

**Decisions submitted to silence procedure following formal meeting with remote participation
of the 116th session of the Working Party on Road Transport (SC.1) on 13 to 15 October 2021**

Agenda item	Document (LINK)	Decision
1	ECE/TRANS/SC.1/415	The Working Party on Road Transport adopted the session's agenda.
2(a)(ii)		<p>The Secretary of the AETR Group of Experts informed SC.1 that the group had requested that the secretariat present to its parent body the following text (in English from the AETR Group's Informal document No.1 (June 2021)) as a possible way of amending AETR Article 14 in order to open up the agreement globally:</p> <p>“The 1968 Convention on Road Traffic, (modified) Article 45</p> <p>This Agreement is open for accession by all States Members of the United Nations or of any of the specialized agencies or of the International Atomic Energy Agency or Parties to the Statute of the International Court of Justice, and by any other State invited by the General Assembly of the United Nations to become a Party to the Agreement.”</p> <p>SC.1 expressed support and encouraged a contracting party to the agreement to formally submit this amendment proposal.</p>
2(b)(ii)		<p>With interventions from Latvia, Germany and Austria, SC.1 discussed the potential benefits and scope of amendments that might be needed if contracting parties were to support the opening up of the agreement, including that connection points between regional networks could be an alternative to naming capitals and major cities for each E-road in Annex I.</p> <p>To facilitate a thorough consideration of this matter by contracting parties, the Chair requested the secretariat to invite representatives of other UN regional commissions to provide information on their equivalent regional agreements. Such exchange would be beneficial for all regional commissions and could provide a starting point for the identification of appropriate connection points between regional networks.</p>
2(c)(iii)	ECE/TRANS/SC.1/2021/1 , ECE/TRANS/SC.1/2021/2 , ECE/TRANS/SC.1/2021/3	<p>Slovenia, Germany, Latvia, the International Road Transport Union, and the Union of Chambers and Commodity Exchanges of Turkey tabled a paper on the operationalization of e-CMR (ECE/TRANS/SC.1/2021/1) based on the discussions and work of the informal group of experts on e-CMR between May 2020 to July 2021 following ITC's request for a paper on the topic at its eighty-first session. Slovenia introduced the paper which was comprised of five sections (background and introduction, benefits and costs of implementation, e-CMR pilot projects, lessons learned and conclusions). SC.1 expressed its appreciation to the authors and noted the information and conclusions of the paper, and requested that it be submitted to ITC at its next session.</p> <p>SC.1 was also invited to consider two papers prepared by the secretariat as a follow up to the above-mentioned paper (ECE/TRANS/SC.1/2021/1). The first (ECE/TRANS/SC.1/2021/2) was a comparison analysis of the operational procedures stipulated in the e-CMR protocol and the services provided by the several pilot projects to date. The second paper (ECE/TRANS/SC.1/2021/3) contained several scenarios for a possible high level architecture of a future e-CMR system including a concrete proposal made by the secretariat on the development of an international e-CMR registry/system in the framework of ECE.</p>

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		<p>SC.1 decided to establish a formal group of experts on the operationalization of the eCMR procedure for 2 years (2022 and 2023) to discuss and if possible agree on the requirements of article 5 of the Additional Protocol to CMR including the objective/scope, the high level architecture, and the conceptual specifications for a future environment that would support the conclusion and exchange of electronic consignment notes in accordance with the provisions of CMR and its Additional Protocol. Such work should also include an impact assessment of possible implementation scenarios of a future eCMR environment. The Group of Experts should define/describe in particular (non exhaustive list):</p> <ul style="list-style-type: none"> • Scope / Objectives of a future eCMR environment; • Stakeholders of the eCMR environment; • High level architecture of the eCMR environment; • The method for the issuance and the delivery of the electronic consignment note to the entitled party; • An assurance that the electronic consignment note retains its integrity; • The manner in which the party entitled to the rights arising out of the electronic consignment note is able to demonstrate that entitlement; • The way in which confirmation is given that delivery to the consignee has been effected; • The procedures for supplementing or amending the electronic consignment note; • The procedures for the possible replacement of the electronic consignment note by a consignment note issued by different means. • Conceptual specifications; • Impact assessment. <p>All possible stakeholders from Governments and the private sector should be invited to participate in the group. The proposed terms of reference of the group can be found in the annex to this report. SC.1 requested the secretariat to submit the approved terms of reference to ITC and EXCOM for final approval.</p>
2(d)		<p>In light of these developments as well as the challenges posed by the Covid 19 pandemic on passenger services, SC.1 decided to keep this item on its agenda but to suspend further discussions on this topic until the transport sector has had the opportunity to more fully recover (ie in 2023 or 2024).</p>
4		<p>Austria provided information on two cases, including C629/16, regarding dispute settlement and suggested that the dispute settlement system as agreed in the treaty on the customs union was the best avenue for resolving such disputes. As there was no further contribution, SC.1 decided to retain this item on its agenda for the next session</p>
5(a)(i)		<p>SC.1 decided to retain this item on its agenda for the next session for further discussion.</p>
5(b)		<p>Finally, possible areas of cooperation with SC.1 were suggested, including the preparation of a paper on best practices on road safety audits and technical inspections. The Chair welcomed the suggestion and invited SC.1 members, with the assistance of the secretariat, to be involved in the preparation of the paper or other appropriate document for the next session.</p>

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6	ECE/TRANS/SC.1/2021/4	SC.1 decided to defer its discussion on ECE/TRANS/SC.1/2021/4 to its next session after SC.1 members have had the opportunity to consult capitals and other relevant authorities.
7	ECE/TRANS/SC.1/2020/2	The Chair requested SC.1 members to provide their feedback (if any) to Germany and secretariat by 30 June 2022 so that ECE/TRANS/SC.1/2020/2/Rev.1 may be prepared for the next session reflecting the feedback received on the preamble and annex.
9		SC.1 requested the Secretary to update relevant documentation on the status of implementation of ITC's 2030 Strategy to reflect progress made on items related to SC.1's work including e-CMR, OmniBUS, digital infrastructure.
11		The Working Party adopted the report of this session.
Annex		<p style="text-align: center;">Terms of reference for the Group of Experts on the operationalization of eCMR</p> <p style="text-align: center;">Note by the secretariat</p> <p>I. Introduction</p> <p>1. This document contains the mandate and terms of reference for a new Group of Experts on the operationalization of eCMR. The Working Party on Road Transport (SC.1) at its 116th session (Geneva, 13-15 October 2021) recommended the establishment of the new Group of Experts and adopted the terms of reference, as provided below. SC.1 also requested the secretariat to submit the terms of reference to ITC for their approval at its next session in February 2022.</p> <p>II. Mandate</p> <p>2. The Group of Experts on the operationalization of eCMR will discuss and if possible agree on the requirements of article 5 of the Additional Protocol to CMR including the objective/scope, the high level architecture, and the conceptual specifications for a future environment that would support the conclusion and exchange of electronic consignment notes in accordance with the provisions of CMR and its Additional Protocol. Such work should also include an impact assessment of possible implementation scenarios of a future eCMR environment.</p> <p>3. The Group of Experts, in view of the complexity of its task, is established for 2 years: 2022–2023.</p>

III. Terms of Reference

A. Tasks

4. The Group of Experts should define/describe in particular (non exhaustive list):
 - Scope / Objectives of a future eCMR environment;
 - Stakeholders of the eCMR environment;
 - High level architecture of the eCMR environment;
 - The method for the issuance and the delivery of the electronic consignment note to the entitled party;
 - An assurance that the electronic consignment note retains its integrity;
 - The manner in which the party entitled to the rights arising out of the electronic consignment note is able to demonstrate that entitlement;
 - The way in which confirmation is given that delivery to the consignee has been effected;
 - The procedures for supplementing or amending the electronic consignment note;
 - The procedures for the possible replacement of the electronic consignment note by a consignment note issued by different means.
 - Conceptual specifications;
 - Impact assessment.

B. Methods of work

5. The Group of Experts will be established and function in accordance with the ECE Guidelines for teams of specialists approved by the Executive Committee of ECE on 31 March 2010 (ECE/EX/2/Rev.1). At its first meeting, the Group of Experts will adopt a work plan defining its specific activities, including a time schedule for each activity.
6. The Group of Experts is expected to meet at least three times during 2022 and three times during 2023 before submitting its final report at the 118th session of Working Party on road transport in 2023. The meetings should be held at the Palais des Nations in Geneva, unless hosted by countries or partner organisations.
7. The Chair of the Group of Experts should report on the ongoing work at the annual session of the Working Party on Road Transport.
8. Translation of documents and simultaneous interpretation of its sessions in English, French, and Russian shall be provided by UNECE for all sessions held at the Palais des Nations in Geneva.

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		<p data-bbox="837 193 1904 316">9. Participation in the Group of Experts is open to all concerned United Nations member countries and experts. Interested intergovernmental and non-governmental organizations, as well as concerned freight and forwarding / transport logistics industries are invited to participate and provide expert advice in compliance with United Nations rules and practices.</p> <p data-bbox="775 371 969 399">C. Secretariat</p> <p data-bbox="837 438 2029 528">10. ECE will provide secretariat services to the Group of Experts and shall ensure close cooperation with all stakeholders, including the secretariats to the Working Party on Customs Questions affecting transport (WP.30) and the International Road Transport union (IRU).</p>