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Economic Commission for Europe

Inland Transport Committee

Eighty-third session

Geneva, 23–26 February 2021

Item 11 of the provisional agenda

Adoption of the list of main decisions of the eighty-third session

List of decisions

Note by the secretariat

At its eighty-third session, the Inland Transport Committee (ITC):

1. **Adopted** the provisional agenda (ECE/TRANS/303 and Add.1); [Agenda item 1]
2. **Welcomed and endorsed** the ITC Resolution on “Enhancing resilient inland transport connectivity in emergency situations: an urgent call for concerted action”, **expressed its commitment to support, as the United Nations Platform for Inland Transport**, the Resolution’s call for concerted action in response to present and future emergencies, and for leveraging sustainable inland transport as an effective tool to mitigate their impacts and to ensure continued implementation of the 2030 Agenda and the Sustainable Development Goals, **and decided to include the Resolution** as an annex to the report of its eighty-third session. [Agenda item 2]
3. **Welcomed** the organization of the Eleventh Meeting for Government Delegates only with the Participation of the Chairs of the Committee’s Subsidiary Bodies, i.e. the meeting restricted to government participation, on the implementation of the Committee’s strategy until 2030. **Agreed** that the summary of the discussion in the form of the Chair’s note, would be annexed to the Committee’s report after approval by the participating delegates in the restricted session; [Agenda item 3]
4. In line with the decisions at its eighty-first and eighty-second sessions, the Committee **welcomed** alignment activities by its Working Parties to the ITC Strategy until 2030 and decided the following:
 - (a) **invited** the Working Parties with the support of the secretariat to implement the next steps and through it advance the implementation of the ITC Strategy;
 - (b) **invited** the secretariat to monitor the implementation of the agreed next steps and update the status information on progress achieved before the eighty-fourth session;
 - (c) **requested** the secretariat in consultation with the Working Parties and the Bureau, should the outcomes from monitoring suggest it, to propose adjustments to the next steps, as appropriate, so that continuous advancement in implementation of the Strategy be attained in the future; [Agenda item 3]

(d) **requested** the secretariat to **explore** opportunities for enhancing synergies between ITC and other relevant sectoral Committees, as well as their subsidiary bodies, and to **report** on the available options to the ITC for its consideration at the 84th session

5. **Took note** of the report prepared by the secretariat, with inputs from the informal Multidisciplinary Advisory Group on Transport Responses to the COVID-19 Crisis (ECE/TRANS/2021/4) and **considered** its key recommendations; [Agenda item 3]

6. **Welcoming** research on existing frameworks and new needed areas of work/cooperation in the field of counteracting the effects of various emergency situations of cross-country nature including epidemics and pandemics, **and taking into consideration** the key recommendations of the prepared report (ECE/TRANS/2021/4), **decided to endorse the following next steps:**

(a) **strengthen the participation** of ITC Working Parties in the preparation of publications and analytical materials prepared in accordance with the workplans of ITC and its subsidiary bodies; [Agenda item 3]

(b) **prolong** in the framework of WP.5 the informal Multidisciplinary Advisory Group on Transport Responses to the COVID-19 Crisis

(c) **enhance** cooperation between working parties, and between the ITC and other specialized agencies of the UN System, including IMO and ICAO contributing to a better coordinated delivery of programme of work and increased interoperability.

7. **Noting with concern** the extraordinary circumstances, including the pandemic and liquidity crisis, limiting support services that are essential for the delivery of the Committee's Programme of Work and thus impacting the quality of services provided to member States and contracting parties of United Nations transport legal instruments on inland transport under the purview of the Committee:

(a) **expressed its appreciation to** the secretariat and the Bureau for its extraordinary efforts and achievements in adjusting its methods of work to ensure business continuity and for the provision of unplanned critical services to its core constituents;

(b) **reiterated** the critical importance of the *full* servicing of the programmatic activities included in the Programme of Work of the Committee, supporting inter alia its subsidiary bodies and Treaty Bodies (Administrative Committees), for sustainable transport and the implementation of the 2030 Agenda; and

(c) **urged all relevant actors** to assign high priority and support the return to normal provision of services (meetings, interpretation, translation) and standard methods of work for these programmatic activities as soon as epidemiologically and organizationally feasible; [Agenda item 4]

8. **Requested** its Chair to convey in his report to the Executive Committee (EXCOM) the contributions of the transport pillar of the Economic Commission for Europe (ECE) to its pandemic response in line with ECE/TRANS/2021/4 and the concerns of the Committee concerning the impacts of the ongoing situation on the Committee's constituents and functions, as well as the urgency and high stakes of the return to the normal provision of services; [Agenda item 4]

9. **Adopted** the revised Terms of Reference of the Working Party on Rail Transport (SC.2), as requested by SC.2 (ECE/TRANS/SC.2/234), noting that the revised Terms of Reference, as contained in ECE/TRANS/2021/6, Annex I, have been prepared in line with the ITC Strategy to 2030; [Agenda item 5 (a)]

10. **Emphasized** the importance of Groups of Experts as efficient and effective technical platforms for the delivery of its mandates, while **noting** that they are established and function according to the "Guidelines for the establishment and functioning of Teams of Specialists within UNECE" (ECE/EX/2/Rev.1). In this regard, the Committee **stressed** that establishing or extending the mandates of Groups of Experts supervised by its working parties requires the Committee's approval, which is then submitted to EXCOM for final approval; [Agenda item 5 (a)]

11. **Approved the establishment** of a new Group of Experts tasked with drafting a new legal instrument on international rail passenger hubs, on the basis of its Terms of Reference as contained in ECE/TRANS/2021/6, Annex II; [Agenda item 5 (a)]
12. **Approved** the establishment of a new Group of Experts tasked with drafting a new legal instrument on the use of automated vehicles in road traffic on the basis of its Terms of Reference as contained in ECE/TRANS/2021/6, Annex III; The term “supervising” means that the Group reports directly to WP.1. [Agenda item 5 (a)].
13. **Approved** the extension of the mandates of the following Groups of Experts:
 - (a) the Group of Experts on Road Signs and Signals to 31 December 2022, as requested by the Global Forum for Road Traffic Safety (WP.1) (ECE/TRANS/WP.1/173, para. 31; ECE/TRANS/2021/7, Annex III) to allow the Group to complete the work on the “additional” road signs i.e., the signs which could be considered to be part of the 1968 Convention in the future;
 - (b) the Group of Experts on European Agreement Concerning Work of Crews of Vehicles Engaged in International Road Transport (AETR) until the end of June 2023, as requested by the Working Party on Road Transport (SC.1) (ECE/TRANS/SC.1/414, para. 8);
 - (c) the Group of Experts on Benchmarking Transport Infrastructure Construction Costs for one more year until 2022, as requested by the Working Party on Transport Trends and Economics (WP.5) (ECE/TRANS/WP.5/68, para. 34) with the aim to hold at least 2 sessions annually in 2021 and 2022 with interpretation in the three ECE official languages and to continue and revamp its data collection efforts across all modes resulting in a more data rich final report ; [Agenda item 5 (a)]
14. **Took note** of document ECE/TRANS/2021/7, containing the results of the meetings held by the ITC Bureau in 2020 and decisions taken by the Committee’s subsidiary bodies under “Special Procedures during the COVID-19 period” authorizing decision-making for ITC subsidiary bodies under silence procedures during remote informal meetings replacing official meetings; [Agenda item 5 (b)]
15. **Took note** of the fact that the adoption of the report of the eighty-third session be limited to a list of main decisions, in line with the “Special procedures to take decisions in formal meetings with remote participation” adopted by EXCOM (ECE/EX/2020/L.12). The complete report of the Committee would be circulated at a later stage; [Agenda item 5 (b)]
16. **Adopted** the draft programme of work of the Transport Subprogramme for 2021 (ECE/TRANS/2021/8) and **recommended** it to the Executive Committee for approval; [Agenda item 6 (a)]
17. **Reviewed** the Programme Plan for 2022 for the transport subprogramme (ECE/TRANS/2021/9), **expressed its support** for the efficient and impactful work of ITC, its subsidiary bodies and the full transport subprogramme; **stressed the importance of ensuring** that resource and budget allocations in the United Nation system be proportional to the subprogramme’s high performance and increased demands;
18. **Expressed its support for and endorsed** the publications programme for 2022 contained in ECE/TRANS/2021/10, and **recommended** that the relevant Working Parties take part in the preparation of these publications, as appropriate; [Agenda item 6 (c)]
19. **Adopted** the list of meetings in 2021, based on proposals from the Committee’s subsidiary bodies, as contained in ECE/TRANS/2021/10; [Agenda item 6 (d)]
20. **Emphasized the urgency of accelerating accessions to and implementation** of the United Nations transport conventions and agreements under its purview that form the framework for regulatory governance of inland transport internationally and **invited** countries, which had not yet done so, to accede to and implement the United Nations conventions and other legal instruments in inland transport, including those that have not yet entered into force; [Agenda item 7 (a)]
21. The Russian Federation referring to Resolution No.264 on International Rail Passenger Traffic on the Route East-West, contained in ECE/TRANS/2017/17/Rev.1, **reaffirmed** the importance of developing international traffic by rail and, in this regard,

encouraged the countries concerned to accede to the Convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail of February 21, 2019

22. **Welcomed** the statements by States, Members of the United Nations and contracting parties to inland transport conventions and agreements on their national and regional experiences, including challenges and special needs, in their efforts to implement conventions to which they have acceded; [Agenda item 7 (b)]

23. **Noted the status report** on key issues and trends in implementing United Nations inland transport conventions under its purview regionally and globally and invited UN Member States to join UN Inland Transport Conventions

24. **Welcomed** the statements by States, Members of the United Nations and contracting parties to inland transport conventions and agreements on challenges and emerging trends of inland transport in their respective regions; [Agenda item 7 (c)]

25. **Taking into consideration** ECE/TRANS/2021/13 that contains a thematic review of COVID-19-related challenges and emerging trends on inland transport in different regions, **requested the secretariat and its subsidiary bodies** to integrate this information in their work, in order to make it more relevant and impactful worldwide; [Agenda item 7 (c)]

26. **Took note** of the status of implementation of the Intelligent Transport Systems (ITS) Road Map that was launched at its seventy-fourth session and **encouraged** continuation of the work of the Working Party on Road Transport (SC.1) as the main platform for multilateral dialogue and exchange of best/emerging practices by contracting parties implementing e-CMR and as a platform for the sharing of information on digital/smart roads; of the Working Party on Inland Water Transport (SC.3) on smart shipping, River Information Services (RIS), and innovative technologies in the recently adopted European Code for Signs and Signals on Inland Waterways (SIGNI); of WP.1 on the conditions of use of automated vehicles in traffic; of the Working Party on the Transport of Dangerous Goods (WP.15) on telematics for the transport of dangerous goods; of the World Forum for Harmonization of Vehicle Regulations (WP.29) on the implementation of the framework document on the safety of automated vehicles; of Working Party on Automated/Autonomous and Connected Vehicles WP.29/GRVA¹ on regulating autonomous/automated and connected vehicles (incl. Artificial Intelligence); and of the Working Party on Customs Questions affecting Transport (WP.30) on eTIR, as fostering regulatory and other activities in these areas would ensure the benefits that ITS could provide in terms of safety, environmental protection, energy efficiency and traffic management; [Agenda item 7 (d)]

27. **Noted with satisfaction** that the ITS Road Map 2011–2020, which came to its conclusion in 2020, encouraged ITS activities linked to infrastructure and all transport modes and contributed to addressing ITS issues in an integrated approach; [Agenda item 7 (d)]

28. On this basis and considering the importance of ITS in light of global mega trends, technological developments, and the ongoing transformation of the Committee and its Working Parties, **welcomed and adopted** the updated ITS Road Map for the period 2021–2025 that was developed in line with the Committee’s decision at its eighty-second session and **thanked the secretariat for its timely preparation**; [Agenda item 7 (d)]

29. **Reiterated its wish to strengthen** its contribution to the monitoring and implementation of the transport-related targets of the 2030 Agenda, the Paris Agreement, the New Urban Agenda, the Vienna Programme of Action for Landlocked Developing Countries and the Decade of Action for Road Safety (2011–2020) and **requested** its subsidiary bodies to align their work accordingly; [Agenda item 7 (e) (i)]

30. **Considered** the efforts for the further development and deployment of the For Future Inland Transport Systems (ForFITS); **emphasized** its importance for the realization of the ITC Declaration on “Enhancing sustainable inland transport solutions for global climate and environmental challenges: a united call for universal action”, endorsed by the Committee at its eighty-second session; **encouraged its members** to support its application; **requested** the

¹ Working Party on Automated/Autonomous and Connected Vehicles (GRVA)

secretariat to continue its efforts for effective fundraising in support of a more widespread use and further development of ForFITS and to **provide** detailed information of ForFITS implementation at the 84th session of ITC; [Agenda item 7 (e) (ii)]

31. **Took note of information** about the preparations for the upcoming fifth High-level Meeting on Transport, Health and Environment which will take place virtually on 17 and 18 May 2021, including the drafting of a Declaration to be supported at the High-level Meeting; [Agenda item 7 (e) (iv)]

32. **Expressed its continued support**, as part of the deliverables for the High-Level Meeting, and reflecting its relevance in the context of the COVID-19 Pandemic, of the completion of Recommendations on Green and Healthy Sustainable Transport, the Handbook on Sustainable Urban Mobility and Spatial Planning, the Study on Eco-Driving, Mobility Management: A Guide to International Good Practices, the study on Jobs in Green and Healthy Transport and the finalisation of a Masterplan on Cycling Promotion; [Agenda item 7 (e) (iv)]

33. **Encouraged** its members to participate actively at the fifth High-level Meeting and consider designating national THE PEP² focal points from the transport sector and inform the secretariat; [Agenda item 7 (e) (iv)]

34. Referring to the Committee's decision No. 28 of 2020, the Committee **requested** the Secretariat to continue its efforts to find synergies in transport and spatial planning in cities and to report back on this issue at the Committee's 84th session

35. In order to improve synergies in the work of transport security issues and to prepare for the upcoming Inland Transport Security Discussion Forum meetings, the Committee **invited** the Secretariat **to continue consultations** with the UIC on the issue of railway transport security and prevention of illegal interference, as well as **engage** in the preparation process of the Inland Transport Security Forum, as appropriate; [Agenda item 7 (f)]

36. **Welcomed** the information provided in document ECE/TRANS/2021/17 on the operationalization of Euro-Asian transport corridors and the summary of deliberations of the informal consultations on next steps in this area. In particular it **noted** the interest expressed by the Governments of Azerbaijan, Georgia, Kazakhstan, Turkey and Ukraine to contribute towards the development of a corridor management mechanism proposal as well as to participate in the pilot implementation of such a mechanism **and encouraged** WP.5 to continue the activities on the operationalization of EATL and report back to ITC; [Agenda item 7 (g)]

37. **Requested** the secretariat to prepare the official document about ongoing activity of the International Transport Infrastructure Observatory, which will include information about methodology, data sources, algorithms of actualization and mechanisms of data protection as well as responsibility of involved in this process parties; [Agenda item 7 (g)]

38. **Requested** the secretariat to clarify a measurable set of criteria within the Sustainable Inland Transport Connectivity Indicators (SITCIN) project activity and also **requested** WP.5 to reconsider proposed actions to make them practically-oriented and interested for all countries of the UNECE region; [Agenda item 7 (g)]

39. **Took note** of progress in implementing the ECE Road Safety Action Plan that came to its conclusion in 2020; [Agenda item 7 (h)]

40. **Reiterated its concern** for the limited progress globally in meeting the Sustainable Development Goal targets on road safety and those of the United Nation Decade of Action for Road Safety [Agenda item 7 (h)]

41. **Welcomed** the adoption on 1 April 2020 of the "ITC Recommendations for Enhancing National Road Safety Systems" and invited all road safety stakeholders to apply the ITC recommendations; [Agenda item 7 (h)]

42. **Welcomed** the adoption on 31 August 2020 of the United Nations General Assembly Resolution 74/299 on "Improving global road safety" including, among other key provisions,

² The Transport, Health and Environment Pan-European Programme (THE PEP)

(i) the endorsement of the Stockholm Declaration, (ii) the proclamation of a Second Decade of Action for Road Safety 2021–2030, with a goal to reduce road fatalities and injuries by 50 per cent by 2030, (iii) the request for the World Health Organization (WHO) and the United Nations regional commissions in cooperation with the United Nations Road Safety Collaboration (UNRSC) partners and other stakeholders to prepare a plan of action of the Second Decade; [Agenda item 7 (h)]

43. **Expressed its appreciation** to the Special Envoy for his efforts in particular in promoting accession and implementation of the United Nations road safety conventions; [Agenda item 7 (h)]

44. **Took note** of the successful launch of the second formal call for proposals, as well as the status of implementation of selected projects in low- and middle-income countries and expected future trajectory for the Fund and progress in setting up the secretariat of the Fund; [Agenda item 7 (h)]

45. **Encouraged** its member States to consider possible financial contributions to the Fund and extend their cooperation in support of its mission; [Agenda item 7 (h)]

46. **Endorsed** the activities listed in ECE/TRANS/2021/20; [Agenda item 7 (i)]

47. **Welcomed** the establishment by WP.29 of the first set of UN Regulations on highly automated vehicles prepared by GRVA; [Agenda item 7 (i)]

48. **Noted** the limitation of the session of WP.29 and its subsidiaries as reaction on the COVID-19 impact and the United Nations financial crisis; [Agenda item 7 (i)]

49. **Thanked** Germany for the hosting of the DETA and **noted** the request of several delegations to finance the database through the ECE regular budget, but **reaffirmed** that due to lack of consensus, financing will continue to be implemented through alternative ways of contributions, pending further consultations; [Agenda item 7 (i)]

50. **Noted** that both sessions of the ECOSOC Sub-Committees of experts scheduled to be held in June/July, as well as that the thirty-seventh session of the Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) (WP.15/AC.2) and the twenty-fifth session of the ADN Administrative Committee, scheduled to be held in August 2020, were cancelled due to COVID-19 pandemic measures; [Agenda item 7 (j)]

51. **Welcomed** that the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals had adopted a draft resolution for the next biennium 2021-2022 for consideration by ECOSOC at its 2021 session, and **invited** the secretariat to report back to ITC at its next session.

52. **Expressed its concern** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), adopted by the Conference of the Contracting Parties on 28 October 1993, had not yet entered into force because not all contracting parties to ADR have become parties to the Protocol; [Agenda item 7 (j)]

53. In this regard, **urged** the remaining Contracting Parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino and Tajikistan) to take the necessary steps to allow the Protocol to come into force; [Agenda item 7 (j)]

54. **Welcomed** the entry into force on 1 January 2021 of the Protocol amending the title of the Agreement (deleting the word "European"), which was adopted in May 2019 by the Conference of the Parties to the 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road; [Agenda item 7 (j)]

55. **Encourage** all United Nations Member States to join and fully implement ADR, following the removal of the word "European" from its title and taking into account General Assembly Resolution 74/299 of 31 August 2020 on Improving global road safety, reaffirming the role and importance of ADR as one of the main United Nations legal instruments contributing to road safety and encouraging Member States that have not yet done so to consider becoming contracting parties; [Agenda item 7 (j)]

56. **Took note of and supported** the activities of contracting parties, WP.30, AC.2, AC.3 and the ECE/TIR secretariat in the year 2020, as reflected in ECE/TRANS/2021/21; [Agenda item 7 (k)]
57. **Entrusted** SC.2 and WP.30 to include on the agenda of the meetings the issue of monitoring the implementation of Annex 9 “Facilitation of border crossing procedures for international rail freight traffic” to the International Convention on the Harmonization of Frontier Controls of Goods.
58. **Encouraged** interested countries to accede to the United Nations Conventions in the field of border crossing facilitation, to foster digital information exchange, and promptly implement the provisions of Annex 11 to the TIR Convention, launching the eTIR system, and **urged** all contracting parties to comply with the provisions of the Harmonization Convention, 1982 for the sake of addressing the COVID-19 pandemic.
59. **Noting** that the seventy-sixth session of the Working Party on the Transport of Perishable Foodstuffs, scheduled to be held in April 2020 was cancelled due to COVID-19 pandemic measures, thus resulting in only one session for the year 2020 (13–16 October 2020), **decided to postpone** its review of the decision of the Working Party to extend the number of sessions from two to three per biennium from its originally planned 2021 session to that of 2023; [Agenda item 7 (l)]
60. Taking into account the need to promote technical progress, update and harmonize the requirements of the international tachograph system, the Committee **emphasized** the need to harmonize the inclusion in the AETR of the requirements for a new generation of smart tachographs, subject to the views and positions of all parties on principles of mutual agreement and benefit; [Agenda item 7 (m)]
61. **Took note** of the information on progress of the work of the Group of Experts on a Unified Railway Law; [Agenda item 7 (n)]
62. **Took note** of the work conducted within the framework of the Group of Experts on the Permanent Identification of Railway Rolling Stock; [Agenda item 7 (n)]
63. **Adopted** the draft resolution contained in ECE/TRANS/2021/22 on strengthening intermodal freight transport and **requested** the WP.24 to work with ECE member States in implementing this resolution; [Agenda item 7 (o)]
64. **Took note** of the fact that the TER³ Strategy until 2025 will be finalized in 2021 and **expressed its support** for the publication of the strategy to facilitate its dissemination and thus strengthen impact in relevant countries; [Agenda item 7 (p)]
65. **Expressed its support** for the activities carried out by TEM⁴ and TER and encouraged member States that offered candidates for TEM project managers to finalize the contracts as considered in Informal document No. 6. The Committee also **expressed its support** for the publication in 2021 of the TEM report TEM Guidelines on Work Zone Safety and encourage its members to facilitate its dissemination and thus strengthen their impact in relevant countries; [Agenda item 7 (p)]
66. **Took note of** the progress made by SC.3 and its subsidiary bodies, **expressed its support** to the activities of the secretariat in the field of the implementation of circular economy in inland water transport and **encouraged** other Working Parties to do so; [Agenda item 7 (q)]
67. **Noted** the relevance and timeliness in the preparation of the European Code for Inland Waterways sixth revision, harmonized with the documents of the European River Commissions and national regulations of the UNECE member countries; [Agenda item 7 (q)]
68. **Welcomed** some exceptional activities related to the COVID-19 crisis, including providing policy makers with necessary timely transport data through its wiki on short-term

³ The Trans-European Railway (TER) project

⁴ The Trans-European Motorways (TEM) project

data sources, and assisting countries with exploring innovative transport data sources through webinars held in conjunction with the International Transport Forum; [Agenda item 7 (r)]

69. **Approved** as a whole the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references in the complete ITC report on the basis of the respective annotations contained in this document; [Agenda item 8]

70. **Took note** with satisfaction of capacity development activities in the United Nations Special Programme for the Economies of Central Asia (SPECA) region in line with the ITC Capacity Development Action Plan (2020–2025), especially the “Regional Dialogue Strengthening transport connectivity in the SPECA region and beyond in the era of COVID-19” and the “Ashgabat Initiative on reducing barriers to trade and transport using United Nations legal instruments, norms, standards and recommendations while bolstering connectivity in the SPECA region”, as well as of initiative of Uzbekistan to create a Regional Center for the Development of Transport and Communication Connectivity under the auspices of the United Nations that would create a platform for discussion and prompt resolution of emerging issues that hinder the development of the transport sector and expressed its support for the continued implementation of the ITC Capacity Development Action plan in the SPECA region”;

71. **Reiterating** ITC decision No 114, taken by its 81st session, the Committee **requested** the Secretariat to continue to seek cooperation between ECE and ESCAP to explore together with the ITC Bureau further possibilities to co-organize consultations between ECE and ESCAP Member States on sustainable transport connectivity; [Agenda item 9 (c) (iv)]

72. **Welcomed** the annual report with a renewed focus on the impacts of the work of the transport subprogramme and contribution to the Sustainable Development Goals and **encouraged** member States and contracting parties to share with the secretariat and within the framework of the Committee’s Working Parties, as appropriately, evidence-based information on the impacts of the ongoing work of the Committee’s subsidiary bodies under the extraordinary conditions of the COVID-19 pandemic and its effects in administering United Nations inland transport conventions; [Agenda item 9 (d)]

73. **Noted** that its eighty-fourth session is tentatively scheduled to be held in Geneva from 22 to 25 February 2022; [Agenda item 10]

74. **Adopted** the list of main decisions of the eighty-third session [Agenda item 11].
