party to the CMR, Protocol to the CMR, and e-CMR, with a particular emphasis on the latter. In addition, ITC requested SC.1, with the support of the secretariat, to (a) prepare a paper detailing the research and other actions needed and/or recommended for the operationalization of e-CMR, to be tabled at a future ITC session, and (b) to report back to the Committee at its eighty-second session on progress achieved (ECE/TRANS/288, para. 70).

36. To facilitate discussions, the secretariat presented its desktop research findings related to the cost-benefits of changing from paper-based to electronic consignment notes and provided examples of digitalization projects in other transport modes/other regions. Slovenia also made a presentation on its “Transbook” e-CMR pilot project.

37. In relation to the request of ITC for a paper detailing research and other recommended actions, SC.1 decided to create an informal group of experts comprising of Germany, Latvia, Russian Federation, Slovenia, Turkey, IRU and the European Commission to prepare a draft paper for SC.1’s consideration at the next session. Other members of SC.1 were invited to join the informal group of experts. SC.1 also requested that the Chair or the secretariat informs ITC at its eighty-second session on the creation of the informal group of experts which will prepare the paper requested by ITC for its consideration at a future session.

VIII. Facilitation of international road transport

A. International Motor Insurance System (Green Card)

38. SC.1 was informed by the Secretary-General of the Council of Bureaux about recent developments in the “Green Card system” (detailed information is available in Informal document No. 1).

B. Proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS)

39. SC.1 was informed that at the eighty-first session of ITC, ITC had requested the finalization of several new legal instruments under development as soon as possible from 2020, including that of OmniBUS (ECE/TRANS/288/Add.2).

40. With the representatives from the Russian Federation, Switzerland and Turkey present, SC.1 resumed its discussion. The Russian Federation indicated that it was prepared to accept the proposed wording reflected in paragraph 3 of Article 25 of ECE/TRANS/SC.1/2015/3 but not the “alternate wording” option. The Russian Federation also withdrew its reservation to the text of paragraph 10 of Annex VI. In addition, the Russian Federation proposed additional text to the “Important notice” part of the application for authorization contained in Annex I. The secretariat was requested to circulate ECE/TRANS/SC.1/2015/3 with the tracked changes suggested by the Russian Federation to Switzerland and Turkey.

41. The Chair requested that the Russian Federation, Switzerland and Turkey work together (e.g. through “Friends of Chair” meetings or other informal methods) to finalize the text of the draft agreement prior to the next SC.1 session, and to submit the finalized text in ECE/TRANS/SC.1/2015/3/Rev.1 for adoption at the next session.

C. Quantitative restrictions imposed on the international road transport of goods

42. At its 112th session, SC.1 discussed a European Commission (EC) study on the economic analysis of an agreement between the European Union and Turkey which had estimated that Turkey and the European Union had sustained large financial losses due to transport quotas and restrictions. Turkey had requested the European Commission to investigate the transit charges which Turkish hauliers pay in Bulgaria, Greece and Romania and to advise if these charges were incompatible with the European Union-Turkey Customs Union.

43. The representative of the European Commission advised that, having looked into this issue, it had not found any incompatibility with the Customs Union. The representative of Austria referred to a decision of the European Court of Justice C629/16 which might be of

interest, and which declared the system of bilateral quotas to be in line with the European Union Turkey Customs Union.

44. SC.1 agreed to keep this item on its agenda for the next session so that Turkey and the European Commission could provide an update on any further analysis on this matter.

D. The relationship between the origin of goods and transport operations

45. At the request of SC.1 for this session, Poland submitted ECE/TRANS/SC.1/2019/3 which contains an amendment proposal to revise the Consolidated Resolution on the Facilitation of International Road Transport (R.E.4) to include a definition of “bilateral transport” as a new subpoint 4.1.9.

46. SC.1 discussed the matter extensively, and requested that Latvia, Poland, the Russian Federation, and Turkey discuss the alternative definitions listed below, and to agree on a definition to be proposed in ECE/TRANS/SC.1/2019/3/Rev.1 for the next session. Members of SC.1 were also invited to contact the representatives of Poland directly with further alternatives.

47. Poland and Russian Federation proposal:

- 4.1.9 "Bilateral transport means a road transport operation undertaken by a laden or unladen vehicle registered in one country, the point of departure of which is from the territory of registration of the vehicle, and the destination of which is in the territory of the other country, or vice versa."

48. Turkey proposal:

- 4.1.9 "Bilateral transport means a road transport operation undertaken by a vehicle registered in one country, the point of departure of which is from the territory of registration of the vehicle, and the destination of which is in the territory of the other country, or vice versa, which does not fall under the definition of third country traffic in paragraph 4.1.7."

IX. Revision of SC.1 terms of reference and rules of procedure

49. In 2016, Belgium and Germany had submitted a proposal for changes to SC.1 terms of reference and rules of procedures (Informal document (2016) Nos 3 and 4). At the last session, SC.1 decided to postpone its discussion until the adoption of new terms of reference and rules of procedure by the Global Forum on Road Traffic Safety (WP.1) which could be used as a template for SC.1 future terms of reference.

50. SC.1 decided to resume its discussions without referring to WP.1's terms of reference as WP.1 is yet to complete this task. Germany facilitated discussion on Informal document No. 4. SC.1 requested that Germany submits a formal document with its proposed changes at the next session, after verifying the suggested text from the relevant ECE working party guidelines with the secretariat.

X. Climate Change Impacts and Adaptation for Transport Networks and Nodes

51. At SC.1's invitation, the Secretary of the UNECE Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes was invited to present an overview of the report of the group which has been analysing the impacts of climate change on main transport assets in the ECE region (Informal document WP.5/GE.3 No.6 and ECE/TRANS/WP.5/2019/3).

52. SC.1 appreciated the report and the presentation, and invited the Secretary of the Group of Experts to provide an update at the next session.

53. SC.1 discussed the request of the Secretary of the Group of Experts to provide shapefiles (i.e. projection such as EPSG 3857, and at least one field containing the E-road

number/s) of the E-roads in their countries for an up to date map of the E-roads. Members of SC.1 were encouraged to provide this information to the secretariat.

54. The representative of Germany suggested that the secretariat could also obtain the shapefiles relating to the E-roads from the TEN-T database. The secretariat will provide an update at the next session.

XI. Benchmarking for Transport Infrastructure

55. At the invitation of SC.1, the Secretary of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs (WP.5/GE.4) presented the work of GE.4 which is on the identification of models, methodologies, tools and good practices for evaluating, calculating and analysing transport infrastructure costs across all modes (road, rail, inland water ways and intermodal terminals). The Secretary of the Group of Experts requested the members of SC.1 to complete a questionnaire which seeks to collect data to prepare a benchmarking of transport infrastructure construction costs across the entire ECE region, and to send it to the secretariat by 16 December 2019. Finally, the Secretary informed SC.1 of the UNDA project on developing Sustainable Inland Transport Connectivity Indicators.

56. SC.1 appreciated the presentation, and invited the Secretary of the Group of Experts to provide an update on this topic at the next session.

57. SC.1 also appreciated Informal document No. 2 tabled by the United States of America which provides information on the National Highway Construction Cost Index published by the Office of Transportation Policy Studies and noted that this information has been shared with the Secretary of the Group of Experts.

XII. Other business

58. The Secretary of the Working Party on Transport Trends and Economics (WP.5) was invited to provide information on ECE's work on Euro-Asian Transport Links (EATL). The members of SC.1 were encouraged to write to the secretariat with ideas on how to enhance the operationalization of the EATL.

59. The European Commission informed SC.1 that the International Organization for Standardization (ISO) Technical Committee 204 had approved on 18 October 2019 a work item to turn the CEN standards corresponding to the DSRC communication protocol being used in the smart tachograph into ISO standards.

60. SC.1 did not discuss other issues.

XIII. Date of next session

61. The Working Party was informed that the next session has been scheduled for 14-16 October 2020. The secretariat advised that the deadline for the submission of formal documents for the next session was Friday, 17 July 2020.

XIV. Adoption of the report

62. The Working Party adopted the report of this session.

Annex I

Table 1
List of Priorities until 2030

<i>Theme/ Related SDG</i>			<i>Indicative budget (RB/XB); Ways to manage; Partnerships</i>
<i>Long-term Action</i>	<i>Priority Actions until 2030</i>		
The United Nations Platform for inland transport conventions RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13	Servicing of legal instruments	The servicing and administering of legal instruments, especially in the fields of vehicle regulations harmonization, transport of dangerous goods, border crossing facilitation and road safety, represent the most important task of the ITC. This includes, in particular, the regular and timely amendments as well as the consolidation of amendments to legal instruments and discussion on their implementation. Comments: SC.1 agreed that this is part of its ongoing work.	RB and XB in some cases
Promotion of accession by non-ECE member States to the United Nations legal instruments		- Amendments to the TOR of ITC by 2020 Comments: not applicable to SC.1. - Amendments to the legal instruments with geographical and procedural barriers by 2025 Comments: SC.1 is considering and discussing this in the context of the AETR Agreement. SC.1 members will also consult capitals on the relevance of this in the context of the AGR Agreement and revert at its 115 th session. - Review of relationship of the existing legal instruments and recommendations by 2022 Comments: SC.1 agreed that this is part of its ongoing work. - identification of additional necessary legal instruments Comments: SC.1 agreed that this is part of its ongoing work.	RB

<i>Theme/ Related SDG</i>	<i>Long-term Action</i>	<i>Priority Actions until 2030</i>	<i>Indicative budget (RB/XB); Ways to manage; Partnerships</i>
	New legal instruments under the Sustainable Development Agenda	- Finalizing three new legal instruments that are under development: URL, OmniBUS and Rail Passenger Convention - Exploring possible new legal instruments from 2020 Comments: SC.1 will endeavor to finalize the draft OmniBUS agreement at its 115 th session, or as soon as possible thereafter.	RB, maybe also XB as necessary
	New or adjusted/updated existing capacity building programme, training manuals, guidelines, standards and competency criteria as well as training courses	- Comprehensive Plan on capacity building by 2020 - adjustment/updating of existing training materials from 2020 - new training materials, standards and competency criteria from 2022 - training courses from 2019 Comments: SC.1 took note of the above and will support as appropriate.	RB to support incorporation of training standards and competencies in legal instruments if necessary XB for training materials and courses through partnerships with training institutions
	Development of indicators	From 2019 Comments: SC.1 took note of this and will support as appropriate.	Non ECE-RB (e.g. UNDA) or XB
The UN Platform for supporting new technologies and innovations in inland transport	Regional and global platforms for digitalization, automated driving and intelligent transport systems	- Further expand global participation in, and cooperation between, WP.1 and WP.29 Comments: Not applicable to SC.1. - Update DETA and host it at ECE from 2022 onwards Comments: Not applicable to SC.1. - Promote the accession and operationalization of the e-CMR within the ECE region and beyond from 2019 Comments: SC.1 agreed that this is part of its ongoing work. - Gradually develop e-TIR leading to the possible full	RB for regular staff, meeting facilities and services and DETA XB for the rest
RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13			

<i>Theme/</i>	<i>Related SDG</i>	<i>Long-term Action</i>	<i>Priority Actions until 2030</i>	<i>Indicative budget (RB/XB); Ways to manage; Partnerships</i>
			<p>implementation of the e-TIR system by 2023, subject to the entry into force of new Annex 11 to the TIR Convention</p> <p>Comments: Not applicable for SC.1.</p> <p>- Identify, foster and facilitate the introduction of new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030</p> <p>Comments: SC.1 agreed that it has an ongoing role in identifying and facilitating new technologies in road transport. At each session of SC.1, members are encouraged to volunteer to share or present on the digitalization of road systems or infrastructure.</p>	
		<p>Regulatory environment to promote automated vehicles, as well as low-carbon and low-emissions vehicles</p>	<p>- Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s), both if necessary</p> <p>Comments: SC.1 agreed that this is part of its ongoing work.</p>	RB
	<p>The United Nations Platform for regional, interregional and global inland transport policy dialogues</p>	<p>- Organize regional, interregional and global thematic segments on sustainable inland transport during the ITC sessions</p> <p>Include ITC agenda items on challenges facing inland transport in different regions</p>	<p>High-level segments of ITC on various topics of sustainable inland transport from 2019</p> <p>Comments: Not applicable for SC.1.</p> <p>ITC Agenda items on challenges in different regions from 2020</p> <p>Comments: SC.1 agreed that this is part of its ongoing work.</p>	RB, as part of the Committee session
	<p>RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13</p>			

<i>Theme/ Related SDG</i>	<i>Long-term Action</i>	<i>Priority Actions until 2030</i>	<i>Indicative budget (RB/XB); Ways to manage; Partnerships</i>
The United Nations Platform for promoting sustainable regional and interregional inland transport connectivity and mobility RELEVANT SDGs: SDG 3, SDG 6, SDG 7, SDG 8, SDG 9, SDG 11, SDG 12, SDG 13	Regional integrated intermodal infrastructural connectivity and mobility	- Support to integrated intermodal connectivity and mobility from 2020, including TEM, TER, intermodal and logistics Comments: SC.1 agreed that supporting TEM is part of its ongoing work. Transport Statistics: Continuation and improvement of the data gathering, validation and dissemination processes to produce accurate statistics that allow evidence-based transport decisions. From 2019 to 2030 Comments: SC.1 took note of this and will collaborate with the Group of Experts on Benchmarking Transport Infrastructure Construction Costs (WP.5/GE.4) as appropriate.	RB and XB
	Interregional connectivity including through various corridors	- Support to interregional inland transport connectivity and corridors from 2019, Comments: SC.1 agreed that this is part of its ongoing work.	RB and XB
	Promoting sustainable transport and urban mobility;	- New tools and activities from 2019, e.g. - THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility Comments: SC.1 took note of this and will support as appropriate	XB
	Climate resilient transport infrastructure	Investigate the influence of climate change on transport infrastructure. Comments: SC.1 took note of this and will collaborate with the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes as appropriate.	

Note: Transport statistics, analytical work and capacity capacity-building will support the above priorities. High-level segments of ITC will support the above priorities.

Annex II

Proposed restructure of SC.1 agenda from the 115th session

1. Adoption of the agenda.
2. Inland Transport Instruments:
 - (a) European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR):
 - (i) Status of the Agreement;
 - (ii) AETR Group of Experts;
 - (b) European Agreement on Main International Traffic Arteries (AGR):
 - (i) Status of the Agreement;
 - (ii) Amendments to the Agreement.
 - (c) Convention on the Contract for the International Carriage of Goods by Road (CMR), Protocol and e-CMR:
 - (i) Status of the Convention;
 - (ii) Protocol to the Convention.
 - (iii) Additional Protocol to the Convention concerning the Electronic Consignment Note.
 - (d) New legal instrument(s):
 - (i) Proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS).
 - (e) Consolidated Resolution on the Facilitation of International Road Transport (RE.4):
 - (i) Relationship between the origin of goods and transport operations.
3. Supporting New Technologies and Innovations in Inland Transport:
 - (a) Digital/smart road infrastructure.
4. Regional, Interregional and Global Inland Transport Policy Dialogues:
 - (a) Quantitative restrictions imposed on international road transport of goods.
5. Promoting Sustainable Regional and Interregional Inland Transport Connectivity and Mobility:
 - (a) Safe and sustainable road infrastructure:
 - (i) Road safety inspections and audits;
 - (ii) Climate Change Impacts and Adaptation for Transport Networks and Nodes;
 - (iii) Benchmarking for transport infrastructure.
 - (b) Trans-European North-South Motorway Project (TEM).
6. Facilitation of international road transport:
 - (a) International Motor Insurance System (Green Card).
7. Revision of SC.1 Terms of Reference and Rules of Procedure.
8. Activities of interest to SC.1:
 - (a) National delegations;
 - (b) International organizations;
 - (c) Activities of ECE bodies and other United Nations organizations.

9. Other Business.
 10. Date of Next Session.
 11. Adoption of the Report.
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