Economic and Social Council

Economic Commission for Europe

Inland Transport Committee

Eighty-third session
Geneva, 23–26 February 2021
Item 7 (d) of the provisional agenda
**Strategic questions of a horizontal and cross-sectoral policy or
regulatory nature: Intelligent transport systems**

Status of the implementation of the Road Map on Intelligent Transport Systems

Note by the secretariat*

Summary

This document provides an overview of activities in 2020 promoting innovative technologies that impact the implementation of the road map 2012–2020 on Intelligent Transport Systems (ITS), that was launched at the seventy-fourth session of the Inland Transport Committee (ITC).

The Committee is invited to **endorse** this overview.

---

* This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.

Please recycle

I. Background

1. This note presents activities and initiatives that promote innovative technologies to implement the Economic Commission for Europe (ECE) road map on ITS. The annex summarizes the 20 actions of the road map.

II. Activities in 2020

A. Inland Transport Committee: ITS-related conclusions of the Committee's eighty-second session

Documentation: ECE/TRANS/294 and Add.1, Annexes I–VI

2. The eighty-second session of ITC (Geneva, 25–28 February 2020) was opened with the High-level Policy segment "Environmental challenges for sustainable inland transport", the launch of the publication "Climate Change Impacts and Adaptation for Transport Networks and Nodes" and several sides events, with the participation of Transport ministers from Africa, Asia, Europe and the Middle East, alongside more than 350 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.

3. At the end of the meeting, Ministers and Heads of delegations of Contracting Parties from Africa, Asia, Europe, Latin America and the Middle East adopted a Ministerial resolution on: "Enhancing inland transport solutions to global climate and environmental challenges – a united call to action". The Ministerial Resolution acknowledged among other things that the support of new technologies in the area of digitalization, automation and intelligent transport systems may lead to efficiencies that improve the sector's environmental performance, and that the transfer of these technologies to developing countries would enhance their ability to respond to climate and environmental challenges, and contribute to the overall global efforts to combat climate change,

4. The Committee adopted several critical decisions for the future of sustainable transport and mobility, as contained in ECE/TRANS/294 and Informal document ITC (2020) No. 10/Rev.6. The most relevant for ITS include:

(a) Decision 16 inviting the continuation of close cooperation between the Global Forum for Road Traffic Safety (WP.1) and the World Forum for Harmonization of Vehicle Regulations (WP.29);

(b) Decision 18 calling for the preparation of an updated ECE Intelligent Transport Systems Road map, following the successful completion of the previous one, for possible adoption at the Committee's 83 sessions;

(c) Decision 50 endorsing the establishment by WP.29 of the Framework Document on Automated/Autonomous Vehicles and its implementation mainly by the Working Party on Autonomous/Automated Vehicles (GRVA).

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions 2, 3, 4, 5, **6**, 9, 15, and **17***.

B. Symposium of the International Telecommunication Union on the Future Networked Car

Documentation: http://itu.int/en/fnc/2020/

5. ECE jointly with the International Telecommunication Union (ITU), organized the 2020 session of the Future Networked Car event in March 2020. It was scheduled to take place during the Geneva Motor Show which has been cancelled due to the exceptional Coronavirus outbreak a few days before the event. The event was held at the ITU facilities and gathered experts from the private sector dealing with telematics, vehicle connectivity and

automation and cyber security. One session was dedicated to the technical activities at ECE concerning the technical prescription for automated and connected vehicles. It provided insight in the current development of the technical prescriptions relevant for these vehicles.

6.   ECE and ITU have co-organized this annual event since 2013. It contributed to bringing together at the international level two industry sectors having different practices in their operations. The automotive sector relies on technology neutral regulations to gain market access and to eliminate technical barrier to trade, delivering state of the art technologies in terms of safety and environmental performance, the Information Technology and Telecommunication sector relies on standardization and focuses on interoperability. Similar initiatives took place at the regional level attempting to bring these two sectors together. The collaboration of ITU and ECE fostered the outcome on the international level.

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions 1, 2, 3, 4, **5***, **7***, 8, 9, 10, 15, 17 and 19.*

C.   Combined Global Forum for Road Traffic Safety - World Forum for Harmonization of Vehicle Regulations session in March 2020

7.   A joint meeting of the World Forum for Harmonization of Vehicle Regulations (WP.29) and the Global Forum for Road Safety (WP.1), on topics of common interest pertaining to the field of automated driving, took place on 11 March 2020. The Chairs of WP.1 and WP.29 opened the meeting and recalled collaborations on automated vehicles including the recent side event organized during the week of the third Global Ministerial Conference on Road Safety in Sweden (February 2020). The Chair of WP.29 expressed his gratitude for the organization of the meeting.

8.   The representative of France, WP.1 Vice Chair, recalled a first result of WP.1 achieved in September 2018 with the adoption of a Resolution on the deployment of highly and fully automated vehicles in road traffic. He mentioned the interest of WP.1 to exchange views on activities other than driving, on the lead-time given by automated driving systems of level 3 to drivers to take back the control of a vehicle, when the vehicle requests the driver to do so, on the external Human/Machine Interface (HMI) of such vehicles and on the access to data stored by the Data Storage System for Automated Driving (DSSAD). The WP.1 Chair highlighted that there should be "meaningfulness" in the activities performed. The representative of Japan, Vice-Chair of GRVA presented the status report on WP.29 activities related to Automated and Connected Vehicles (WP.29-180-25) informing on the structure of the groups under WP.29, the strategy of WP.29 regarding automated vehicles and the recent achievements of WP.29 on automated vehicles.

9.   The Chair of WP.1 appreciated the complexity of the structure presented. The representative of the United States of America commended the representative of Canada for having tabled a paper to WP.1 on the collaboration between WP.1 and WP.29. She hoped that such an event could be repeated, possibly on an annual basis, or if not possible, to exchange information among both groups on the basis of short documents (one or two pagers). The representative of Germany, GRVA Chair, stressed the need for cooperation. He mentioned the completion of the drafting work by GRVA of the UN Regulations on the Automated Lane Keeping Systems (ALKS), Cyber Security and Software Updates. He welcomed the intervention of United States of America and supported exchanges on a regular basis. The representative of Canada mentioned subjects at the intersection of the activities of the two groups, including HMI considerations and common language. He highlighted the central role of the GRVA Informal Working Group (IWG) on Functional Requirements for Automated and Autonomous Vehicles (FRAV) and the WP.1 Informal Group of Experts on Automated Driving (IGEAD).

10.   The Chair of WP.29 introduced the discussion on common terminology. The representative of the United Kingdom of Great Britain and Northern Ireland, Co-Chair of the IWG on ITS presented document WP.29-180-26, with a glossary of terms and definitions used by WP.1 and WP.29. He provided three examples demonstrating the existence of inconsistencies in exact definitions but no direct contradictions. The WP.1 Secretary presented a document highlighting definitions in UN Regulation No. 79 that would have been certainly drafted differently by WP.1. The expert from ITU reported on their activities in the

perspective of SDG 3.6 and on the evaluation of driving behaviours. He stressed their interest to address questions such as lifetime, lifecycle and monitoring. He mentioned that the road traffic convention implicitly admit that all drivers are Level 5 drivers and that drivers can transfer learning from one environment to another, which is not the case for automated driving systems. He observed that the developments were towards a double regulatory system, one for manual drivers and another for automated driving systems. He presented his views that an Artificial Intelligence should not drive carelessly, dangerously and recklessly. It should be careful, reasonable and a prudent driver. It should be aware, willing and able.

11. The Vice-Chair of WP.1 stressed the need to make decisions supporting the collaboration. The representative of the United States of America recalled the invitation of the Chair of GRVA. She stated the importance of better understanding the perspectives of both groups. She stressed that the delegates of both groups should feel comfortable to join all GRVA meetings (and subgroups). The representative of Canada hoped that both Fora would agree to (i) meet regularly, (ii) work on terminology and therefore allow FRAV and IGEAD to meet and work together to deliver on an ambitious work plan and (iii) commit sharing, review and commenting in a reasonable time, on request, documents of relevance. The Chair of WP.1 invited WP.29 delegates to join the discussion on item 11 to draft conclusions at the end of the week. The representative of the International Organization of Vehicle Manufacturers (OICA) welcomed the exchange of views and proposed to nominate a new Ambassador between WP.1 and WP.29 as Mr. Asplund, Finland was no longer attending WP.1 and WP.29.

12. The WP.1 delegate from the United Kingdom of Great Britain and Northern Ireland inquired about the possibility to discuss the document related to the establishment of a new WP.1 Expert Group on a new convention. The Chair of WP.1 explained that the document was expected to be discussed by WP.1 on the next day. She stated that the answer to the question was in the ITC Decision 35.

13. The WP.29 Chair concluded the session mentioning his impression that the joint meeting has been helpful and could be repeated. He mentioned the potential usefulness of working on terminology, he stated that the idea of exchanging documents informing on latest development was a good idea. The Chair of WP.1 invited the delegates from the United States and Canada to draft paragraphs for the WP.1 report.

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions 20*

D. Working Parties

1. Working Party on Inland Water Transport

14. Development of River Information Services (RIS) technologies, automated navigation, smart shipping remained the key topics in the agenda of the Working Party on Inland Water Transport (SC.3) and its subsidiary body, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) in 2020.

(a) River Information Services

15. In 2020, SC.3/WP.3 prepared the second revision of the International Standard for Tracking and Tracing (VTT) on Inland Waterways (annex to resolution No. 63, revised) and the International Standard for Electronic Ship Reporting (ERI) in Inland Navigation (annex to Resolution No. 79), in close cooperation with the Chairs of the relevant temporary expert groups of the Working group on information technologies of the European committee for drawing up standards in the field of inland navigation (CESNI/TI). At its sixty-fourth session, SC.3 adopted revision 2 of the International VTT Standard as Resolution No. 100, and Revision 1 of the International ERI Standard as Resolution No. 101.

(b) Automation and smart shipping

16. In 2020, SC.3 continued discussion on automated navigation and smart shipping on inland waterways, following Policy recommendation No. 6 of the White Paper on the progress, accomplishment and future of sustainable inland water transport and Resolution

No. 95 "Enhancing international cooperation to support the development of smart shipping on inland waterways". At its sixty-fourth session, SC.3 continued discussion on automation in inland navigation: (i) the information on the recent developments and the ongoing activities in the field of automation in inland navigation and smart shipping in Europe, the challenges and critical issues in relation to automation, transmitted by countries based on the questionnaire prepared by the secretariat (ECE/TRANS/SC.3/2020/12); (ii) an update from Belgium about the ongoing tests of automated and unmanned vessels in Flanders and the project AUTOSHIP (Autonomous Shipping Initiative for European Waters) and (iii) definitions for automation and smart shipping. SC.3 took note of the ongoing work of the Central Commission for the Navigation of the Rhine on the regulatory framework and the decision to extend the validity of the existing definitions until 31 December 2022 and to continue working on this issue.

(c)   *Updates to the ECE Road Map on ITS*

17.   In accordance with Resolution No. 95, SC.3 proposed to include automation in the revised ECE Road Map on ITS to be adopted in 2021.

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions 1, **2**, **3**, 4, **5**, 6, 7, 9, **10**, 11, 13, **14**, 15, 16, 17, 18 and 19.*

2.   Working Party on the Transport of Dangerous Goods

18.   The Joint Meeting of the Committee of experts on the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID) and the Working Party on the Transport of Dangerous Goods (WP.15), through its Informal Working Group on Telematics, concluded its work on ITS applications aimed, inter alia, at improving the speed and efficiency of emergency responses involving dangerous goods in transport.

19.   In 2019, the WP.15 and the RID Committee of experts agreed to publish guidelines on the OTIF and ECE websites. It was also agreed that the guidelines could be applied on a voluntary basis and for each transport mode separately. However, when used, they must be applied consistently.

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions 1, 2, 3, 4, 5, 7, 9, 11, **12**, 13, 15, 16, 17, 18 and 19.*

3.   Global Forum for Road Traffic Safety

20.   The Global Forum for Road Traffic Safety remains the only permanent body in the United Nations system that focuses on improving road safety. Its primary function is to serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules. The Conventions on Road Traffic and on Roads Signs and Signals of 1968, and other UNECE legal instruments that address the main factors of road accidents are tangible contributors to improved road safety. Many countries across the world have become Contracting Parties to these legal instruments and benefit from their implementation. These Contracting Parties are also the key driving forces keeping these international road safety conventions up to date by participating in WP.1 sessions. In 2020, WP.1 adopted an important amendment proposal to the 1968 Convention on Road Traffic which aims at facilitating the introduction of automated vehicles in traffic (among others by defining automated driving systems and dynamic control). Going forward, WP.1 expects to continue its involvement in ensuring that new in-vehicle technology is — when necessary — accompanied by new traffic rules.

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions 1, 2, **3**, 4, 5, 6, 7, 8, 9 and 10.*

4.   World Forum for Harmonization of Vehicle Regulations and its Informal Working Group on Intelligent Transports Systems / Automated Driving

21.   The World Forum for Harmonization of Vehicle Regulations, WP.29, dedicated a significant part of its agenda on the management of the activities related to vehicle automation and provided guidance to its Working Party on Automated/Autonomous and Connected Vehicles, GRVA on ways to address its programme of work.

22.   The Administrative Committee of the 1958 Agreement (AC.1) adopted at its June 2020 session three new UN Regulations (Nos. 155, 156 and 157) in that field.

23.   The IWG on ITS held its second session on 6 November 2020. It reviewed the draft revised UNECE Road Map on Intelligent Transport Systems and recommended its endorsement by WP.29, it discussed the offer of UNECE and the International Telecommunications Union (ITU) to organize the first session of the 2021 Future Networked Car event, which will be dedicated to regulatory activities on automated and connected vehicles and it received a presentation on Vehicle-to-Everything (V2X) communication for Cooperative Driving Automation from the expert from Japan, Mr. N. Ogawa, working for ITS research in Technical Research department of Mazda Motor Corporation Tokyo HQ and member of the Strategic Innovation Promotion Program (SIP) Automated Driving System for Universal Service (ADUS) initiative, which is a project of the Japanese Government (ECE/TRANS/WP.29/1155).

24.   The secretariat of the IWG on ITS reported on ongoing activities to draft a revised ECE Roadmap on ITS in collaboration with the ITC Working Parties. WP.29 considered the draft and endorsed the draft revised UNECE Road Map on Intelligent Transport Systems (ITS), noting that further minor amendments would be introduced.

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions **1**, **2**, **3**, 4, **5**, 7, **8**, 9, 10, 11, 16, 17 and 19.*

5.   Working Party on Automated/Autonomous and Connected Vehicles

25.   Following the adoption of the Framework Document, the four informal working groups of GRVA worked according to the work plan. The four groups were requested to deal with:

      (a)   Functional requirements for automated vehicles

      (b)   Validation of the driving capability of automated vehicles

      (c)   Cybersecurity and software updates

      (d)   Data Storage Systems for Automated Driving (and Event Data Recorders).

26.   During its February 2020 session, GRVA adopted technical provisions relevant for connected vehicles i.e. provisions regarding Software Updates and Software Updates management systems (including over-the-air software updates). GRVA adopted at its March 2020 session provisions regarding the cyber security and cyber security management systems as well as provisions regarding Automatic Lane Keeping Systems. The three drafts were adopted by WP.29 and AC.1 in June 2020.

27.   GRVA discussed Artificial Intelligence, following the recommendations of AC.2. GRVA agreed on the importance of relevant definitions and discussed the need to narrow down the matter to specific aspects of relevance for GRVA. GRVA also discussed whether technology neutral provisions would be enough to cover this technology or if specific aspects of the technology would require particular attention. GRVA agreed that it could be premature to draft regulatory provisions, specifically for such an emerging technology, at this stage. The Chair invited the delegations to prepare for a discussion at its February 2021 session, and to reflect on what principles could be drafted, if necessary, as a reference document or guideline document.

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions **1**, **2**, **3**, 4, **5**, 6, 8, **9**, 15 and 17.*

6.   Working Party on Intermodal Transport and Logistics

28.   The Working Party on Intermodal Transport and Logistics (WP.24) agreed at its sixty-third session (Geneva, 28–30 October 2020) to give more attention to digitalization of transport documents, to exchange information regularly in this area and to look more closely into opportunities for supporting the digitalization effort by member States. .

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions 1, 2, 3, 4, 5, 6, **13**, **15**, 16, 17, 18 and 19.*

7. Working Party on Rail Transport

29.   The Working Party on Rail Transport (SC.2) continues its work on ITS activities through the regular updating of the rail security observatory and through the creation of a new innovation platform as mandated by the seventy/third session of the Working Party aimed at identifying key areas where ITS can increase the competitiveness of the rail sector following the successful workshop on the issue at its seventy/second session. The working Party also continues its work on rail safety as initiated at the seventy third session looking at how ITS aspects are improving the safety of the railways through such systems as the European Rail Traffic Management System (ERTMS). Unfortunately, due to resource limitations imposed by UNOG in 2020 these issues were not sufficiently addressed during the 2020 session of the Working Party.

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions 1, 2, 3, 4, 5, 6, **13**, **15**, 16, 17, 18 and 19.*

8. Working Party on Road Transport

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

30.   During the year, UK, Sweden, Ukraine, Norway, Oman and Uzbekistan had acceded to e-CMR, bringing the total number of contracting parties to 29. At the last session, the Working Party on Road Transport (SC.1) endorsed a "without prejudice" guidance note on the legal aspects of e-CMR (ECE/TRANS/SC.1/2018/1/Rev.1) and requested the secretariat to make it available in English, French and Russian on SC.1 website. At its 115th session, the secretariat confirmed that this has been done and the guidance note may be accessed online (see links below). Also at the last session, SC.1 created an informal group of experts comprising of Germany, Latvia, the Russian Federation, Slovenia (chair), Turkey, IRU and the European Commission to prepare a draft paper for SC.1 consideration at this session. The paper detailing research and other recommended actions was requested by ITC at its eighty-first session in February 2019. The chair of the informal group of experts provided an overview of the work, timelines and progress of the informal group to date. He also introduced the proposed table of contents of the draft paper (Informal document No.1). The Chair encouraged the informal group to make progress on its work, and to submit a formal paper for SC.1's consideration at the next session. The secretariat informed SC.1 about its involvement in a project of the Islamic Development Bank in promoting accession to, and implementing the operationalization of, e-CMR in Afghanistan, Azerbaijan, Iran (Islamic Republic of), Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan, Turkmenistan, Turkey and Uzbekistan.

Digital/smart road infrastructure

31.   Also at SC.1's 115th session, Liechtenstein briefly introduced its presentation on managing a vehicle's life cycle with blockchain technology. Due to time constraints, the full presentation was deferred until the next session.

Publication links:

http://www.unece.org/fileadmin/DAM/trans/main/sc1/eCMR_Brochure_EN.pdf, http://www.unece.org/fileadmin/DAM/trans/main/sc1/eCMR_Brochure_FR.pdf, http://www.unece.org/fileadmin/DAM/trans/main/sc1/eCMR_Brochure_RU.pdf.

Road Map Actions addressed (areas of primary focus are indicated in **bold**): *Actions 1, 2, 3, 4, 6, 7, 8, 9, 10, **15** and 19*

9. Working Party on Transport Trends and Economics

32.   On 8 September 2020, in conjunction with the 33rd Session of the Working Party on Transport Trends and Economics (WP.5), a Round Table was held on "Intelligent Transport Systems and Cyber Security". The event was held as part of a series of events co-organized by the ECE Sustainable Transport Division, in the framework of its annual Inland Transport

Security Discussion Forum, and the Office of the Coordinator of OSCE[1] Economic and Environmental Activities (OCEEA).

33.   Participants agreed that given the complexities involved the following issues need to be taken into consideration when addressing cyber security issues:

(a)   Due to the nature of cyber security, regulations are mostly based on the principle of risk-reduction (or mitigation) not risk-elimination.

(b)   Measures should not only focus on the product design, but also take processes and people into consideration. Risk assessments should thus both take into account risks related to vehicle design as well as broader external risks, such as those within Intelligent Transport Systems.

(c)   As vehicles become more automated and reliant on external data sources and communications, the security of those externalities will be as important as the security of the vehicle. The vehicle therefore needs to be designed (and maintained) with an awareness of the dependence it has on those externalities and how to manage the risks from them; and

(d)   People designing Intelligent Transport Systems need to consider the end-end security of their systems and how it may affect the security and operation of vehicles using them.

34.   Participants recognised the value of WP.29 regulations to guide the transport industry to play its role regarding cyber security. At the same time, the important role of nation-state actions in this field was noted as well. Participants agreed that the creation of a set of binding cyber security norms would require a strong inter-governmental dialogue and political will as well as a common understanding of the challenges at hand, the threat actions and threat vectors and the readiness to find an agreement on a performance model for cyber defence in the inland transport sector.

35.   The full set of presentations delivered at the workshop including a round table concept note are available here: https://unece.org/transport/events/round-table-intelligent-transport-systems-and-cyber-security

36.   **Publication on Transport Trends and Economics 2018–2019 - Mobility as a Service (February 2020) Mobility as a Service (MaaS)** is a new mobility concept gaining pace in many cities around the world. Its value proposition concerns integration of mobility services which is realized by providing trip planning and one-stop fare purchase for the user through a single platform. Since MaaS is only emerging, the analysis of real-life demonstrations is still limited and, thus, evidence on the potential benefits of MaaS implementation is scarce and fragmented. However, there is a growing amount of literature which documents that MaaS is a promising mobility concept and it is expected to deliver several economic, societal, transport-related and environmental benefits. This publication presents the trends and economics for MaaS and is available for download here: https://thepep.unece.org/sites/default/files/2020-04/Mobility%20Management_WEB.pdf

37.   Establishment of an International Transport Infrastructure Observatory. Recognizing that financing of Euro-Asian transport links remains a major obstacle, UNECE is taking the lead in developing an International Transport Infrastructure Observatory. The Observatory is being developed in the framework of an XB project, which has as beneficiary countries Economic Cooperation Organization (ECO) members in Central Asia and the South Caucasus. The project has received full funding by the Islamic Development Bank. The Observatory is being devised as an online platform in a Geographic Information System (GIS) environment where (a) Governments find all the relevant data to prepare, benchmark and present their transport infrastructure projects and (b) International Financial Institutions (IFIs) can consider, analyse and compare projects from a regional/international perspective and identify projects they wish to finance.

---

[1] The Organization for Security and Co-operation in Europe (OSCE)

38.   In 2020, the development of the Observatory has reached its final stage:

(a)   With the support of a senior GIS expert, GIS maps visualising actual road, rail, inland waterway and inter-modal infrastructure networks are under development.

(b)   Different user profiles have been produced: e.g. Regional Cooperation Organizations, International Financial Institutions, Governments and the broader public each having access to specific, specialized functionalities of the GIS platform in accordance with their needs and expectations.

10.   Working Party on Customs Questions affecting Transport

39.   eTIR International System. On 5 February 2020, the Administrative Committee for the TIR Convention (AC.2) adopted proposals to amend various provisions of the body of the TIR Convention, 1975 and introducing the new Annex 11, which provides the legal basis for the long awaited eTIR procedure. While the new Annex 11 provides the legal basis for the eTIR procedure, it relies on the so called "eTIR specifications" to clarify the conceptual, functional and technical aspects. On 20 May 2020, further to a request by the Working Party on Customs Questions affecting transport (WP.30) and the approval by the Inland Transport Committee (ITC), the Executive Committee of the Economic Commission for Europe (EXCOM) agreed on the conversion of GE.1 into the formal "Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure" (WP.30/GE.1).

40.   During its mandate, WP.30/GE.1 will focus its work on finalizing version 4.3 of the eTIR specifications, pending the formal establishment of the so-called Technical Implementation Body (TIB), which will negotiate and prepare further versions of the specifications. WP.30/GE.1 must deliver a version of the specifications that will be fully operational and aligned with the provisions of Annex 11 as it will constitute the concrete basis on which eTIR operations will start after Annex 11 comes into force on 25 May 2021.

41.   On 7 April 2020, the ECE Executive Secretary sent a letter to all contracting parties to the TIR Convention inviting them to contact the TIR secretariat in case they were interested to connect their national customs system to the eTIR international system, in preparation of the entry into force of Annex 11. The following countries indicated an interest in such interconnection project, either in the form of a request for additional information or the willingness to start a connection project: Armenia, Azerbaijan, Georgia, India, Iran (Islamic Republic of), Israel, Lebanon, Montenegro, Morocco, Pakistan, Qatar, Republic of Moldova, Tunisia, Turkey and Ukraine. To date, project kick-off meetings have been organized with Azerbaijan, Georgia, Iran (Islamic Republic of), Pakistan, Republic of Moldova, Tunisia and Turkey. Furthermore, the secretariat has been working with the European Commission and some of the European Union member States on an NCTS[2]-eTIR Proof of Concept, aimed at identifying the most effective method to connect European Union customs administrations to the eTIR international system.

.

---

[2] New Computerized Transit System

Annex

The ECE Road Map on Intelligent Transport Systems 2020

Action 1 Reaching a common definition for ITS	**Action 11** Harmonizing Variable Message Signs
Action 2 Harmonizing policies	**Action 12** Making Transport of Dangerous Goods less dangerous
Action 3 Forging International cooperation	**Action 13** Integrating with Rail Transport
Action 4 Facilitating interoperability and ITS architecture	**Action 14** Integrating with Inland Water Transport
Action 5 Ensuring data security	**Action 15** Enhancing the modal integrator's role of ITS
Action 6 Scaling up the work on ITS in all Working Parties of ITC	**Action 16** Developing cost-benefit assessment methodologies
Action 7 Promoting vehicle to infrastructure communication	**Action 17** Contributing to climate change mitigation and adaption
Action 8 Promoting vehicle-to-vehicle communication	**Action 18** Launching analytical work
Action 9 Fighting the road safety crisis	**Action 19** Contributing to capacity-building, education and awareness-raising, with special attention to emerging economies
Action 10 Addressing the liability concerns	**Action 20** Organizing the United Nations annual round table on ITS