



Economic Commission for Europe
Inland Transport Committee
Eighty-third session

Geneva, 23–26 February 2021

**Report of the Inland Transport Committee
 on its eighty-third session**
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I. Chair

1. The Inland Transport Committee (ITC or Committee) held its eighty-third session from 23 to 26 February 2021 in hybrid format, with Mr. K. Schockaert (Belgium) as Chair.

II. Attendance

2. Representatives of the following ECE countries participated: Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, Croatia, Czechia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Israel, Italy, Kyrgyzstan, Latvia, Luxembourg, Malta, Montenegro, Netherlands (the), North Macedonia, Poland, Portugal, Romania, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, Turkey, Turkmenistan, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan.

3. Representatives of the following countries attended under Article 11 of the Terms of Reference of ECE: Afghanistan, Brazil, Burkina Faso, Cambodia, Cameroon, China, Congo, Egypt, Guyana, Iran (Islamic Republic of), Iraq, Jamaica, Japan, Jordan, Kenya, Lao People's Democratic Republic, Lebanon, Lesotho, Madagascar, Malaysia, Mauritania, Mexico, Mongolia, Morocco, Mozambique, Nepal, Pakistan, Peru, Philippines, Republic of Korea, Saudi Arabia, Sierra Leone, South Sudan, Syrian Arab Republic, Thailand, Tunisia, Uganda, United Arab Emirates, Viet Nam and Zimbabwe.

4. The European Union was represented.

5. Representatives of the following United Nations departments and specialized agencies attended: International Labour Organization (ILO), International Maritime Organization (IMO), International Telecommunication Union (ITU), United Nations Conference on Trade and Development (UNCTAD), World Bank Group (WBG), World Health Organization (WHO) and United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and the Small Island Developing States (UN-OHRLS). The United Nations Secretary-General's Special Envoy for Road Safety attended. The Trans-European Motorway (TEM) and Trans-European Railway (TER) projects were also represented. Representatives of the following United Nations Regional Commissions attended: Economic Commission for Africa (ECA), Economic and Social Commission for Asia and the Pacific (ESCAP), Economic and Social Commission for Western Asia (ESCWA). The United Nations Resident Coordinator Office North Macedonia was also represented.

6. Representatives of the following intergovernmental organizations took part: Eurasian Economic Commission (EEC), Intergovernmental Commission (IGC) TRACECA, Intergovernmental Organization for International Carriage by Rail (OTIF), International Sava River Basin Commission, International Transport Forum (ITF-OECD), Moselle Commission, Organization for Co-operation between Railways (OSJD), Organization for Security and Cooperation in Europe (OSCE), Organization of the Black Sea Economic Cooperation (BSEC), Transport Community, World Customs Organization (WCO).

7. The following non-governmental organizations were represented: Centre for Transportation Studies for the Western Mediterranean (CETMO), Conference of European Directors of Roads (CEDR), European Driving Schools Association (EFA), European Federation of Road Traffic Victims (FEVR), European Barge Union (EBU), European River-Sea-Transport Union (ERTSU), European Transport Safety Council (ETSC), International Association of Ports and Harbors (IAPH), International Coordinating Council on Trans-Eurasian Transportation (CCTT), International Federation of Freight Forwarders Associations (FIATA), International Motor Vehicle Inspection Committee (CITA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Rail Transport Committee (CIT), International Road Assessment Programme (iRAP), International Road Federation (IRF), International Road Transport Union (IRU), International Union of Railways (UIC), Partnership on Sustainable, Low Carbon Transport (SLoCaT), Union Internationale des Transports Publics (UITP) and Union of Road Transport Associations in the Black Sea Economic Cooperation Region (BSEC-URTA).

8. Representatives of the following academia were present: Russian University of Transport. Representatives from the private sector attended: ERTICO, ETS Consulting.

9. The following representatives also attended at the invitation of the secretariat: Asia-Europe Foundation, Asian Development Bank, Black Sea Trade and Development Bank, Autorité de régulation du secteur des transports, EuroMed Transport Support Project, EuroMed/Palestine, European Investment Bank (EIB), European Road Assessment Programme (EuroRAP), Győr-Sopron-Ebenfurth Railway Co. (GYSEV), International Association of logistics business, ITS Ireland, La Plate-Forme Intermodale, POLIS, Road Safety Pioneers (RSP), Road Safety Russia, Russian Road Research Institute (FAI "ROSDORNII"), Società Iniziative Nazionali Autostradali (SINA S.p.A.), State Road Transport Research Institute, Sustainable Transport Africa, Walk21 Foundation and World Bicycle Industry Association (WBIA).

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/303 and ECE/TRANS/303/Add.1/Rev.1

10. The Committee **adopted** the provisional agenda.

IV. Back to a sustainable future: achieving resilient connectivity for post-COVID-19 sustained recovery and economic growth (agenda item 2)

Documentation: ECE/TRANS/2021/1, ECE/TRANS/2021/2

11. Building on recommendations by the ITC and Bureau debates, the general theme of the policy segment was titled “Back to a sustainable future: achieving resilient connectivity for post-COVID-19 sustained recovery and economic growth” (ECE/TRANS/2021/1). This theme provided an opportunity to reflect on the unique assets of the Committee, highlighting its value added and underlining its future potential in a heavily impacted global economy due to the pandemic as well as a fast-changing production and trade landscape regionally and globally. The high-level policy segment consisted of two panels:

(a) Leveraging existing international transport connectivity solutions as enablers of economic growth and development: what room for enhanced international agreements?

(b) First or last response in a global emergency? International transport conventions as a catalyst of concerted national responses

12. At the end of the meeting, the Ministerial Resolution on Enhancing resilient inland transport connectivity in emergency situations: an urgent call for concerted action (Annex I) was endorsed by Ministers and Heads of delegations of Contracting Parties (for the list of countries endorsing the Resolution see Annex II). The Ministerial Resolution takes stock of the global emergency under way, recognizing the unique strengths of the Committee and articulates an urgent call for the contracting parties to take concerted action, in terms relevant to the Committee’s mandates, in the face of international emergencies. Moreover, the Resolution recognizes the Committee’s relevance as a main conduit through which to make international efforts for finding solutions to such challenges and call upon world leaders in the area of transport to embrace and even intensify their support for the work of the Committee as the United Nations platform for inland transport, for the benefit of the global community. For a concise report of the High-level segment, see Annex III.

13. The Committee **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 (Annex I).

14. A complementary side event on “Sustainability of transport and trade connectivity in the Caspian Sea region in the age of pandemics”, was organized jointly on 24 February 2021 by the Permanent Mission of Turkmenistan to the UN Office at Geneva, the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS) and ECE. For a concise report, see Annex IV.

V. Meeting on the implementation of the ITC strategy for Government Delegates only with the Participation of the Chairs of the Committee’s Subsidiary Bodies (agenda item 3)

Documentation: ECE/TRANS/2021/3, ECE/TRANS/2021/4

15. The Committee **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 (Annex V).

16. The Committee had the opportunity **to be apprised** of the status of the implementation of the ITC Strategy and proposed future steps (ECE/TRANS/2021/3). 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

17. The Committee **was also informed** about ongoing activities in the implementation of its Capacity Development Action Plan.

18. The Committee **was presented** with a 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). The Committee **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. **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), the Committee **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;

(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.

VI. Governance issues and other matters arising from the United Nations Economic Commission for Europe, the Economic and Social Council and other United Nations bodies and Conferences (agenda item 4)

Documentation: ECE/TRANS/2021/5

19. The Committee **was informed** by the secretariat about recent matters arising from the Economic and Social Council and other United Nations bodies and Conferences of interest to the Committee.

20. The Committee **was also be informed** by the secretariat about recent matters arising from activities of the Commission of interest to the Committee, including about further development of ECE-wide nexus areas, i.e. intersectoral (horizontal) coordination workstreams in ECE, as part of aligning the work of ECE to the Sustainable Development Goals.

21. The Committee **was informed** about the impacts of the COVID-19 pandemic and the liquidity crisis on the implementation of the Committee's programme of work (ECE/TRANS/2021/5). **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.

22. Furthermore, the Committee **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.

VII. Governance issues and business critical decisions for the ITC and its subsidiary bodies (agenda item 5)

A. Decisions on subsidiary bodies and on the structure of the Committee

Documentation: ECE/TRANS/2021/6

23. The Committee **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.

24. The Committee **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.

25. The Committee **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.

26. The Committee **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.

27. The Committee **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.

B. Results of the meetings of the Bureau of the Inland Transport Committee

Documentation: ECE/TRANS/2021/7

28. The Committee **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.

29. The Committee **took note** of the fact that the adoption of the report of the eighty-third session would 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.

VIII. Programmatic issues (agenda item 6)

30. The Committee **recalled** that in December 2017 the seventy-second session of the General Assembly adopted resolution A/72/266 shifting the management paradigm in the United Nations. In this resolution, Member States approved the proposed change from a

biennial to an annual budget period on a trial basis, beginning with the programme budget for 2020, and requested the Secretary-General to conduct a review of the budgetary cycle in 2022, following the completion of the first full budgetary cycle. The General Assembly also decided to review at its seventy-seventh session the implementation of the annual budget with a view to taking a final decision. The draft programme of work for 2021 and the draft Programme Plan for 2022 of the Transport subprogramme presented below follow the annual format introduced from 2020, with amendments reflecting General Assembly resolution 74/251 and further refinements recommended by the 60th session of the Committee for Programme and Coordination (document A/75/16).

A. Programme of work for 2021

Documentation: ECE/TRANS/2021/8

31. The Committee **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.

B. Programme Plan for 2022

Documentation: ECE/TRANS/2021/9

32. The Committee **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.

C. List of publications for 2022

Documentation: ECE/TRANS/2021/10

33. The Committee **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.

D. Schedule of meetings in 2021

Documentation: ECE/TRANS/2021/10

34. The Committee **adopted** the list of meetings in 2021, based on proposals from the Committee's subsidiary bodies, as contained in ECE/TRANS/2021/10.

IX. Strategic questions of a horizontal and cross-sectoral policy or regulatory nature (agenda item 7)

A. Status of accession to international United Nations inland transport conventions and agreements

Documentation: ECE/TRANS/2021/11

35. The Committee, in performing its role as the United Nations platform for sustainable inland transport, **discussed ways to strengthen** the regulatory governance of inland transport internationally, in light of its strategic role in supporting the implementation of the Sustainable Development Goals until 2030. In this regard, the Committee **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.

36. 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 21 February 2019.

37. When considering these issues, the Committee **took note** of ECE/TRANS/2021/11 on the status of accessions to United Nations legal instruments on inland transport administered by the Committee and its subsidiary bodies as of December 2020.

B. Implementation of the international United Nations inland transport conventions and agreements (statements by delegates)

Documentation: ECE/TRANS/2021/12

38. The Committee **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.

39. The Committee **took into consideration** ECE/TRANS/2021/12 that contains an analysis of regional accession trends and dynamics in relation to key clusters of United Nations inland transport conventions and agreements.

40. Mindful that improving implementation worldwide is a core element of the ITC Strategy and its vision in the run-up to 2030, the Committee **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.

C. Challenges and emerging trends of inland transport in different regions (statements by delegates)

Documentation: ECE/TRANS/2021/13

41. The Committee **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.

42. The Committee **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.

D. Intelligent transport systems

Documentation: ECE/TRANS/2021/14, ECE/TRANS/2021/15

43. The Committee **was informed** about the status of implementation of the Intelligent transport systems (ITS) Road Map (ECE/TRANS/2021/14) that was launched at its seventy-fourth session. Furthermore, the Committee **was informed** about the activities of the Informal Working Group on Intelligent Transport Systems (ITS) which adopted revised terms of reference in June 2019 and about the **joint meeting of WP.1 and WP.29**.

44. The Committee **took note** of the status of implementation of the 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. Furthermore, the Committee **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

45. 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**.

E. Environment, climate change and transport

1. Inland Transport Committee follow-up to the 2030 Agenda

Documentation: Informal document No. 1

46. The Committee **was informed** about progress in implementing the Sustainable Development Goals, despite the impacts of the pandemic and major global processes/initiatives to track progress, including the targets and indicators of the Sustainable Development Goals (Informal document No. 1). The Committee **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.

2. Inland Transport Committee acting on Climate Change and the Paris agreement: Decarbonisation and adaptation requirements

Documentation: Informal document No. 2

47. The Committee **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 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.

3. Mitigation of environmentally harmful effects of inland transport

48. The Committee **was informed** about progress in relation to work on green transport across the division, particularly in relation to implementing the ITC Strategy.

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

4. Transport, Health and Environment Pan-European Programme

49. The Committee was informed by Mr. R. Thaler (Austria), Chair of the Transport, Health and Environment Pan-European Programme (THE PEP) about the work undertaken by THE PEP. The Committee **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.

50. The Committee **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.

51. The Committee **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.

52. Referring to the Committee's decision No. 28 of 2020 (as reflected in ECE/TRANS/294, para 42), 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 eighty-fourth session.

F. Inland transport security

53. The Committee **was briefed** on the results of a Round Table on Intelligent Transport Systems and Cyber Security co-organized with the Organization for Security and Co-operation in Europe (OSCE) in conjunction with WP.5 on 8 September 2020.

54. 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.

G. Analytical work on transport

Documentation: ECE/TRANS/2021/16, ECE/TRANS/2021/17, Informal document No. 3, Informal document No. 4

55. The Committee **was informed** by Ms E. de Wit (the Netherlands), Chair of the Working Party on Transport Trends and Economics (WP.5) about the analytical work of 2020 carried out in the framework of WP.5 (ECE/TRANS/2021/16). Among other analytical outputs, the Committee **was presented** with key lessons learned and recommendations arising from the report of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs (GE.4) and a proposal on the way ahead (ECE/TRANS/WP.5/2020/9).

56. Furthermore, the Committee **was informed** about progress in establishing the ECE-led Transport Infrastructure Observatory to be hosted on a geographic information system (GIS) platform. The Committee **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.

57. The Committee was briefed about progress in developing a set of Sustainable Inland Transport Connectivity Indicators in the framework of a UN Development Account project (Informal document No. 3). The Committee **requested** the secretariat to clarify a measurable set of criteria within the Sustainable Inland Transport Connectivity Indicators (SITCIN)

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

project activity and also **requested** WP.5 to reconsider proposed actions to make them practically-oriented and interested for all countries of the ECE region.

58. The Committee was also informed about the initiation of work under a five-year mandate of the Group of Experts on assessment of climate change impacts and adaptation for inland transport.

59. Furthermore, at the request of the Bureau at its session in November 2020, the Committee **was presented** with a concise substantive report of the deliberations of the informal consultations on next steps in the operationalization of Euro-Asian transport corridors, jointly organized with OSCE on 26 November 2020 (ECE/TRANS/2021/17). The Committee **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.

H. Road safety

Documentation: ECE/TRANS/2020/9, Informal document No. 5, ECE/TRANS/2021/18, ECE/TRANS/2021/19

60. Ms. L. Iorio (Italy), the Chair of the Global Forum for Road Traffic Safety (WP.1), **informed** the Committee about the most important developments in the work of WP.1. This included information about subject areas such as automated vehicles in traffic, international driving permits, powered two-wheeler policies, the Consolidated Resolution on Road Traffic (R.E.1), and road safety and Sustainable Development Goals.

61. The Committee **was also informed** about the work and achievements of the Group of Experts on Road Signs and Signals (GERSS). The Committee was informed on the progress of developing e-CoRSS which is an electronic version of the 1968 Convention on Road Signs and Signals.

62. The Committee **took note** of progress in implementing the ECE Road Safety Action Plan that came to its conclusion in 2020 (Informal document No. 5).

63. The Committee **reiterated its concern** for the limited progress globally in meeting the Sustainable Development Goal targets on road safety and those of the United Nations Decade of Action for Road Safety. In line with the ITC Strategy 2030 and with the purpose of strengthening the Committee's contribution to the global efforts to address the road safety crisis, the Committee **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.

64. The Committee **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, (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.

65. The Committee **was informed about** the main developments in the activities of the United Nations Secretary-General's Special Envoy for Road Safety and areas of cooperation with the Committee (ECE/TRANS/2021/18). The Committee **expressed its appreciation** to the Special Envoy for his efforts in particular in promoting accession and implementation of the United Nations road safety conventions. The Committee, which in 2020 had invited the United Nations Secretary General to consider favourably maintaining the institution of Special Envoy for Road Safety through to 2030 to ensure continued attention on road safety (ECE/TRANS/294, para. 59), noted with satisfaction that the 2020 UNGA Resolution 74/299

invited the United Nations Secretary General to consider the extension of the function of the Special Envoy for the Second Decade of Action for Road Safety.

66. The Committee **was informed** about the latest activities of the United Nations Road Safety Fund (UNRSF), as well as the future plan for the Fund (ECE/TRANS/2021/19). It **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. The Committee **encouraged** its member States to consider possible financial contributions to the Fund and extend their cooperation in support of its mission.

I. Harmonization of vehicle regulations

Documentation: ECE/TRANS/2020/20

67. Mr. A. Erario (Italy), the Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29) **informed** the Committee about the most recent developments in the work carried out by WP.29 and its six subsidiary Working Parties (GRBP, GRE, GRPE, GRSG, GRSP and GRVA), the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement and the Executive Committee of the 1998 Agreement (ECE/TRANS/2021/20). The Committee **endorsed** the activities listed in ECE/TRANS/2021/20. It **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.

68. The Committee was also **informed** about the activities of the World Forum and its Working Parties as reflected in ECE/TRANS/WP.29/2020/1/Rev.2 which provides a detailed overview of the distribution of the areas of work among the different groups as a result of the processes of work prioritisation and of the alignment with the ITC Strategy.

69. The Committee **noted** that over 40 informal groups worked during 2020 in parallel to the World Forum and to its subsidiary bodies to assist them in developing new vehicle regulations and updating the 152 existing UN Regulations annexed to the 1958 Agreement, 20 UN Global Technical Regulations (UN GTRs) associated to the 1998 Agreement and four UN Rules annexed to the 1997 Agreement with 96 amendments and established nine UN Regulations and UN GTRs.

70. The Committee **noted that** the number of contracting parties to the 1958 Agreement (57), to the 1998 Agreement (36), and to the 1997 Agreement (16).

71. The Committee **was informed**, that the first set of UN Regulations for automated vehicles adopted at the June 2020 session of WP.29 entered into force on 22 January 2021. These new UN Regulations not only cover the UN Regulation on Automated Lane Keeping Systems – the first application of vehicle automatization of level three, but also forward-looking UN Regulations on Cyber Security and on Over the Air Software Updates. On the same date the new UN Regulation on Fuel System Integrity and Electric Power Train Safety at rear-end collision and the new UN Regulation on Worldwide harmonized Light vehicles Test Procedure (WLTP Regulation) entered into force as well. Two new UN Regulations aiming at the protection of vulnerable road users, the new UN Regulation on Reversing Motion and on Moving Off Information Systems were adopted during the November 2020 session. The Committee **welcomed** the establishment by WP.29 of the first set of UN Regulations on highly automated vehicles prepared by GRVA. The United States of America noted that these three standards are regional in scope. Work to adopt global technical guidelines and potential technical regulations on highly automated vehicles under its Framework document remains the primary comprehensive focus of WP.29's AV work. Italy noted that Contracting Parties to the 1958 Agreement, under which the three UN regulations had been adopted, belong to several world regions (Europe, Africa, Asia and the Pacific) and looked forward for further developments of the work on highly automated vehicles on the basis of the Framework document, under both the 1958 and 1998 Agreements, with a view of reaching the highest number of Contracting Parties at global level.

72. The Committee **noted** that the third amendment of the 1997 Agreement entered into force on 13 November 2019. This amendment will not only enhance clarity of the provisions

by adding further definitions, but it also provides for an enhanced level of quality based on the requirements of the new appendix three on conformity of the periodical technical inspection process. The supporting Resolution R.E.6 related to requirements for testing equipment, for skills and training of inspectors and for supervision of test centres was amended with elements related to Technical Roadside Inspections of commercial vehicles. This amendment will further enhance the maintenance of vehicle safety even between mandatory periodic inspections.

73. The Committee **noted** that the Executive Committee of the 1998 Agreement established a new Global Technical Regulation No. 21 on the Determination of Electrified Vehicle Power and adopted eight amendments to Global Technical Regulations No. 3 (Motorcycle braking), No. 6 (Safety glazing), No. 7 (Head restraints), No. 15 (Worldwide harmonized Light vehicle Test Procedure), No. 16 (Tyres), No. 18 (On-Board Diagnostic (OBD) systems for L-category vehicles) and to No. 19 (Evaporate Emission Test Worldwide harmonized Light Duty Test Procedure).

74. The Committee **was informed** about the status of establishing the type-approval database DETA³ being currently hosted by Germany. It **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.

J. Transport of dangerous goods

Documentation: ST/SG/AC.10/C.3/114 and Add.1, ST/SG/AC.10/C.4/78, ST/SG/AC.10/48 and [Add.1–3], ECE/TRANS/WP.15/249 and Add.1 and Corr.1, ECE/TRANS/WP.15/251, ECE/TRANS/WP.15/AC.1/158 and Add.1, ECE/TRANS/WP.15/AC.2/74 and Add.1, ECE/TRANS/WP.15/AC.2/76, ECE/ADN/54 and Add.1 and Corr.1, ECE/ADN/56, ECE/TRANS/300, ECE/TRANS/301

75. Ms. A. Roumier (France), Chair of WP.15, Mr. C. Pfauvadel (France), Chair of WP.15/AC.1 Joint Meeting, and Mr. H. Langenberg (the Netherlands), Chair of WP.15/AC.2, **informed** the Committee about the accomplishments of their Working Parties during the past year. The Committee **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. The Committee **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.

76. The Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council met from 30 November to 8 December 2020 (see report ST/SG/AC.10/C.3/114 and Add.1). The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 9 to 11 December 2020 (see report ST/SG/AC.10/C.4/78).

77. The Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals held its tenth session on 11 December 2020, to consider the work of both Sub-Committees over the 2019–2020 biennium (see report ST/SG/AC.10/48). It adopted recommendations (ST/SG/AC.10/48/Add.1–3) that will be reflected in publications to be prepared by the secretariat in 2021 (twenty-second revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations; Amendment 1 to the seventh revised edition of the Recommendations on the Transport of Dangerous Goods, Manual of Tests and Criteria; and

³ Database for the Exchange of Vehicle Type Approvals (DETA).

ninth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals).

78. The Committee **was informed** that the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO), as well as the ECE bodies dealing with land transport of dangerous goods, will begin work in 2021 on transposing the recommendations made by the ECOSOC Committee into their respective legal instruments, to ensure their simultaneous application for all modes of transport as of 1 January 2023.

79. The Committee **noted** that Uzbekistan acceded to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) in January 2020 bringing the number of contracting parties to 52. The Committee **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. In this regard, it **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.

80. The Committee may **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. The Committee **encouraged** 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.

81. The Committee **noted** that the draft amendments to annexes A and B of the ADR adopted in 2018, 2019 and May 2020 for an intended entry into force on 1 January 2021, as reproduced in ECE/TRANS/WP.15/249 and Corr.1 and ECE/TRANS/WP.15/249/Add.1 have been transmitted to the Secretary-General by the Government of France, and thereafter by the Secretary-General to the contracting parties for acceptance. They were deemed accepted on 1 October 2020 and entered into force on 1 January 2021. The secretariat has published accordingly a new "2021" consolidated edition of ADR (ECE/TRANS/300, Vols. I and II).

82. The Committee **noted** that draft amendments to the Regulations annexed to ADN adopted in 2018, 2019 and 2020, as reproduced in ECE/ADN/54, were deemed accepted on 1 October 2020 for entry into force on 1 January 2021. Other amendments adopted in August 2020, reproduced in ECE/ADN/54/Corr.1 and ECE/ADN/54/Add.1, have also been circulated for acceptance and entry into force on 1 January 2021. The secretariat is publishing accordingly a new "2021" consolidated edition of ADN (ECE/TRANS/301, Vols. I and II). The number of contracting parties to ADN remained at 18.

83. The Committee **noted** that other draft amendments to ADR, RID and ADN have been adopted by the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods, by the Working Party itself and by the Joint Meeting of Experts on the Regulations annexed to ADN, which are intended to enter into force on 1 January 2023 (ECE/TRANS/WP.15/AC.1/158 and Add.1).

K. Strengthening border crossing facilitation (Harmonization Convention, TIR Convention, eTIR Project and other Customs transit facilitation measures)

Documentation: ECE/TRANS/2021/21

84. Mr. O. Fedorov (Ukraine), Chair of the Working Party on Customs Questions affecting Transport (WP.30) **informed** the Committee about the main outcome of the 154th

and 155th sessions of WP.30 (ECE/TRANS/WP.30/308 and ECE/TRANS/WP.30/310). The Committee **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.

85. In particular, the Committee **was informed** about the adoption, by AC.2 at its February 2020 session, of amendment proposals introducing the eTIR procedure in new Annex 11 of the TIR Convention and about progress in the development of the eTIR international system, efforts to interconnect the eTIR international system with national customs systems and activities of the Group of Experts on Conceptual and Technical Aspects of computerization of the TIR Procedure (WP.30/GE.1). The Committee **was also informed** about the latest developments in the International TIR Data Bank (ITDB) and efforts to make the electronic submission of data to ITDB mandatory.

86. The Committee **was informed** about progress in 2020 in the implementation of recommendations further to an audit of the TIR trust fund by the United Nations Office of Internal Oversight Services (OIOS) in 2020.

87. The Committee **was informed** about the latest amendment proposal to the International Convention on the Harmonization of Frontier Controls for Goods, 1982, extending the interval between surveys among contracting parties on progress made to improve border crossing procedures in their countries from two to five years. The Committee **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.

88. The Committee **was informed** about the intention of ECE and the International Touring Alliance / International Automobile Federation (AIT/FIA) to conclude a memorandum of understanding on the revitalization and digitalization of relevant United Nations inland transport conventions.

89. The Committee **was informed** about follow-up actions taken by WP.30 in 2020 in alignment of its work with the ITC Strategy.

90. The Committee **was informed** of activities in the field of border crossing facilitation in relation to the COVID-19 pandemic. It **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.

L. Transport of perishable foodstuffs

Documentation: ECE/TRANS/WP.11/241, ECE/TRANS/WP.11/243

91. Mr. K. de Putter (the Netherlands), Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11), **informed** the Committee about the status of proposed amendments to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) adopted at the seventy-fifth and seventy-sixth sessions of the Working Party on the Transport of Perishable Foodstuffs (WP.11) in 2019 and 2020 (ECE/TRANS/WP.11/241, Annex I and ECE/TRANS/WP.11/243, Annex I).

92. The Committee **noted** that the number of Contracting Parties to the Agreement remains at fifty.

93. The Committee **was informed** of the outcome of a discussion that WP.11 held at its seventy-sixth session, on some pending issues from the round table discussion on the ways of improving the functioning of the Working Party held during its seventy-fourth session.

94. The Committee **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.

M. Road transport

95. The Committee **was informed** about the latest developments in the work carried out by the Working Party on Road Transport (SC.1) and by the Group of Experts on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR).

96. In particular, the Committee **was updated** on the progress of proposals to amend AETR Article 14 (eligibility to accede), 22 and 22bis (amendment procedures) as well as to create a new Appendix 1C (on the basis of European Union Regulations 165/2014, 2016/799 and 2018/502).

97. The delegate of Egypt, informed the session about the amendment proposal to article 14 of the AETR making Egypt eligible to accede to it that was communicated officially by the Government of Greece (Depositary Notifications C.N.473.2020, 23 October 2020) and expressed gratitude to the Greek Government, on behalf of his Government, for having been the proponent of this important modification, and thanked in particular the Director of International Cooperation, Ministry of Infrastructure and Transport Greece, for his support. He also informed the session of Egypt's accession to the TIR convention (Depositary Notification C.N.570.2020, 22 December 2020), and the ongoing efforts of his country, with the support of the EuroMed Transport Support Project, to upgrade its road transport legislation along the best international practices and harmonize it with that of other UNECE countries, EuroMed Partner countries and beyond, following the UN legal instruments and related EU legislation. He also highlighted that the priority is now placed in the accession to the Vienna Conventions on Road Traffic and Road Signs and Signals of 1968, the ADR and the AETR Agreements.

98. The delegate of Israel informed the session of the ongoing efforts of his country for acceding to UN legal instruments such as AETR, ADR and others and for introducing a compulsory training for certain categories of professional drivers, inspired by the Directive 2003/59/CE, and thanked the EU funded EuroMed Transport Support Project, and especially its Team leader and team of experts, for supporting the Israeli Government in these processes.

99. The Committee **was informed** about the reconciliation of the differences in “AETR regimes” in European Union and non-European Union contracting parties following the compulsory adoption of the smart tachograph by the European Union AETR contracting parties on 15 June 2019.

100. 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.

101. The Committee **was then informed** about the number of contracting parties to the Convention on the Contract for the International Carriage of Goods by Road (CMR) and its Protocols, including the Additional Protocol to the CMR Convention (e-CMR). The Committee **was updated** on the progress of the informal group of experts on e-CMR to prepare a paper detailing the research and other actions needed and/or recommended for the operationalization of e-CMR, which was requested by the Committee at its eighty-first session. The Committee was informed about the secretariat's involvement in a project of the Islamic Development Bank in promoting accession to and implementing e-CMR in Afghanistan, Azerbaijan, Iran (Islamic Republic of), Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan, Turkmenistan, Turkey and Uzbekistan.

102. Finally, the Committee **was informed** about the progress in developing a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus).

103. The Committee **noted and supported** the progress made by SC.1 and its subsidiary body the Group of Experts on AETR, in particular their continuing discussions to reconcile the AETR regime in EU and non-EU contracting parties, and their work in promoting the accession and implementation of the Convention on the Contract for the International Carriage of Goods by Road (CMR) and its protocols, including the Additional Protocol to CMR concerning the Electronic Consignment Note (e-CMR), as was reflected in ten accessions to these legal instruments over the past year. The Committee **congratulated** the Chair of SC.1 on the birth of his daughter.

N. Rail transport

104. Mr. Kulesza (Poland), Chair of the Working Party on Rail Transport (SC.2) **informed** the Committee about the results of the seventy-third session of SC.2 (ECE/TRANS/SC.2/234). The Committee **was informed** about the results of the workshop on the development of international passenger rail transport in the context of ITC Resolution No. 264 held during the last session of SC.2 which led to the proposal to create a new Group of Experts on International Passenger Railway Hubs. The Committee **was informed** that, due to limitations imposed by UNOG, a significantly reduced agenda was discussed in three languages at the session of the Working Party. The Committee was informed about the alignment activities of the Working Party to the ITC strategy through the preparation of the Working Party's updated terms of reference.

105. The Committee **took note** of developments in relation to the European Agreement on Main International Railway Lines (AGC) including the accession of Turkmenistan, the entry into force of amendment proposal and the submission of new amendment proposals to the AGC. The Committee **was informed** about progress on the second phase of the master plan on high-speed trains for the TER region and the cooperation with the TER project. In addition, the Committee **was updated** on progress in relation to the other key areas addressed by the Working Party aimed at making rail transport more competitive. With regard to the work of the Group of Experts toward Unified Railway Law, SC.2 would be expected to consider the Group's report on the execution of its mandate at the seventy-fifth session scheduled for November 2021. SC.2 would thus report on the work of this Group to ITC at the Committee's eighty-fourth session in 2022.

106. The Committee **took note** of the information on progress of the work of the Group of Experts on a Unified Railway Law.

107. The Committee **took note** of the work conducted within the framework of the Group of Experts on the Permanent Identification of Railway Rolling Stock.

O. Intermodal transport and logistics

Documentation: ECE/TRANS/2021/22

108. Ms. J. Elsinger (Austria), the Chair of the Working Party on Intermodal Transport and Logistics (WP.24) **informed** the Committee about the work carried out by WP.24. (ECE/TRANS/WP.24/147), It concerned:

(a) review and acceptance of amendments to European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and to the Protocol of the AGTC;

(b) elaboration of a WP.24 way of work to support operationalization of the Euro-Asian Transport Links;

(c) organisation of roundtables for discussing the impact of the Covid-19 pandemic on intermodal transport and logistics and, as a result of this work, elaboration of a

resolution for consideration and possible adoption by ITC on strengthening intermodal freight transport as a transport solution for response to pandemics;

(d) elaboration of an ECE Handbook for national master plans for freight transport and logistics; and

(e) activities related to the Code of Practice for Packing of Cargo Transport Units (CTU Code) and progress in establishing the Group of Experts on CTU Code;

109. The Committee took note of and appreciated the developments in the intermodal transport and logistics as accompanied by WP.24. It then **adopted** the draft resolution No. 268 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 – see Annex VI.

P. Project related activities: Trans-European Motorway and Trans-European Railway Projects

Documentation: Informal document No. 6

110. The Committee **was informed** about the recent developments in the Trans-European North-South Motorway (TEM) project by Mr. Maciejewski, TEM Project Manager, and the Trans-European Railway (TER) project by Ms. M. Koczyńska (Informal document No. 6).

111. Furthermore, the Committee **took note** of the fact that the TER⁴ 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.

112. The Committee **was informed** about the status of the TEM project management.

113. The Committee **expressed its support** for the activities carried out by TEM⁵ 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 **encouraged** its members to facilitate its dissemination and thus strengthen their impact in relevant countries.

Q. Inland water transport

114. Mr. S. Turf (Belgium), the Chair of the Working Party on Inland Water Transport (SC.3) **informed** the Committee about the results of the work carried out by the Working Party on Inland Water Transport (SC.3) and the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) and the outcome of the sixty-fourth session of SC.3 (ECE/TRANS/SC.3/213).

115. In particular, the Committee **took note of** the documents adopted by SC.3:

(a) Amendments to the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book) and the Inventory of most important bottlenecks and missing links in the E Waterway Network (resolution No. 49);

(b) Amendment No. 2 to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (resolution No. 61, revision 2) 61 as its resolution No. 98;

(c) Revised list of reception facilities for transfer of waste generated on board vessels on the E waterway network as an appendix to the annex to resolution No. 21, revision 2, as resolution No. 99;

⁴ The Trans-European Railway (TER) project

⁵ The Trans-European Motorways (TEM) project

(d) Revised International Standard for Tracking and Tracing on Inland Waterways (annex to resolution No. 63, revision 2), as its resolution No. 100 and the revised International Standard for Electronic Ship Reporting in Inland Navigation (annex to resolution No. 79, revised) as its resolution No. 101.

116. The Committee **took note of** the adoption of amendments to the fifth revision of the European Code for Inland Waterways (CEVNI) which were preliminarily approved by SC.3/WP.3 in 2020 and the ongoing preparatory work for the sixth revision of CEVNI by the CEVNI Expert Group.

117. The Committee **took note of** (a) the main findings of the workshop on the Sustainable Development Goals and how they can be achieved in inland waterways, held on 12 February 2020 at the fifty-sixth session of SC.3/WP.3, (b) the outcome of the workshop Circular economy in inland water transport held at the sixty-fourth session of SC.3 and (c) the progress in automated and smart shipping on inland waterways.

118. The Committee **also took note of** the ongoing work on (a) the categorization of waste generated on board vessels, (b) the glossary of terms and definitions in inland water transport and (c) the promotion of recreational navigation, including the activities of the Informal Working Group on Recreational Navigation, updating annex IV to resolution No. 40, International Certificate for Operators of Pleasure Craft (ICC) and the online database of ICC specimens.

119. The Committee **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.

120. The Committee **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 ECE member countries.

R. Transport statistics and data

Documentation: ECE/TRANS/2021/23, Informal document No. 7

121. Mr. M. Scrim (Canada), Chair of the Working Party on Transport Statistics (WP.6) **informed** the Committee about the latest activities in transport statistics, including updates regarding the virtual, informal session of WP.6 held in June 2020.

122. The Committee **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 data sources, and assisting countries with exploring innovative transport data sources through webinars held in conjunction with the International Transport Forum.

123. The Committee **was informed** that the secretariat has recently prepared the Transport Statistics in Europe and North America publication, as well as Transport Statistics Infocards (ECE/TRANS/2021/23 and Informal document No. 7).

X. Approval of the reports of the Committee's subsidiary bodies (agenda item 8)

Documentation: ECE/TRANS/WP.1/171, ECE/TRANS/WP.1/173; ECE/TRANS/WP.5/68; ECE/TRANS/WP.11/241, ECE/TRANS/WP.11/243; ECE/TRANS/WP.15/249 and Add.1 and Corr.1, ECE/TRANS/WP.15/251, ECE/TRANS/WP.15/AC.1/158 and Add.1, ECE/TRANS/WP.15/AC.2/74 and Add.1, ECE/TRANS/WP.15/AC.2/76, ECE/ADN/54 and Add.1 and Corr.1, ECE/ADN/56; ECE/TRANS/WP.24/147; ECE/TRANS/WP.29/1151, ECE/TRANS/WP.29/1153, ECE/TRANS/WP.29/1155; ECE/TRANS/WP.30/308, ECE/TRANS/WP.30/310; ECE/TRANS/WP.30/AC.2/147, ECE/TRANS/WP.30/AC.2/149, ECE/TRANS/WP.30/AC.3/24; ECE/TRANS/SC.1/414; ECE/TRANS/SC.2/234; ECE/TRANS/SC.3/213

124. The Committee **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.

XI. Strategic questions of partnerships and technical assistance (agenda item 9)

A. Policy dialogue and technical assistance to countries with economies in transition and developing economies

125. In line with the ITC Capacity Development Action Plan (2020–2025), a number of capacity development activities took place in the SPECA region. The **informed** the Committee about the outcomes of capacity development activities, 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.

126. The Committee **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.

B. Continued support to land-locked countries: the Vienna Programme of Action

127. The Committee **was informed** about the newly designed Roadmap for Accelerated Implementation of the Vienna Programme of Action for LLDCs in the remaining five years and the role of the ECE and other UN regional commissions in this regard.

C. Partnerships and activities of other organizations of interest to the Committee

1. Transport developments in the European Union

Documentation: ECE/TRANS/2021/24

128. The Committee **was informed** by a representative from the Directorate-General for Mobility and Transport of the European Commission about the most important legislative and policy initiatives in transport undertaken by the European Union in 2020.

2. Developments related to the work of the International Transport Forum

129. The Committee **was informed** by Mr. Young Tae Kim, Secretary General of the International Transport Forum, about the latest developments in the work of the Forum.

3. **Activities of other organizations of interest to the Committee**

130. The Committee **was informed** by Ambassador Vuk Žugić, co-ordinator of Economic and Environmental Activities of the Organization for Security and Co-operation in Europe (OSCE), about their recent activities of interest to the Committee.

4. **Dialogue with United Nations Regional Commissions on ongoing activities related to inland transport**

131. The Committee was updated by Mr. Weimin Ren, Director of the Transport Division of the Economic and Social Commission for Asia and the Pacific (ESCAP) **about** ongoing activities of inland transport in the ESCAP region.

132. **Reiterating** ITC decision No 114, taken by its 81st session (as reflected in ECE/TRANS/288, para 114), 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.

D. **Draft Annual Report of activities undertaken by the Committee's subsidiary bodies in 2020**

Documentation: ECE/TRANS/2021/25

133. The Committee **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.

XII. **Any other business. Dates of next session (agenda item 10)**

134. The Committee **noted** that its eighty-fourth session is tentatively scheduled to be held in Geneva from 22 to 25 February 2022.

XIII. **Adoption of the list of main decisions of the eighty-third session (agenda item 11)**

Documentation: ECE/TRANS/2021/R.2, ECE/TRANS/2021/L.1 and Add.1, Informal Document No. 8

135. The Committee **adopted** the list of main decisions of the eighty-third session.

XIV. **ITC Roundtable on the 4-Platforms of the Committee's Strategy: Roundtable theme: "Road safety at a crossroads at the dawn of the new Decade of Action" (agenda item 12)**

Documentation: ECE/TRANS/2021/26

136. Despite strong and consistent efforts by Member States, the international community was not able to achieve by 2020 the target of the Sustainable Development Goals on road safety as evidenced by increasing, rather than decreasing road fatalities and injuries globally. The ITC Roundtable brought together key worldwide stakeholders for a strategic discussion on the new course of action that is needed in order to make measurable progress in successfully addressing the continuing crisis (ECE/TRANS/2021/26). For a concise report, see Annex VII.

Annex I

Ministerial resolution on enhancing resilient inland transport connectivity in emergency situations: an urgent call for concerted action

We, the ministers and other heads of delegation of contracting parties to the United Nations conventions under the purview of the Inland Transport Committee attending its eighty-third session,

Fully aware of the global emergency of a proportion never before seen in peacetime due to the coronavirus disease (COVID-19) pandemic and its epidemiological and socioeconomic impacts,

Recalling General Assembly resolutions 74/306 of 11 September 2020, entitled “Comprehensive and coordinated response to the coronavirus disease (COVID-19) pandemic”, and 74/307 of 11 September 2020, entitled “United response against global health threats: combating COVID-19”,

Emphasizing the importance of resilient connectivity for passenger and freight transport and mobility as cornerstones of economic activity, access and social inclusion for all,

Noting with concern that early, uncoordinated national responses have disrupted supply chains and trade flows, as well as the availability of essential products, including food and medicines, thus creating a negative spiral that has undermined countries’ capacities to respond to COVID-19 and slowed their recovery efforts,

Alarmed by the uncertainty that continues to surround the duration and intensity of the pandemic’s impacts,

Recognizing that the effects of the pandemic have transformed the global economic outlook and pose a challenge to the implementation of the 2030 Agenda for Sustainable Development⁶ and the achievement of its Sustainable Development Goals,

Convinced that the systemic weaknesses revealed by the responses to the pandemic, including the lack of agreed extensive protocols and procedures for emergency situations, need to be addressed urgently in order to enhance preparedness and response capabilities for future threats,

Acknowledging that the United Nations transport conventions under the purview of the Inland Transport Committee provide a time-tested and functional international regulatory framework for the inland transport systems of their contracting parties, one that can help enhance systemic preparedness and response capabilities in emergency situations,

Considering that new technologies in the areas of digitalization, automation and intelligent transport systems may enhance the above-mentioned capabilities and contribute to global efforts for a swift and sustainable recovery,

Reaffirming the unique role of the Inland Transport Committee as the United Nations platform for inland transport,

Striving to contribute to the provision of social goods and public services, both within and beyond the region covered by the Economic Commission for Europe, while facing the limitations and challenges resulting from the COVID-19 pandemic,

Aware that all the changes that need to be implemented to address the challenges resulting from present and future emergencies require a global commitment and input from the Member States that are contracting parties to the United Nations transport conventions under the purview of the Committee,

⁶ General Assembly resolution 70/1 of 25 September 2015.

Decide:

(a) *To proclaim* our united stance on the need for concerted action in response to present and future emergencies and on leveraging sustainable inland transport as an effective tool to mitigate their impacts and to ensure the continued implementation of the 2030 Agenda for Sustainable Development and the achievement of the Sustainable Development Goals;

(b) *To commit* to taking the action necessary to reduce uncertainty and increase the predictability and efficient deployment of mutually accepted measures in emergency situations;

(c) *To contribute*, as a response to epidemiological outbreaks, to the promotion of digital technical and technological solutions on transport, including the further digitalization of United Nations legal instruments on transport, in particular those relating to transport facilitation and paperless trade;

(d) *To consider* issues relating to the redirection of cargo transportation from road to rail or inland water transport, where appropriate and necessary, to provide uninterrupted supply chains taking into account the current epidemiological conditions and to minimize people-to-people contacts at all stages of transportation, while helping to achieve global targets on reduced emissions from inland transport;

(e) *To call upon* all Governments to enhance the resilience of cross-border connectivity and supply chains by acceding to and making greater use of legal instruments on transport;

(f) *To capitalize* on the strengths of the Committee, including its convening power and regulatory functions, and its role as the United Nations platform for inland transport to promote concerted national responses and develop urgently needed shared technical knowledge to achieve such national responses;

(g) *To request* the Committee, therefore, to accelerate the development of the needed knowledge and regulatory basis and integrate it into its relevant workstreams as part of the continued implementation of its Strategy until 2030;⁷

(h) *To invite* the working parties and other subsidiary bodies of the Committee to exchange views on inland water, road and rail transportation and traffic during pandemics in order to discover and promote best practices across the region covered by the Economic Commission for Europe;

(i) *To develop* practical collaboration and regular exchanges with relevant subsidiary bodies of the World Health Organization and the International Labour Organization, as well as with the Transport, Health and Environment Pan-European Programme, with a view to addressing the health and safety of transport services and of passengers and staff involved in transportation;

(j) *To call upon* all Governments to inform the secretariat of the Inland Transport Committee, as soon as reasonably possible, about restrictions to transport connections caused by emergency situations in order to prevent or mitigate the negative effects of cargo and passenger traffic delays and interruptions;

(k) *To request* the secretariat to study the feasibility of establishing a databank on best practices adopted and solutions found in response to emergency situations in the transport sector, based on national measures presented by the transport authorities of the States members of the Economic Commission for Europe;

(l) *To commit* to supporting, materially and substantively, the implementation of the mandate contained in the present resolution, and request the secretariat to report to the Inland Transport Committee on progress achieved at its eighty-fourth session, to be held in 2022, on the occasion of the seventy-fifth anniversary of the Committee.

⁷ ECE/TRANS/288/Add.2.

Annex II

List of countries endorsing the resolution as of 25 February 2021

Belgium	The Philippines
Brazil	Poland
Bulgaria	Portugal
Central African Republic	Romania
Finland	Russian Federation
France	Spain
Germany	Sri Lanka
Guyana	Sweden
Hungary	Switzerland
Italy	Turkey
Jamaica*	Turkmenistan
Latvia	Ukraine
Luxembourg	United Kingdom of Great Britain and Northern Ireland
Mexico	
The Netherlands	

* With the reservation that for Jamaica, as a developing nation, material support referenced in Decisions (L) of the Resolution would be constrained.

Annex III

High-level Policy Segment on “Back to a sustainable future: achieving resilient connectivity for post-COVID-19 sustained recovery and economic growth”

I. Introduction

1. Transport ministers from Africa, Asia, Europe, Latin America and the Middle East, alongside 440 participants from more than 83 countries and the heads of inland transport organizations met at the High-level policy segment of the eighty-third session of the Inland Transport Committee (ITC) to discuss the theme “Back to a sustainable future: achieving resilient connectivity for post-COVID-19 sustained recovery and economic growth” (Virtual and in Tempus 2, Palais des Nations, 23 February 2021, Geneva).

II. Opening

2. Mr. Kristof Schockaert, ITC Chair, opened the eighty-third session of the Committee.
3. Opening speeches followed, by:
 - Ms. Olga Algayerova, Executive Secretary of the ECE, opened the High-level policy segment and officially launched the publication “Sustainable Transport in the Age of COVID-19 -Practices, Initiatives and Responses: Building pandemic-resilient transport systems”. Ms. Algayerova highlighted the momentum for concerted action while recognizing the challenges brought by COVID-19. She underlined the important role of the transport sector and the unique strategic position of the Inland Transport Committee in leading global recovery from the pandemic, while strengthening the resilience of the transport system.
 - Mr. Jean Todt, United Nations Secretary-General’s Special Envoy for Road Safety, drew attention to the parallels between fatalities from traffic and the pandemic. He praised the political will and leadership in finding long-term solutions for the transport sector in order to strengthen resilience against pandemics by addressing systemic weaknesses.
 - Mr. Yuwei Li, Director of the ECE Sustainable Transport Division, summarized the efforts of ITC to build back better culminating in the High-level Policy Segment which will pave the road for enhanced cooperation to achieve safer, more efficient, more resilient, more inclusive and more sustainable transport systems. He also underlined the indispensable role of the UN Transport Conventions as coordinated responses to emergencies.

III. Keynote speech

4. In her keynote speech, H.E. Ms. Adina-Ioana Vălean, European Commissioner for Mobility and Transport, emphasized that transport is essential for economic recovery. She acknowledged the short-termism of emergency measures and emphasized the value of long-term-strategies for resilient transport systems. She drew parallels between the Ministerial Resolution and the European Commission’s Strategy as well as the European Green Deal. She named the support for modal shift, multimodality and digitalisation as important pillars which will also help achieve the climate goals.

IV. High-level I: Leveraging existing international transport connectivity solutions as enablers of economic growth and development: what room for enhanced international agreements?

5. The discussions were moderated by Mr. Young Tae Kim, Secretary-General of the International Transport Forum (ITF).
6. Speeches were delivered by:
 - H.E. Ms. Cora van Nieuwenhuizen, Minister of Infrastructure and Water Management of the Kingdom of the Netherlands, who underlined the relevance of a safe and reliable international transport infrastructure and the role of the Inland Transport Committee in enabling crucial international consultation for sustained recovery and resilient connectivity. She highlighted the importance of a smooth distribution of goods while at the same time ensuring the wellbeing of truck drivers. She also acknowledged the potential of technological advancement under the condition of reliable physical infrastructure. The Minister concluded by expressing support for the Ministerial Resolution.
 - H.E. Mr. Vladislav Kryklii, Minister of Infrastructure of Ukraine, who acknowledged the importance of international cooperation to restore sustainable economic growth. In this vein, he confirmed that Ukraine did not close its borders for international cargo transportation. H.E. Mr. Kryklii also shared the work which the Ministry of Infrastructure of Ukraine has accomplished in 2020 to overcome the consequences that the world economy and the economy of Ukraine are facing as a result of restrictive measures taken to contain the pandemic. The Minister completed his speech by expressing support for the Ministerial Resolution.
 - H.E. Mr. Emil Kaikiev, Minister of Energy and Infrastructure, Eurasian Economic Commission, who underlined the relevance of the ITC for the Eurasian Economic Union (EAEU) as they actively use international experience, standards and best practices in their work. He explained that the Commission currently focuses on implementation of transit and logistics potentials, ensuring connectivity of territories, multimodality of transport, full-scale digitalization and sustainable mobility of the population as well as measures to counter the pandemic. H.E. Mr. Kaikiev also drew attention to the signature of the Strategic Directions for the Development of Eurasian Economic Integration until 2025, which will help achieve the UN sustainable development goals.
 - Dr. Kunio Mikuriya, Secretary General of the World Customs Organization, who highlighted the importance of consultation with the private sector, collaboration with other international organizations and the use of the soft law approach in a flexible and agile manner to address the challenges posed by the pandemic. Dr. Mikuriya also underlined the role of Customs in bolstering recovery from the crisis by collaboration, digitization, and by preparedness in making supply chains resilient and sustainable. He also acknowledged the need to work closely with the inland transport sector.
 - Mr. Bill Halkias, President of the International Road Federation (IRF), who highlighted that an integrated, fair, safe, green and efficient multi-modal transport system is the key to delivering universal access and a truly equitable economic recovery. Mr. Halkias called for concerted action to develop an integrated resilient transport system and identified infrastructure, organizational and financial resilience as three types of resilience that need to be strengthened.
7. Interventions followed from:
 - Mr. Adrian Covăşnianu, Secretary of State, Ministry of Transport and Infrastructure of Romania;
 - Mr. Klaus Bonhoff, Director General, Federal Ministry for Transport and Digital Infrastructure, Germany;

- Ms. Guanyu Li, Deputy Director-General of Department of International Cooperation, People's Republic of China; and
- Mr. Jan Hoffmann, Chief, Trade Logistics Branch, Division on Technology and Logistics, UNCTAD.

V. Panel II: “First or Last Response” in a global emergency? International Transport Conventions as a catalyst of concerted national responses.

8. The discussions were moderated by Ms. Els de Wit, Chair of the ITC Working Party on Transport Trends and Economics.
9. Speeches were delivered by:
 - H.E. Mr. François Bausch, Deputy Prime Minister and Minister for Mobility and Public Works of Luxembourg, who highlighted the substantial international dimension of a tiny landlocked country such as Luxembourg. He alerted the audience to the enormous impact of other countries’ measures and explained that instead, Luxembourg remained open and demanded enhanced international cooperation. He then applauded multilateral agreements and the ITC’s role in coordinated action.
 - Mr. Dmitry Zverev, State Secretary - Deputy Minister of Transport of the Russian Federation, who underlined that the global transport and logistics system is one of the most affected areas as a result of COVID-19 while at the same time, the sector becomes especially important during a pandemic. Mr. Zverev pointed out that the Russian Federation provided measures to reduce the economic burden of transport enterprises, successfully implemented the international initiative to reorient cargo from road to rail, and developed and used mobile hygiene centres to prevent the spread of infections. He applauded the stability of the international road transport market while also acknowledging potential changes in the field of transport due to the pandemic. Mr. Zverev reminded the audience of their initiative at last year’s ITC which enabled the exchange of best practices. He concluded by expressing support for the draft Ministerial Resolution and asked for the appropriate measure for implementation.
 - Mr. Umberto De Pretto, Secretary General of the International Road Transport Union (IRU), who warned for a looming wave of bankruptcy in the road transport industry as a result of the pandemic. He then called on attending countries to coordinate their actions, open borders, and to give immediate financial assistance to road transport industry to allow it to drive the recovery.
 - Mr. François Davenne, Director General of the UIC, who argued that the resilience of transportation systems in an increasingly uncertain environment will depend on their ability to network together. He underlined that international coordination and operational standardization enabled railways to be an effective and sustainable backbone during the pandemic. He also alerted the audience that the new normality that is on the horizon will force them to anticipate major shifts in expectations and representations associated with mobility.
10. Scheduled high-level interventions followed from:
 - Mr. Annadurdy Kosayev, Deputy Minister, Turkmen Sea and River Transport Agency, Turkmenistan, and
 - Mr. Marcelo Sampaio Cunha Filho, Vice-Minister, Ministry of Infrastructure of Brazil.
11. Due to time constraints, four scheduled high-level interventions could not be delivered. The presentations of Ms. Karen Vancluysen, Secretary General, Polis; Mr. Michael Christides, Secretary General, BSEC; Mr. Asset Assavbayev, Secretary General, TRACECA; and Ms. Theresia Hacksteiner, Secretary General, European Barge Union (EBU), will be published on the ECE website.

VI. Endorsement of the ITC Ministerial Resolution on “Enhancing resilient inland transport connectivity in emergency situations: An urgent call for concerted action”

12. At the end of the meeting, Ministers and Heads of delegations of Contracting Parties were invited to endorse the ITC Ministerial Resolution on “Enhancing resilient inland transport connectivity in emergency situations: An urgent call for concerted action”. Following the High-level Segment, 28 countries endorsed the Ministerial Resolution.

Annex IV

ITC Side Event “Sustainability of transport and trade connectivity in the Caspian Sea region in the age of pandemics”

I. Introduction

1. This side event took place on 24 February 2021 from 13:15 to 14:45 and was jointly organized by the Permanent Mission of Turkmenistan to the UN Office at Geneva, the UN-OHRLS and ECE.

II. Opening

2. The side event was opened by H.E. Mr. Atageldi Haljanov, Ambassador Extraordinary and Plenipotentiary, Permanent Representative of Turkmenistan, and Ms. Olga Algayerova, United Nations Under-Secretary-General, Executive Secretary of ECE.

III. Panel discussion

3. The discussions were moderated by H.E. Mr. Atageldi Haljanov, Ambassador Extraordinary and Plenipotentiary, Permanent Representative of Turkmenistan.

4. The panel discussed the unification and cohesion of the transport logistics industry, sustainable multimodal transit corridors and relevant future international cooperation.

5. Statements were given by:

- H.E. Ms. Fekitamoeloa Katoa ‘Utoikamanu, United Nations Under-Secretary-General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States
- Mr. Umberto de Pretto, IRU Secretary General
- H.E. Mr. Annadurdy Kosayev, Deputy Chairman of «Türkmendeňizderýaýollary» (Turkmen sea and river transport) Agency of Turkmenistan
- H.E. Mr. Vaqif Sadiqov, Ambassador Extraordinary and Plenipotentiary, Permanent Representative of the Republic of Azerbaijan
- H.E. Dr. Nasir Ahmad Andisha, Ambassador Extraordinary and Plenipotentiary and Permanent Representative of the Islamic Republic of Afghanistan
- Mr. Yuwei Li, Director of the Sustainable Transport Division, ECE
- Ms. Maika Oshikawa, Director of the Accessions Division, WTO
- Mr. Dmitry Godunov, UNCTAD ASYCUDA Regional Coordinator for Central Asia and Eastern Europe.

6. The discussions were aimed to not only restore economic dynamism considering the pandemic, but also to seize the opportunity to build a more equitable, inclusive, and sustainable future.

7. The side event gathered an audience of key national transport policy makers and representatives of international organizations.

IV. Conclusions

8. The side event contributed to a better understanding of international cooperation in the transport sector as well as the role and potential of transport and trade connectivity for a landlocked region such as the Caspian Sea Region and possible instruments that may enhance interconnectivity, such as the UN Convention tools, especially in the context of pandemics.

Annex V

Chair's Report of the Eleventh Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies

I. Introduction

1. The eleventh Meeting was held on 23 February 2021.
2. In total, twenty-four Chairs and Vice-Chairs of the Committee's subsidiary bodies and Administrative Committees of the United Nations transport conventions, the members of the Bureau and government delegates of member States and contracting parties attended the meeting.
3. This year's meeting focused on the implementation of the ITC Strategy until 2030 as well as the promotion of cooperation between transport authorities in emergency situations of cross-country nature.
4. This annex summarizes and provides conclusions from the meeting based on the views exchanged.

II. Implementation of the ITC Strategy until 2030

A. Status and next steps

5. The secretariat presented ECE/TRANS/2021/3 which elaborates on the ITC Strategy implementation status and proposes future steps for advancing the implementation. The status and the future steps were detailed in this document as per tasks arising from the Strategy and the ITC decision on its adoption.
6. The document was prepared by the secretariat in consultation with the Bureau and the Working Parties.
7. The secretariat proposed that an annual cycle should be followed for monitoring progress and updating future steps, if appropriate.
8. The Committee welcomed the preparation of the document and discussed it.
9. On the basis of these deliberations, the Committee **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. The Committee also **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.
10. 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;

(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.

B. The ITC Capacity Development Action Plan – Year one

11. One of the first goals set by the ITC Strategy was to develop the ITC Capacity Development Action Plan which was adopted at last year's session. This plan is based on the ITC Strategy until 2030 and took into account the UNECE Technical Cooperation Strategy. The new ITC Capacity Development Action plan has updated the general principles in order to substantially help countries.

12. The Committee **was informed** about ongoing activities in the implementation of its Capacity Development Action Plan by addressing each of the four groups of strategic activities in the Capacity Development Action Plan, namely awareness-raising; capacity enhancement; seek synergies; monitor and evaluate.

III. COVID-19 Response

13. The Committee **was presented** with a report (ECE/TRANS/2021/4) prepared by the secretariat, with inputs from the informal Multidisciplinary Advisory Group on Transport Responses to the COVID-19 Crisis for **consideration** of key recommendations of the prepared report and **endorsement** possible next steps to be taken.

14. The Committee, at its eighty-second session, had requested the secretariat to conduct research on provisions in existing frameworks and new needed areas of work to promote cooperation between transport authorities in the field of counteracting the effects of emergency situations of cross-country nature, including epidemics and pandemics.

15. This information was presented to the Working Party on Transport Trends and Economics (WP.5) for consideration and further steps.

16. The chair of WP.5 briefed the ITC on some of the important work done by the working party in helping to formulate effective transport policy responses to COVID-19.

17. The informal Multidisciplinary Advisory Group on Transport Responses to the COVID-19 Crisis was established which gathered twice virtually in 2020.

18. On the basis of these deliberations, the Committee **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.

19. **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;

(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.

Annex VI

Resolution on strengthening intermodal freight transport

Resolution No. 268 (adopted by ITC on 25 February 2021)

The Inland Transport Committee,

Recalling its role stipulated in the Strategy until 2030 in serving as UN Platform for promoting sustainable regional and interregional inland transport connectivity and mobility, and within this role, *emphasizing* the work on sustainable integrated intermodal infrastructural connectivity and mobility,

Being aware of the role inland transport and its transition to sustainable transport play in achieving the Sustainable Development Goals,

Acknowledging the important contribution of intermodal freight transport in making freight sector more sustainable and, in this regard, *recognizing* the need for increasing the market share of intermodal transport in the freight sector,

Appreciating the importance of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement) and Protocol on Combined Transport on Inland Waterways to the AGTC Agreement as well as the role these legal instruments play in making international intermodal freight transport more efficient and attractive to customers in the ECE region,

Appreciating further the work of the Working Party on Intermodal Transport and Logistics in promoting intermodal transport and in supporting its development through elaboration of guidance or handbooks,

Observing a higher resilience of intermodal freight transport in coping with emergencies such as the COVID-19 pandemics,

Desires to further strengthen intermodal freight transport in the ECE region, and in doing so:

Invites ECE member States to accede to the AGTC Agreement and/or the Protocol if they have not done so yet,

Encourages the Contracting Parties to both legal instruments to strengthen the implementation of these instruments and, in doing so, to update as necessary the co-ordinated plans for the development and operation of intermodal networks contained in the instruments and put them in operations through national investment programmes,

Invites the Contracting Parties to establish, through the Working Party on Intermodal Transport and Logistics, a mechanism helping to monitor the implementation of efficient intermodal networks in conformity with the legal instruments with particular attention to green logistics,

Further encourages the Contracting Parties to identify a core intermodal network in both instruments, accompanied by special procedures for operations on this core network, during emergency situations including pandemics,

Requests the Contracting Parties and other ECE member States, within the auspices of the Working Party on Intermodal Transport and Logistics, to work on data interoperability for improved transparency and network integration with the aim of improving the bundling of services in freight transport, and consider ways for integrating data interoperability aspects in the AGTC Agreement,

Proposes that Governments of interested ECE member States agree within the framework of the Working Party on Intermodal Transport and Logistics on appropriate targets for the market share of intermodal transport in freight sector and to elaborate a plan for achieving the targets e.g. through prioritization of international intermodal freight trains on the rail network,

Encourages the Working Party on Intermodal Transport and Logistics to help accelerate automation in intermodal transport and, in doing so, prepare a handbook with best practices on the use of automation in the sector,

Invites further the Working Party on Intermodal Transport and Logistics to consider supporting collaborative networks for flexible transport planning processes and integration of modes and for strengthening the voice of the intermodal industry,

Suggests the Working Party on Intermodal Transport and Logistics to support the transport documents digitalization efforts,

Requests the Working Party on Intermodal Transport and Logistics with support of the ECE secretariat to report progress on the above-mentioned issues after five years.

Annex VII

ITC Roundtable on the 4-Platforms of the Committee's Strategy: Roundtable theme: "Road safety at a crossroads at the dawn of the new Decade of Action" (agenda item 12)

I. Introduction

1. The Roundtable took place as a hybrid meeting on 26 February 2021 from 10:00 to 12:00 (CET).
2. The Roundtable aimed to bring together key stakeholders for a strategic discussion on the new course of action that is needed to make measurable progress in successfully addressing the continuing crisis on global road safety since the international community was not able to achieve by 2020 the target 3.6 of the United Nations Sustainable Development Goals on road safety to halve the number of global deaths and injuries from road traffic accidents, despite strong and consistent efforts by Member States. The setback was evidenced by a still increasing, rather than decreasing, number of road fatalities and injuries globally.
3. Still, three milestones were achieved during 2020 to address road safety globally, namely (a) the Stockholm Declaration, (b) the adoption by ITC of the Recommendations on Enhancing National Road Safety Systems and (c) the adoption by the General Assembly of Resolution 74/299 on "Improving global road safety". These milestones were the focus of the deliberations.

II. Opening

4. The Roundtable was opened by Mr. Jean Todt, UN Secretary-General's Special Envoy for Road Safety and Ms. Olga Algayerova, United Nations Under-Secretary-General and Executive Secretary of the UNECE.
 - Mr. Todt pointed out that the need for mobility has not disappeared during the pandemic and will not disappear after it, while acknowledging that mobility patterns and demands may look very different. He recognized that rebuilding consumer trust, ensuring safety for all road users and continuing making sustainable mobility a viable and attractive option will be the key to building back better in the mobility sector. He reminded the audience of the 2030 SDG targets and highlighted the potential for COVID-19 recovery to build a resilient, safe, sustainable system of transport options which adapt and evolve to reflect the realities of our changed world.
 - Ms. Algayerova praised the UN and member States for actively promoting road safety as a concept while acknowledging much remains to be done and she highlighted the need for a different perspective. She contrasted the limited focus worldwide on road safety to a successful approach in the UNECE region by means of UN road safety conventions. She concluded by urging that the Plan of Action for the New Decade should provoke action in some and smarter actions in other countries.

III. The Stockholm Declaration

5. The Stockholm Declaration on continued international collaboration on road safety up to 2030 at the third Global Ministerial Conference on Road Safety (in Stockholm, on 19-20 February 2020) was the first Road Safety milestone in 2020 for the global community's and United Nations' efforts to recognize the shortcomings and address the continuing crisis on global road safety.
6. Following this first milestone, Mr. Etienne Krug, Director of Social Determinants of Health at the World Health Organization (WHO) revisited the outcome of the Ministerial Conference. He highlighted that the Stockholm Declaration is a strong and innovative

commitment that builds on what already works but also focuses on a systems approach and a modal shift. He concluded his speech by acknowledging that meetings will not solve everything but that they are key events for raising political commitment to road safety necessary to achieve the ambitious targets set in the Declaration.

IV. Panel 1: Enhanced national road safety systems

7. The discussions were moderated by Ms. Luciana Iorio, WP.1 Chair.
8. The first panel discussed the second Road Safety milestone achieved in 2020 to address road safety, which was the adoption by ITC of the Recommendations on Enhancing National Road Safety Systems (1 April 2020), providing updated guidelines for Member States on how to strengthen their road safety management systems.
9. Statements were given by:
 - H.E. Ms. Cora van Nieuwenhuizen, Minister of Infrastructure and Water Management of the Kingdom of The Netherlands, who acknowledged that the pandemic has changed mobility. She recognized that it decreased traffic and contributed to fewer accidents. She also highlighted a shift to individual modes of transport posing new challenges for road safety in the Netherlands and worldwide. She pointed out the potential as well as the challenges of digital technology in road traffic. The Minister concluded by expressing her support for international cooperation on road safety.
 - Mr. Matthew Baldwin, European Union Coordinator for Road Safety, who underlined the need of national actions to improve road safety through legislative elements and achieve the targets set at the international level. He underlined that the European Union provides legislation regarding road safety, key performance indicators and vigorous peer review to improve national performance. He drew attention to learning from both mistakes and achievements. He finally added that the European Union is also keen to help outside the region.
 - Mr. Yuwei Li, Director of UNECE Sustainable Transport Division, who highlighted the importance of a safety systems concept as recommended by the ECE ITC for enhancing national road safety systems. He illustrated the interlinkages between the pillars and areas of the national road safety system matrix and showed how the “ITC Recommendations” can help governments to design better, more systematic and more effective actions to improve their road safety performance. The underlying logic of the ITC recommendations is that no single pillar or area could alone lead to the desired reductions of fatalities and injuries due to road accidents, but should be addressed in a combined and continued manner.
 - Mr. Rob McInerney, CEO of iRAP, who highlighted the harmonized global approach taken up by iRAP. He identified two main targets, the safety of both new roads as well as existing roads. He underlined the importance of the star rating of new road projects and the identification of the conditions of current roads. He pointed out that celebrations are key in bringing stakeholders together and successes should be made visible to accelerate progress worldwide. He concluded by recognizing the role of international regulatory support in providing a global harmonised framework.

V. Panel 2: Resolution A/RES/74/299 and the next steps for the second decade

10. The discussions were also moderated by Ms. Luciana Iorio, WP.1 Chair.
11. The second panel discussed the third milestone achieved in 2020 to address road safety, which was the adoption by the General Assembly of Resolution A/RES/74/299 on “Improving global road safety” (31 August 2020) launching the second Decade of Action for Road Safety 2021–2030, calling for the preparation of a plan of action of the Second Decade with new ambitious goals and objectives.

12. Statements were given by:
- Mr. Nhan Tran, Head of Safety and Mobility at the WHO, who gave an update on the work embarked upon by the UN Regional Commissions and the WHO to develop the Global Plan of Action for Road Safety for the Second Decade of Action. He emphasized the feasibility of the 50 per cent target, the importance of both contextuality and continuous improvement, and the role of other sectors in enhancing road safety. He underlined the importance of effective governance and partnership in enabling the synergy of effective solutions necessary to reach the target.
 - Mr. Dmitry Mitroshin, Head of the Scientific Center of Road Safety of the Russian Federation, who informed the audience on the approach of the Russian Federation to improve road safety domestically and internationally. He acknowledged the need for a changed approach. He recognized that the pandemic has changed mobility, with an increase in micro-mobility and a decrease in public transport, challenging both road safety and sustainability. He underlined the importance of learning from the First Decade and to increasingly include the scientific community to achieve the goals for the Second Decade. Finally, he urged to use the UN Road Safety Fund's resources in a responsible manner.
 - Mr. Moctar El Hacene, Director of the Economic Development and Integration Division of UN ESCWA and United Nations Road Safety Fund (UNRSF) Steering Committee Chair, alerted the audience to the magnitude of poor road safety both in low- and high-income countries in the Arab region. He identified two regional priorities to improve road safety, namely the need to find innovative solutions and the development of an Arab road safety observatory. He concluded his statement by expressing ESCWA's strong commitment to work together internationally.
 - Mr. Weimin Ren, Director of the Transport Division of UN ESCAP, shared ESCAP's perspective of and engagement with the Global Action Plan for the Second Decade of Action. He expressed support for the road safety governance concept, the systematic approach, the evidence-based draft action plan and the UN Road Safety Fund. He highlighted ESCAP's role in providing a platform for enhancing political will, addressing region-specific conditions, operationalizing the observatory and fostering global cooperation.
 - Mr. Rakesh Sharma, President of IMMA, highlighted that road safety is an existential issue for motor-vehicle manufacturers, not only as a societal obligation but also from a business point of view. He underlined the importance of a holistic solution which integrates the machine, the rider and the environment. He concluded his statement by expressing the manufacturers' willingness to be co-opted in building these solutions.

VI. Conclusions and recommendations

13. The Roundtable contributed to an understanding that while the pandemic has changed mobility and the safety and sustainability challenges that come with it, it also provides the opportunity for a new perspective on improving road safety worldwide.

14. The deliberations also highlighted the importance of international instruments in improving road safety such as the Stockholm Declaration, the UNECE ITC Recommendations on Enhancing National Road Safety Systems, the General Assembly Resolution A/RES/74/299, and the Global Plan of Action for the second Decade of Action.
