

Distr.: Restricted
11 June 2020

English only

Economic Commission for Europe

Inland Transport Committee

Bureau of the Inland Transport Committee

Second meeting of the 2020–2021

Geneva, 14 July 2020

Item 5 of the provisional agenda

Implementation of ITC Strategy until 2030

Implementation of the ITC Strategy until 2030

I. Introduction

1. This document has been prepared by the secretariat to present the status of work in implementing the ITC Strategy until 2030 (Strategy) and to formulate next steps to further advance the implementation. The status and the next steps are detailed as per tasks arising from the Strategy and the ITC decisions related to the adoption of the Strategy. This document also allocates responsibilities for the implementation of the next steps.

2. The Bureau is requested to provide comments on the progress and advice on the next steps for the implementation of the Strategy. This document is to be regularly updated to present progress in the implementation of the Strategy as well as to formulate successive next steps for continuous advancement in the implementation.

II. Status and next steps

	<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
1	Vision: UN platform for inland transport to help efficiently address global and regional needs in inland transport	The recognition of ITC as the UN platform for inland transport was promoted through preparation and dissemination of flyers on the Strategy, role and impact of ITC, dialogue meeting with WMO, learning from and cooperation with ICAO and IMO.	1. Further develop and disseminate information on the Strategy and prepare an internal (inside UN) and external (Contracting Parties) campaign which will include strategic activities that would strengthen ITC profile as the UN inland transport body, in particular:	1-3. ITC secretariat with all WPs secretaries
2	Mission: Contributes to sustainable inland transport and mobility for achieving the sustainable	ECE, in its role as the platform for inland transport, administers and is responsible for international conventions and agreements applied worldwide (e.g.: vehicle regulations, dangerous goods) and also services ECOSOC bodies in charge of elaborating recommendations followed	- Create a dedicated web page that promotes ITC vision;	

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
development goals in the ECE and UN member States	and implemented worldwide by all modes of transport	<p>- Organize side events at global conferences;</p> <p>- Create a brochure on the ECE Transport profile with infographics and statistics confirming the global role;</p> <p>- Create a brochure on inland transport and Sustainable Development Goals (SDGs) for dissemination at important global conferences.</p> <p>2. Make a comparison of ECE Transport with ICAO and IMO to show their equivalent leading roles for respectively inland transport, civil aviation and maritime transport; in this way promote the ITC as UN leading inland transport entity. Include experience of ECE Transport in servicing the work of ECOSOC bodies dealing with harmonization of provisions for the transport of dangerous goods by all modes, and how their recommendations are applied by ICAO and IMO.</p> <p>3. Promote the role of ECE Transport as custodian of UN transport legal instruments, including through partnerships, and where relevant, sign collaboration MoUs.</p>	
3 Pillars			
3.1 ITC as the UN Platform for regional and global inland transport conventions	Please see information under the tasks 5.1 – 5.11		
3.2 ITC as the UN Platform for supporting new technologies and innovations in inland transport	Please see information under the tasks 5.12 – 5.17		

	<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
3.3	ITC as the UN Platform for regional, interregional and global inland transport policy dialogues	Please see information under the tasks 5.18 – 5.19		
3.4	ITC as UN Platform for promoting sustainable regional and interregional inland transport connectivity and mobility	Please see information under the tasks 5.20 – 5.24		
4	Actions from the Strategy's adoption decision			
4.1	Align WPs workplans with the Strategy	<p>The ITC Chair and Transport Director sent a letter of 26 June 2019 to all WPs and ACs Chairs to request alignment of WPs work to the Strategy.</p> <p>Secretariat made presentations to WPs on the Strategy.</p> <p>WPs and ACs were to submit their suggestions for work alignment by latest mid-2020.</p> <p>- WP.1: It has reviewed its activities vis-à-vis the ITC Strategy. As a result of the review, Informal document No.4 (March 2020) was adopted by WP.1. The document contains the planned alignment of the working party's activities with the Strategy.</p> <p>- WP.5: It aligned its programme of work with the Strategy (ITC was informed during 82nd session, para 47 of ECE/TRANS/294)</p> <p>- WP.6: Workplan is already broadly in line with Strategy, in that it seeks to improve data gathering, validation and dissemination processes to produce accurate statistics that allow evidence-based transport decisions. Further, WP.6 contributes to implementing all SDGs, but in particular targets 3.6, 9.1 and 11.2, by producing accurate and comparable data on relevant SDG targets, allowing progress to be benchmarked.</p>	<p>Develop a coherent alignment plan for consideration of ITC (through ITC Bureau) to cover the outstanding elements:</p> <p>- intermodal passenger transport and mobility to WP.24 (possibly through the creation of a Group of Experts (GoE) on Intermodal Passenger Transport; such GoE could complement not duplicate the work of THE PEP as it would cover all inland modes of transport and cover also intercity intermodality).</p> <p>- green transport to be led/reviewed by a WP (please see also task 5.23, point 6).</p>	ITC secretariat and all WPs secretaries

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p>- WP.11: It is expected to consider a concrete plan for aligning with the ITC Strategy, as prepared by the secretariat, at its Oct 2020 session.</p>		
	<p>- WP.15: It considered the ITC Strategy until 2030 at its 107th session (reference to paras 9 to 15 of the report ECE/TRANS/WP.15/248), approved the ITC draft recommendations and considered that its work was already fully in line with the ITC Strategy. Since the programme of work of WP.15 covers that of WP.15/AC.1 and AC.2, the reference to the alignment of its work with the ITC Strategy also applies to the activities carried out by AC.1 and AC.2.</p>		
	<p>- WP.24: It initially agreed on its programme aligned with the Strategy. WP.24 supports integrated intermodal connectivity for freight transport/mobility. Intermodal passenger mobility is not supported.</p>		
	<p>- WP.29: It agreed on its programme aligned with the Strategy and is in the process of prioritizing activities within its six subsidiary working parties (ECE/TRANS/WP.29/2020/01 and Rev.1).</p>		
	<p>- WP.30: At its 153rd session (October 2019), WP.30 considered document ECE/TRANS/WP.30/2019/8 and its Corr.1, containing a list of tasks to be undertaken to align its work with the Strategy. The Working Party expressed its readiness, in principle, to support the implementation of the Strategy and, thus, tentatively agreed with the proposed timetable, subject to further assessment at any time in the future (see ECE/TRANS/WP.30/306, paragraph 5).</p>		
	<p>- SC.1: It aligned its program of work with the Strategy and also restructured its agenda with effect from its next (115th) session to better reflect its alignment with the Strategy (ITC Secretary was informed via email in Nov 2019 and ITC was informed during its 82nd session).</p>		
	<p>- SC.2: It aligned its programme of work with the Strategy (ITC was informed during 82nd session)</p>		

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p>- SC.3: It aligned its programme of work with the Strategy (ITC was informed during 82nd session, para 112 of ECE/TRANS/294)</p> <p>A coherent plan aligning WPs work should be developed.</p> <p>Outstanding elements are:</p> <ul style="list-style-type: none"> - intermodal passenger transport and mobility is not explicitly covered in WP.24 ToR. - green transport activities are as such not mandated to any of the WPs. 		
4.2 Adjust the Strategy and its priorities if necessary	<p>COVID-19 resulted in many challenges to international inland and urban transport. So far however COVID-19 assessment does not show any need to make changes to the Strategy. A possible COVID-19 aftermath measures may be managed as part of priority tasks 5.5, 5.6, 5.9, 5.14, 5.15, 5.20, 5.22 and 5.23.</p> <p>Should a need arise, adjustment may be proposed.</p>	Monitor development in inland transport and propose adjustments to the Strategy as necessary.	ITC secretariat in cooperation with relevant WPs secretaries
4.3 Adjust ITC rules of procedures	<p>ITC Rules of procedures (RoP) and revised ITC Terms of Reference have been adopted by ITC in February 2020 and February 2019 respectively. The latter, following their endorsement by ECE in April 2019, are pending consideration by ECOSOC. The secretariat sent briefing notes to key ECOSOC members.</p>	Promote and support the positive consideration of the ToR by ECOSOC.	ITC secretariat
4.4 Promote implementation of the Strategy	<p>WPs play along ITC a strong role in the implementation of the Strategy. The alignment plan (see also task 4.1) will indicate how a WP can enhance its role in implementing the Strategy. It is included in the annual work plans of all Division staff.</p>	Implement the Strategy alignment plan in WPs following its adoption by ITC in 2021. This will be done through internal coordination and regular meetings so as to ensure full alignment and implementation of the Strategy; this may include meetings (virtual) with the WPs Chairs and the ITC Chair to agree on common activities or tasks.	ITC secretariat and all WPs secretaries
4.5 Adjust, as necessary, the ITC annual session	<p>The ITC agenda was adjusted in line with the Strategy priorities and action plan. Existing agenda items were reordered to reflect priorities in the</p>	Continue consideration with the Bureau on further adjustments to the organization of the ITC session to further support	ITC secretariat

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p>Strategy and new agenda items were introduced.</p> <p>Please also see tasks 5.18 and 5.19</p>	<p>the implementation of the Strategy and ITC decision-making.</p>	
4.6 Hold consultations and build cooperative relationship with other UN regional commissions	<p>Transport Division actively cooperates with other UN regional commissions (RCs). Transport Director informed the counterparts in other RCs of the Strategy and proposed cooperation. Transport Division involves other RCs in its projects/initiatives: the UNDA project on development of Sustainable Inland Transport Connectivity Indicators (SITCIN) and COVID-19 response / initiative with the development of the Border Crossing status due to Covid-19 Observatory where all RCs are involved; and road safety activities such as road safety performance reviews. ECE and ESCAP also work together on Euro-Asian transport connectivity.</p> <p>ECE Transport and ESCWA are working together for the development of the International Transport Infrastructure Observatory.</p>	<p>Continue and enhance collaboration with other RCs.</p>	<p>ITC secretariat in collaboration with relevant WPs secretariats</p>
5 Actions from the list of priorities			
5.1 Service and administer legal instruments	<p>Relevant WPs/ACs administer the legal instruments under their purview. As part of this work, WPs assess and/or review legal instruments under its purview, e.g. WP.30at its 154th session, started an assessment of the 17 legal instruments under its purview, including, but not limited to, the possibility to amend them (see ECE/TRANS/WP.30/308, paragraph 6 and ECE/TRANS/WP.30/2020/1).</p> <p>As part of the measures to facilitate understanding and implementation of the legal instruments, the WPs/ACs attempt to ensure availability of the global instruments in all six UN official languages.</p> <p>Relevant WPs/ACs work together to ensure necessary consistency between specific legal instruments, e.g. WP.15 and WP.29 on vehicle regulations R105 for dangerous goods vehicles or WP.15 and WP.1 on road signs related to dangerous goods.</p> <p>Relevant WPs issue recommendations for enhanced alignment of national</p>	<p>1. Continue to administer and amend as necessary the legal instruments, this also includes the review, assessment and proposed updates and modernization as well as strategy for new accession and re-implementation.</p> <p>2. Work towards securing a mandate from the General Assembly or the ECOSOC for translation of documents related to the legal instruments with global scope in all six UN official languages.</p> <p>3. Continue the collaboration for ensuring consistency between specific legal instruments.</p> <p>4. Continue issuing recommendations on the implementation of the legal instruments and explore ways for enhanced</p>	<p>1. WPs/ACs secretaries</p> <p>2. ITC secretariat</p> <p>3-4. Relevant WPs/ACs secretaries</p>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	laws with the legal instruments (e.g. WP.15 recommended alignment of national laws on transport of dangerous goods with ADR, to facilitate effective implementation of ADR and improvement of road safety. It encouraged ITC to adopt this recommendation)	monitoring of their application.	
5.2 Amend ITC ToR (by 2020)	Please see information under the task 4.3		ITC secretariat
5.3 Amend the legal instruments with geographical and procedural barriers (by 2025)	<p>ADR Agreement: “European” removed from the title of agreement. Although the Agreement was already open for accession by all UN Member States, it is understood that this amendment may facilitate accession from those for which the reference “European” could be perceived as an obstacle. This amendment will enter into force on 1 January 2021.</p> <p>WP.1 has already informally rejected the changes to eligibility provisions in the “European Supplements” to both 1968 Conventions. Nevertheless, prior to 2025, WP.1 will undertake further discussions concerning amending final clauses in those and other legal instruments.</p>	Identify legal instruments whose geographical or procedural barriers could be removed for opening up the instrument to global accession and include into the action plans.	WPs/ACs secretaries
5.4 Review relationship of the existing legal instruments and make recommendations (by 2022)	This priority remains to be addressed by WPs.	Review in clusters by modes of transport (road, rail, inland waterways, intermodal) the relationship between the existing legal instruments and make recommendations. If needed and deemed appropriate either for strategic purposes or because the demand of business environment, such recommendations, their adoption and their possible implementation could take place at earlier stages.	WPs secretaries
5.5 Identify additional necessary legal instruments	Under this priority the need for instruments in support of existing legal instruments is discussed. Instruments such as on facilitation of visa for professional drivers or border crossing facilitation in extraordinary situations including pandemics are considered.	Further advance the discussions on basis of the analysis under 5.4.	Relevant WPs secretaries
5.6 Finalize three new legal instruments under	The Rail Passenger Convention was adopted by ITC in Feb 2019; The work on URL was extended into 2020 to	1. Continue the processes to finalise URL and Omnibus	1. SC.1 secretary (accompanying

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
development Explore new legal instruments (from 2020)	conclude on the mandate and possibly prepare a draft convention on the contract of international carriage of cargo by rail; SC.1 resumed its discussions on the draft OmniBus agreement at its 114 th session in Oct 2019, and made progress on a number of outstanding issues. The Chair of SC.1 continues to work with the Russian Federation, Switzerland and Turkey to resolve outstanding issues regarding the draft text. New legal instrument on automated driving is considered in WP.1 (please also see task 5.17) Exploration of new legal instruments should continue.	2. Organise brainstorming session on the exploration of new legal instruments in inland transport.	the SC.1 Chair) and SC.2/EGURL secretary 2. Relevant WPs secretaries with involvement of ITC secretariat
5.7 Prepare a comprehensive plan on capacity building (by 2020)	The ITC Capacity Development Action Plan (2020–2025), as contained in ECE/TRANS/2020/18 was adopted by ITC at its 82 nd session (Feb 2020)	Implement the capacity development action plan subject to the availability of resources.	Regional Advisor with all Division staff
5.8 Adjust/update existing training materials (from 2020)	UNDA project on the development of e-learning platform is approved. This project is to review, update and integrate, as appropriate, available training material on UN inland transport legal instruments, develop some new material for the e-learning platform as well as test the platform in the beneficiary countries.	1. Implement the project, pending funds disbursement, with involvement of consultants. 2. Adjust/update existing training materials.	1. Responsible officer with support of all Division staff 2. All Division staff coordinated by Regional Advisor
5.9 Prepare new training materials, standards and competency criteria (from 2022)	New training materials are to be developed subject to availability of extrabudgetary funding. Additional standards and competency criteria are also to be developed in WPs, in form of handbooks, amendments to legal instruments, or new legal instruments	1. Start projects subject to availability of extrabudgetary funding. 2. Continue development of handbooks, standards and competency criteria in WPs.	1. Division staff with support of Regional Advisor 2. WPs secretaries
5.10 Develop training courses (from 2019)	Curricula for training courses are to be developed partly in the UNDA project (see task 5.8).	Discuss partnership agreements for course development/implementation subject to availability of extrabudgetary funding.	Regional Advisor with support of ITC secretariat and relevant WPs secretaries
5.11 Develop indicators (from 2019)	UNDA project on Sustainable Inland Transport Connectivity Indicators (SITCIN project) is in implementation. The indicators are to cover the three pillars of sustainable development. They are to measure connectivity for	Conclude the SITCIN project and promote and disseminate the indicators for a wide application.	WP.5 secretary

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	road and rail transport, inland waterways as well as intermodal transport.		
5.12 Expand further global participation in, and cooperation between, WP.1 and WP.29	WP.1 and WP.29 are continuously cooperating and exchanging views through holding of regular joint sessions and preparation of joint outputs e.g. common set of terms for automated driving.	Continue close collaboration.	WP.1 and WP.29 secretaries
5.13 Update DETA and host it at ECE (from 2022)	<p>DETA is operational since the beginning of 2020. It is currently hosted by Germany as an in-kind contribution. Two further modules for DETA (Unique Identifier, UI, and Declaration of Conformity, DoC) are under development and financed through in-kind contributions of non-governmental stakeholders (CITA, OICA, CLEPA).</p> <p>RB funding for hosting DETA at ECE was not approved so far by the Fifth Committee.</p>	Continue efforts to keep DETA up-to-date and to be hosted at ECE.	WP.29 secretary
5.14 Promote the accession to and operationalization of the e-CMR (from 2019)	<p>SC.1, at its 114th session (Oct 2019), formed an informal group of experts on e-CMR to prepare a paper, with the support of the secretariat, detailing the research and other actions needed and/or recommended for the operationalization of e-CMR to be tabled at a future ITC session. It is expected that this paper will assist in raising awareness of and promote accession to e-CMR.</p> <p>In March 2020, the Islamic Development Bank (IsDB) approved financing for a project targeted at Afghanistan, Azerbaijan, Iran (Islamic Republic of), Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan, Turkmenistan, Turkey and Uzbekistan in promoting accession to e-CMR. The project will include two capacity building workshops and the hiring of a consultant to develop technical specifications to be used by the countries to introduce a system of electronic consignment notes.</p>	<p>1. Continue the operationalization of eCMR.</p> <p>2. Implement the eCMR project for selected countries with funding from IsDB and promote these countries accession to eCMR.</p>	1-2. SC.1 secretary
5.15 Gradually develop e-TIR leading to the possible full implementation of the e-TIR	The new Annex 11 and relevant amendments to the TIR Convention on eTIR were adopted by the contracting parties to the TIR Convention during the February 2020 session of the Administrative Committee. The new	<p>1. Ensure that the new Annex 11 will come into force in 2021.</p> <p>2. Encourage TIR contracting parties to</p>	1-4. WP.30 and TIR secretariat

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
system by 2023 subject to the entry into force of new Annex 11 to the TIR Convention	annex is expected to come into force in May 2021. In parallel the secretariat developed a software that will support the implementation of the new Annex 11 - the so called 'eTIR International System' based on the latest version of the eTIR specifications. The secretariat had invited contracting parties to start connecting their national customs systems to the eTIR International System. So far, six contracting parties have positively replied to this request. The interconnection projects with all of them have started making the customs to customs interconnection via UN possible well before the target year of 2023.	connect their national customs systems to the eTIR International System during 2020 and 2021. 3. Promote connection of NCTS with the eTIR International System in the most efficient and effective way. 4. Promote the implementation of eTIR International System to extend the TIR system to transport operations such as the intermodal transport, or transport of ebusiness parcels.	
5.16 Identify, foster and facilitate the introduction of new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030	<p>Under WP.5 and in the framework of a project funded by ISDB the International Transport Infrastructure Observatory was developed on a Geographical Information System (GIS). The main objectives of the Observatory are:</p> <ul style="list-style-type: none"> - Accommodate and integrate all information/data concerning transport infrastructure/corridors/ projects etc being elaborated and generated by the Division including all transport infrastructure projects (EATL, TEM & TER etc) agreements (AGR, AGC etc) and groups of experts reports (climate change adaptation, benchmarking transport infrastructure construction costs); - Serve as an electronic regional connectivity tool to bring together all transport corridors/networks initiative especially along the Euro-Asian continents (TRACECA, CAREC) and not only (ESCWA); - Serve as an innovative tool to facilitate financing of new transport infrastructure projects by bringing together Governments and IFIs; <p>Relevant WPs look into possibilities to provide E-networks and facilitates of the infrastructure agreements (e.g. WP.24 for AGTC Agreement) on the GIS platform.</p> <p>SC.2 and WP.24 are also looking into update and renewal of the joint</p>	<ol style="list-style-type: none"> 1. Continue the work on making the Observatory the tool that integrates the work of the Division, promotes interregional connectivity and facilitates financing of new transport infrastructure projects. 2. Update of the AGC/AGTC tool on infrastructure parameters 3. Continue considering and supporting technical/technological developments in road, rail, inland waterway and intermodal transport. 4. Work towards digitalization of the CTU Code. 5 Continue the work on telematics under the umbrella of RID/ADR/ADN Joint Meeting. 	<ol style="list-style-type: none"> 1. WP.5 secretary 2. SC.2 and WP.24 secretary 3. SC.1, SC.2, SC3 and WP.24 secretaries 4. WP.24 secretary 5. WP.15/AC.1 secretary

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p>AGC/AGTC tool on infrastructure parameters.</p> <p>WP.5 issued under its series of transport trends and economics 2018-19, a publication on Mobility as a Service.</p> <p>WP.24 is regularly discussing technical/technological and organizational measures in intermodal transport and logistics with the aim to assist further optimization in this field.</p> <p>WP.24 is working towards digitalization of CTU Code to make the practices of safe and secure cargo packing available through a mobile app.</p> <p>Work on telematics for dangerous goods is being done under the umbrella of the RID/ADR/ADN Joint Meeting. Guidelines for the use of electronic data exchange to satisfy the documentation requirements of RID/ADR/ADN were adopted and made available on the ECE website¹ at the request of the RID/ADR/ADN Joint Meeting. Work continues on the development and implementation of related web services, interfaces and a communication architecture supporting data.</p> <p>WP.29 is identifying and facilitating the introduction of new technologies in wheeled vehicles, through the work of its Working Parties, by harmonizing technical requirements and by managing its ecosystem regarding the Type Approval and the mutual recognition of certificates and by supporting the regulatory activities of countries relying on self-certification. WP.29 is also supervising the activities of the Informal Working Group on Intelligent Transport Systems, focusing on the integration of the vehicles in their intelligent environments and keeping WP.29 abreast of technological developments in the sectors at the interface with wheeled vehicles.</p> <p>WP.29's GRVA is the main body dealing with introduction of frontier</p>		

¹ http://www.unece.org/fileadmin/DAM/trans/danger/publi/adr/guidelines/ADR_Guidelines_Telematics_e.pdf

Tasks	Status	Next steps	Responsible in Division
<p>5.17 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)</p>	<p>technologies and innovation in road vehicles. GRVA is working at high speed on the technologies that are likely are realistically going to enter the market, focusing on those that affect safety, security and connectivity.</p> <p>Other GRs are also dealing with innovation, in a less systematic way. E.g. GRSG, is expected to deliver technical requirements supporting car sharing to facilitate the integration of vehicles in multimodal transport strategies.</p> <p>SC.1 is serving as a platform through its annual sessions for member States to share and present initiatives on the digitalization of road systems or road infrastructure in their countries.</p> <p>SC.3 included the automation in inland navigation and smart shipping in its agenda in 2018. It adopted resolution No. 95 “Enhancing international cooperation to support the development of automation in inland navigation” in 2019. SC.3 is now working on the revision of resolutions on River Information Services. The GIS database of E Waterway Network based on the Blue Book, and the online base of ICC issued by countries are available on the SC.3 web page.</p> <p>WP.1 and WP.29 support this priority task. WP.1 is discussing the need to amend 1968 Convention on Road Traffic and related instruments to address safe deployment of automated vehicles in road traffic. This also includes considering an option of developing a separate, new legal instrument to regulate automated vehicles in international traffic.</p> <p>WP.29 is working on technical regulations for automated vehicles. A framework document on automated/autonomous vehicles, established by WP.29, was endorsed by ITC at its 82nd session (Feb 2020). A new UN Regulation for higher level of automated vehicles including requirements on Data Storage Systems for Automated Driving as well as new UN Regulations</p>	<p>1. Continue the work of WP.1 and WP.29.</p> <p>2. Hold one joint session annually.</p>	<p>1-2. WP.1 and WP.29 secretariats</p>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p>on Cyber security and Software Updates are put to vote at the 181st WP.29 session (June 2020)</p> <p>WP.1 and WP.29 further increased cooperation on this priority via its common Executive Task Force and joint events. ECE/TRANS/WP.1/2020/3 describes a framework for collaboration and common approaches between WP.1 and WP.29. The regular exchanges of information on vehicle automation between the two Working Parties are important and beneficial. Future exchanges should include participation of Chairs in the sessions of respective bodies. In addition, both Working Parties expressed interest of holding a joint event annually.</p>		
5.18 Hold high-level segments of ITC on various topics of sustainable inland transport (from 2019)	<p>High-level segments traditionally open ITC annual sessions. In 2020, the high-level segment was on environmental challenges to sustainable inland transport and was attended by Transport ministers from Africa, Asia, Europe and the Middle East, alongside close to 400 participants from 72 countries, including 36 non-ECE ones, and the heads and high-level representatives of intergovernmental and non-governmental organizations and key inland transport stakeholders. Please also see task 4.5</p>	Continue to monitor emerging issues and propose new topics.	ITC secretariat
5.19 Introduce ITC agenda items on challenges in different regions (from 2020)	<p>Transport challenges from different regions have been incorporated in the agenda of the 82nd session. ESCAP report was delivered under agenda item 4 (c).</p> <p>Pending changes to the organisation of the ITC session (task 4.5), there may be further changes as to how transport challenges from other regions are discussed by ITC.</p>	Continue to identify new challenges and include in the agenda.	ITC secretariat
5.20 Support integrated intermodal connectivity and mobility (from 2020) including TEM, TER, intermodal and logistics	<p>WP.24 supports the work on intermodal transport and logistics to contribute to enhancing transport connectivity. Work to be extended to cover passenger intermodality (please see 4.1)</p> <p>The TEM project focuses on infrastructure management, and supports the TEM participating Governments in achieving road infrastructure relevant SDGs by</p>	<p>1. Continue the work on intermodal transport and logistics in line with the WP.24 programme of work as aligned with the Strategy.</p> <p>2. Continue the work within the TEM Strategic Plan 2017-2021 on its strategic areas: environment protection, organization and financing of roads, road</p>	<p>1. WP.24 secretary</p> <p>2. Regional Advisor</p> <p>3. SC.2 secretary</p>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p>implementing the project’s strategic initiatives.</p> <p>The TER project focuses on developing the railway network in respective countries. Activities such as the network assessment, the High-Speed Masterplan etc. foster growth connectivity, integration and harmonisation.</p>	<p>infrastructure management, innovations and road safety.</p> <p>3. Continue the TER work on facilitating the integration of the TER networks to grow the rail sector in those countries.</p>	
5.21 Continue improving data gathering, validation and dissemination processes to produce accurate statistics that allow evidence-based transport decisions (from 2019)	<p>The publication of the 5th edition of the Glossary for Transport Statistics allows countries to produce comparable statistics on road safety, modal split and public transport use. The WP.6 has worked on producing a guidance framework on measuring SDG indicator 9.1.2 on passenger and freight volumes; published new tram and metro data that measure urban public transport use (giving insights into SDG 11.2.1); and the agenda has been remodelled around the SDG framework.</p>	<p>Continue improving data gathering, validation and dissemination processes to produce accurate statistics</p>	WP.6 secretary
5.22 Support interregional inland transport connectivity and corridors (from 2019)	<p>WP.5 supports this priority task. One of the key clusters of work of WP.5 is on the development of transport networks and/or links. Under this cluster, WP.5 is considering how to further support operationalization of Euro-Asian Transport Links. WP.5 has served for over 15 years as the parent body to the EATL project as well as to the TEM and TER and other related projects and initiatives.</p> <p>WP.5 is consulting other relevant WPs on this workflow.</p> <p>As part of this work, and further to decisions of ITC and the ITC Bureau, the WP.24 secretariat together with ESCAP secretariat organized a forum on sustainable transport connectivity between Europe and Asia in the framework of the 62nd session of WP.24 (28 Oct-1 Nov 2019).</p> <p>In the future, in line with its mandate, terms of reference and solid track records of achievements in this field WP.5 could continue to serve as a platform for the promotion of interregional transport. In this regard, an annually (or bi-annually) recurring connectivity Forum could be held as part of WP.5, inviting other UN RCs to</p>	<p>1. Continue and further strengthen regular dialogues and hold regular fora on interregional transport connectivity in WP.5.</p> <p>2. Further support operationalization of Euro-Asian and other transport corridors by offering a platform for coordinated actions among Governments and private sector, e.g. based on the SITCIN project.</p> <p>3. Continue to prepare publications and studies and organize targeted capacity building in support of the connectivity work.</p>	1-3. WP.5 secretary in collaboration with secretaries of relevant WPs

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	collaborate in organising it. Other WPs would contribute to these fora through their regular activities in support of transport connectivity.		
5.23 Promote sustainable transport and urban mobility by new tools and activities (from 2019) (THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility)	<p>WP.5 in aligning its work programme with the Strategy included in it the cluster on sustainable urban mobility. Under this cluster, WP.5 works on sustainable transport and urban mobility. WP.5 prepared a Handbook on Sustainable Urban Mobility and Planning.</p> <p>THE PEP (not a subsidiary body of ITC) focuses as per its mandate on specific elements of urban mobility.</p> <p>There are - ongoing cross divisional activities on circular economy and green transport.</p> <p>The secretariat is implementing the recommendations for ForFITS following its evaluation during the 2014-2018 period. Interactions with existing modelling groups and modelling tools is being sought to strengthen ForFITS modelling capabilities with minimal resources while ensuring consistency of results between various tools.</p>	<ol style="list-style-type: none"> 1. Continue work on sustainable transport and urban mobility with renewed focus through WP.24. 2. Continue applying ForFITS. 3. Establish GoE on intermodal passenger transport under WP.24 (please see also 4.1). 4. Continue to provide support to THE PEP. 5. Report annually to ITC on transport aspects related to the circular economy and green transport. 6. Review green transport initiatives within a working party bringing together the initiatives of the division. 	<ol style="list-style-type: none"> 1. WP.5 and WP.24 secretaries and the THE PEP secretariat 2. WP.29 secretariat 3. WP.24 secretary 4. THE PEP secretariat 5. All relevant WPs secretaries 6. ITC secretariat
5.24 Assess the impact of climate change on transport infrastructure	<p>WP.5 supports this priority action. WP.5 published a report on Climate Change Impacts and Adaptation for International Transport Networks in February 2020 prepared by its Group of Experts on Climate Change Impacts and Adaptation for</p> <p>Transport Networks and Nodes. The work is to continue and to be further expanded in 2020-2025 by the group of experts on assessment of climate change impacts and adaptation for inland transport.</p>	<p>Continue and further expanded the work on climate changes impacts on transport during 2020-25 mandate of the group of experts on assessment of climate change impacts and adaptation for inland transport (EGCCIA).</p>	<p>WP.5 and EGCCIA secretaries</p>
6	Actions from special priority on road safety		
6.1 Help global community meet global road safety targets through capacity building	<p>Road safety performance reviews and other capacity building activities were delivered by the secretariat funded through the UN SG Special Envoy for Road Safety (SEfRS).</p> <p>ECE hosts the UN Road Safety Fund (UNRSF), which supports implementation of road safety</p>	<ol style="list-style-type: none"> 1. Continue delivery of road safety performance reviews (of which two with support from SEfRS). 2. Continue delivery of demand-driven capacity building (of which 3-5 with support from SEfRS). 	<p>1-2. SEfRS secretariat in collaboration with relevant WP secretaries, pending the continued</p>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>	
	capacity-building projects in low- and middle- income countries.	3. Develop TA projects to apply for funding from UNRSF in support of implementation of UN legal instruments/implementation of ITC Recommendations for Enhancing National Road Safety Systems (see also task 6.2).	extensions of the SEFRS 3. Relevant WPs secretaries with coordination by ITC secretariat	
6.2	Help global community meet global road safety targets through analytical work/policy dialogue/tools	ITC adopted its Recommendations for Enhancing National Road Safety Systems. The Recommendations form a universal road safety blueprint that can be applied in any country's national road safety system, helping to identify and address key gaps with specific and interconnected actions across areas to be taken by different actors. Implementation of the Recommendations by countries should follow.	1. Promote and create awareness on the availability of the ITC Recommendations for Enhancing National Road Safety Systems. 2. Review and update periodically the Recommendations to keep them abreast of developments in the UN road safety legal instruments and other related developments and good practice.	1-2. ITC secretariat in collaboration with relevant WPs secretaries
7	Resource mobilization	Options paper to enhance the capabilities of the transport subprogramme to attract staff-related resources was prepared by the secretariat and is pending consideration by the ITC Bureau. Various projects such as the SITCIN project or e-learning platform project are funded through UNDA. The Russian Federation provided extrabudgetary funding to WP.5 for work on urban mobility and spatial planning. The Netherlands supported financially the activities on the assessment of climate change impacts on transport infrastructure and is considering further funding for this work (see also task 5.24) in 2020 and 2021. IsDB supports the work on the development of a GIS-based Transport Infrastructure Observatory (see also task 5.16). OSCE has for over a decade been providing funding support to the work on EATL and inland transport security.	1. Adopt and implement the resource mobilization plan. 2. Develop specific projects in support of the implementation of the Strategy's priority tasks for funding from public and/or private donors.	1. ITC secretariat in collaboration with the ITC Bureau 2. ITC secretariat in collaboration with relevant WPs secretaries

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>	
8	Partnerships	<p>Transport Division is collaborating with other RCs on inland transport. Transport Division involves them in a few projects in which it has taken lead (see also task 4.6)</p> <p>ECE is collaborating/working in partnership with various international organisations/associations/institutions on transport and this collaboration is to be further enhanced where appropriate. Among these organisations/associations/institutions are: ADB, BSEC, ICAO, IMO, ILO, WHO, UPU, UIC, OSCE, OSJD, WCO, WTO, OTIF, CCNR, IAEA, CIT, IRU, IFIs, ECO, CETMO, etc. New cooperation with SCO started in 2020. Transport Division is also closely collaborating with other subprogrammes in the secretariat. This is executed through a joint work in nexuses. Transport Division leads the work in the nexus on Sustainable mobility and smart connectivity, and is involved in other three nexuses on Sustainable use of natural resources, on Sustainable and smart cities for all ages and on Measuring and monitoring SDGs.</p>	<ol style="list-style-type: none"> 1. Continue and enhance collaboration with other RCs. 2. Continue and enhance collaboration with various international organisations/associations/institutions in particular in support of the implementation of the Strategy, including education institutions. 3. Continue the nexus work at ECE. 	<p>1-2. ITC secretariat in collaboration with relevant WPs secretariats</p> <p>3. Division staff as relevant</p>