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**Economic Commission for Europe****Inland Transport Committee****Eighty-fourth session**

Geneva, 22–25 February 2022

Item 2 of the provisional agenda

**Seventy-five years of the Inland Transport Committee:  
connecting countries and driving sustainable mobility****Draft ministerial resolution adopted on the occasion of the commemoration of the seventy-fifth anniversary of the Inland Transport Committee, entitled “Ushering in a decade of delivery for sustainable inland transport and sustainable development”\***

*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-fourth session, having also come together to commemorate the seventy-fifth anniversary of the Inland Transport Committee on 22 February 2022,*

*Acknowledging* the unique role played during the past 75 years by the Inland Transport Committee as the centre of the United Nations conventions that have formed and continue to develop the core international regulatory framework for inland transport regionally and worldwide, and acknowledging also that 78 per cent of United Nations Member States are contracting parties to at least one of those conventions,

*Recalling* General Assembly resolutions 70/1 of 25 September 2015, entitled “Transforming our world: the 2030 Agenda for Sustainable Development”; 69/213 of 19 December 2014 and 70/197 of 22 December 2015 on connectivity and transit corridors; 70/260 of 15 April 2016, 72/271 of 12 April 2018 and 74/299 of 31 August 2020, as well as other biennial resolutions on improving global road safety; 72/212 of 20 December 2017, on strengthening the links between all modes of transport to achieve the Sustainable Development Goals; 74/219 of 19 December 2019 on the protection of the global climate; and 74/306 and 74/307 of 11 September 2020 on the global response to the coronavirus disease (COVID-19) pandemic,

*Also recalling* the 2015 Paris Agreement on climate change and the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024,

*Recalling* our commitment to implementing the ministerial resolutions endorsed by the Inland Transport Committee, namely the 2017 resolution on embracing the new era for sustainable inland transport and mobility, the 2019 resolution on enhancing cooperation, harmonization and integration in the era of transport digitalization and automation, and the

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



2021 resolution on an urgent call for concerted action to enhance resilient inland transport connectivity in emergency situations,

*Emphasizing* the fundamental role of the Strategy until 2030 of the Inland Transport Committee, which reinforces the global significance of the work of the Committee as the United Nations platform for inland transport, in particular in continuing to administer and develop regional and global inland transport conventions, in supporting new technologies and innovations in inland transport, in leading regional, interregional and global inland transport policy dialogues and in promoting sustainable regional and interregional inland transport connectivity and mobility, as essential steps for the sustainable development of inland transport,

*Acknowledging* that the years until 2030 have been designated as the decade of action and delivery for sustainable development, and that sustainable inland transport is an essential requirement for the successful implementation of the 2030 Agenda,

*Realizing* the importance of supporting developing countries and of deliberately formulating policies and regulatory frameworks to ensure that no one is left behind in line with the objectives and aspirations of the Sustainable Development Goals, which seek to leave no one and no place behind,

*Recognizing* that an unprecedented mix of global emergencies and challenges, including climate change, road safety and the COVID-19 pandemic, threatens to derail the implementation of the 2030 Agenda and the Sustainable Development Goals,

*Reaffirming* therefore our determination to take the steps necessary to implement the 2030 Agenda in full and on time,

*Underlining* in that regard the importance of increasing cooperation between the working parties of the Inland Transport Committee and other subsidiary bodies, as well as of strengthening synergy with related activities within the Commission's structures, projects and initiatives,

*Emphasizing* that such cooperation and synergies should focus on achieving practical results in the implementation of the Sustainable Development Goals by promoting the benefits of the legal instruments of the Inland Transport Committee; identifying and disseminating best practices in the areas of inland transport, logistics, connectivity and sustainable urban transport development; keeping in primary focus initiatives aimed at ensuring continued inland transport sustainability, multimodality, safety and quality; implementing new projects and elaborating legal instruments aimed at achieving well-functioning and sustainable inland transport in the Economic Commission for Europe region; actively promoting road safety; and increasing awareness about the Committee and its work within and outside the Economic Commission for Europe region and establishing mutually beneficial partnerships,

*Realizing* the importance of formulating sound policies and regulatory frameworks in developing countries, and of the role of the Inland Transport Committee in promoting the formulation of policy recommendations addressed to Member States aimed at enhancing road safety for all road users,

*Acknowledging* that the functions of the Inland Transport Committee may include, upon request, carrying out detailed reviews of existing road safety policies and examining and reporting on policy issues, the Committee may hold public meetings open to the public and the media to raise awareness of important policy issues,

*Declaring* our unmitigated belief that safe, clean, secure, interconnected and efficient modes of transport for people and freight can be fully achieved with an inclusive, harmonized and agile international regulatory framework,

*Mindful* of inland transport leaders' increased responsibility to provide urgently solutions for the accelerated transition to sustainable mobility,

*Noting* that the global emergency brought about by the COVID-19 pandemic has created a unique opportunity to build back better and more sustainably,

*Acknowledging* the role of the Inland Transport Committee in promoting harmonization and an enabling regulatory framework as key components in fully harnessing the advantages of technological innovation in all areas of inland transport,

*Welcoming* the adoption of the Road Map on Intelligent Transport Systems for the period 2021–2025 of the Economic Commission for Europe as an important milestone in the integration into the regulatory activities of the Inland Transport Committee of responses to technological changes to intelligent transport systems,

*Praising* the role of the Inland Transport Committee in promoting the sustainable transport of freight and passengers internationally, regionally and nationally, in optimizing the modal mix and in promoting public transport, environmental performance, energy efficiency and the circular economy while catalysing improvements in inland transport safety and security, as well as non-motorized transport infrastructure and efficient service provision in the transport sector,

*Welcoming* the outcomes of the Fifth High-level Meeting on Transport, Health and Environment,

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

*Deeply concerned* by the uneven distribution of the disruptions caused by the COVID-19 pandemic, the continuing uncertainty regarding the duration and intensity of the pandemic's impacts and the early, uncoordinated national responses that resulted in disruptions to supply chains and trade flows, as well as to the availability of essential products,

*Recognizing* that digitalization, including of transport and customs documents, and the deployment of new technologies improve the resilience and efficiency of transport and should therefore be accelerated,

*Commending* the work of the Inland Transport Committee in promoting resilient and sustainable connectivity, namely through the internationally harmonized development of inland transport infrastructure, multi-country investment planning for present and future trade and cargo flows, and seamless border crossing, and in utilizing its in-depth expertise in transport to spearhead intersectoral cooperation,

*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 that can, among other things, evolve to help enhance preparedness and concerted responses in emergency situations,

*Stressing* that transport and mobility can only be considered sustainable once the global road safety crisis too has been addressed,

*Noting with regret* that target 3.6 of Sustainable Development Goal 3 of halving the number of global deaths and injuries from road traffic accidents by 2020 has not been met,

*Welcoming* the proclamation by the General Assembly, in its resolution 74/299 of 31 August 2020, of the period 2021–2030 as the Second Decade of Action for Road Safety and the development of a global plan of action of the Second Decade as a guiding document to support the implementation by Member States of its objectives,

*Recognizing* the enhanced role of the Inland Transport Committee as the United Nations platform for inland transport in increasing understanding worldwide on the foundational elements of the safe-system approach covering users, vehicles, infrastructure and management,

*Welcoming* in this regard the adoption of the Inland Transport Committee Recommendations for Enhancing National Road Safety Systems and their catalytic role in helping to solve the road safety crisis and to protect all road users, especially in low- and middle-income countries,

*Appreciating* the work carried out in support of road safety by the Special Envoy of the Secretary-General for Road Safety and by the United Nations Road Safety Fund,

*Trusting* that improved and increased automation combined with intelligent surveillance of transport systems will enhance both safety and sustainability in traffic,

*Recognizing* the important work done by the Inland Transport Committee of the Economic Commission for Europe through its World Forum for the Harmonization of Vehicle Regulations and, in particular, through the governance and administration of the Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations, the Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts Which Can Be Fitted and/or Used on Wheeled Vehicles and the Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections,

*Recalling* that the World Forum for the Harmonization of Vehicle Regulations, which has been in existence for more than 50 years and attracts participants from all over the world, offers a unique framework for developing globally harmonized regulations on vehicles, the benefits of which are tangible in the areas of road safety, environmental protection and trade,

*Recognizing* the role played by the Economic Commission for Europe in the global harmonization of criteria for the classification of hazards and for communication tools and in transport conditions of dangerous goods for all modes of transport in close cooperation with other entities of the United Nations system such as the International Civil Aviation Organization, the International Maritime Organization and the International Atomic Energy Agency,

*Emphasizing* the importance of the activities of the Inland Transport Committee and its subsidiary bodies for the implementation of the Model Regulations on the Transport of Dangerous Goods in the inland transport modes of road, rail and inland waterways,

*Acknowledging* that the Agreement concerning the International Carriage of Dangerous Goods by Road and the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways are important tools for facilitating international trade in and the cross-border transport of dangerous goods with a high level of safety,

*Alarmed* by the urgency with which our planet needs protection from climate-related and environmental threats that disrupt social and economic activities, disproportionately affecting small island developing States, the least developed countries and landlocked developing countries,

*Aware* that inland transport has an impact on and is heavily affected by these disruptions, with profound economic and social implications globally,

*Acknowledging* the key role of the Inland Transport Committee in improving the environmental performance of motorized road transport, in supporting the energy transition in the sector, in accelerating the shift to more environmentally friendly modes of transport and in addressing the increased vulnerability of inland transport infrastructure and mobility,

*Aware* that all changes needed to usher in a new era of delivery for sustainable inland transport and mobility require global commitment and input from the Inland Transport Committee's members and contracting parties,

*Decide:*

(a) *To encourage* those States Members of the United Nations that have not already done so to consider becoming contracting parties to the United Nations conventions under the purview of the Inland Transport Committee;

(b) *To accelerate* the further development and regular updating of the legal instruments of the Inland Transport Committee in order to make the regulatory framework less fragmented and more harmonized, relevant and impactful given the fast-changing

strategic landscape by fully integrating and promoting technological changes in all inland transport modes, especially in relation to intelligent transport systems, autonomous and connected vehicles, automated driving and digitalization of transport documents and procedures in international transport;

(c) *To call upon* the States Members of the United Nations that are contracting parties to scale up their participation in the work of the Committee and its subsidiary bodies, in line with their statutory rights, in order to accelerate the development and strengthen the implementation of the regulatory framework and, by so doing, to support the achievement of the Sustainable Development Goals,

(d) *To request* the secretariat to evaluate the effectiveness of existing agreements and resolutions in the light of the changing environment and objectives, and develop options for the development of mechanisms to enhance the monitoring of implementation of key conventions and present a comprehensive policy paper to the Inland Transport Committee for consideration at its eighty-fifth session;

(e) *To encourage* the contracting parties to the Agreement concerning the International Carriage of Dangerous Goods by Road to make use of telematics in the transport of dangerous goods;

(f) *To invite* the contracting parties to the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) to accelerate the interconnection between their national customs systems and the eTIR international system and to start using electronic guarantees as a matter of high priority, and the contracting parties to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road, concerning the Electronic Consignment Note, to reach agreement on the concepts and operations of the system set out in the Additional Protocol, which would ensure smooth and efficient transition from pilot projects to actual operations;

(g) *To encourage* the members of the Inland Transport Committee to accelerate the process of designating focal points in order to take full advantage of the public goods and innovative services offered by the fully operational International Transport Infrastructure Observatory, which digitalizes United Nations infrastructure agreements and further enhances interregional connectivity and increases financing of transport infrastructure;

(h) *To enhance* partnerships, through the platform provided by the Inland Transport Committee, with all relevant stakeholders, be they States or not, to address the challenges linked to the sustainable development of inland transport and turn the tide in the delivery of the Sustainable Development Goals, and to invite the secretariat, in close cooperation with the Bureau of the Committee, to prepare proposals for the establishment of mutual cooperation initiatives and related activities with other regional commissions;

(i) *To work* towards improved regional and interregional connectivity by ensuring the resilience, efficiency, accessibility, capacity, safety and security of international transport corridors and by supporting relevant infrastructure agreements and projects through the platform provided by the Inland Transport Committee;

(j) *To invite* Member States and key stakeholders to build, complete or enhance national road safety systems step by step in order to successfully meet the objectives of the Second Decade of Action for Road Safety;

(k) *To request* the secretariat, on the basis of the Road Safety System Assessment Process endorsed by the Inland Transport Committee at its eighty-second session, to develop an assessment tool that will enhance the operational abilities of national administrations, especially in low- and middle-income countries, to systematically and efficiently identify gaps in their national road safety systems, in line with the safety system principles underlying the recommendations for enhancing national road safety systems;

(l) *To leverage urgently* the relevant regulatory and policy recommendation functions of the Inland Transport Committee to reduce harmful emissions and energy consumption, especially in road transport, to promote intermodality and harmonized solutions to climate issues and environmental degradation and to optimize the modal combination for the transport of passengers and goods, in order to enhance the inland

transport sector's contribution to the achievement of the goals and objectives of the United Nations Framework Convention on Climate Change and the Paris Agreement, while paying particular attention to the needs of small island developing States, the least developed countries and landlocked developing countries in achieving their sustainable low-emission transport objectives;

(m) *To invite* Member States to actively participate in the work of the Inland Transport Committee and its subsidiary bodies on improving the resilience of transport systems to current and future impacts of climate change and related extreme weather events, thereby contributing to the creation of adequate awareness and knowledge of ways of integrating climate change considerations in transport planning and related operational processes;

(n) *To enhance* the regulatory framework for sustainable intermodal transport by promoting rail, inland waterway, intermodal and logistics legal and policy solutions with the aim of reducing the environmental impact of transport, increasing accessibility and improving efficiency;

(o) *To also enhance* cross-cutting activities within the framework of the legal instruments of the Inland Transport Committee and with other Economic Commission for Europe sectoral committees, to further develop deliverables supporting the circular economy, in line with decisions taken at the sixty-ninth session of the Economic Commission for Europe, and highlighted circularity as a growing overarching issue where new or revamped legal instruments would add significant value;

(p) *To commit* to supporting the implementation of the Strategy until 2030 of the Inland Transport Committee by placing due emphasis on the importance of mobilizing resources and aligning financing flows with sustainable development objectives, in the interest of enabling the Committee to deliver in full its enhanced programme of work and address the needs of regional and global inland transport.

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