



Economic Commission for Europe

Inland Transport Committee

Eighty-fourth session

Geneva, 22-25 February 2022

Report of the Inland Transport Committee on its eighty-fourth session

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I. Chair

1. The Inland Transport Committee (ITC or Committee) held its eighty-fourth session from 22 to 25 February 2022 in hybrid format, with Mr. K. Schockaert (Belgium) as Chair.

II. Attendance

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

3. Representatives of the following countries attended under Article 11 of the Terms of Reference of ECE: Algeria, Australia, Brazil, Burkina Faso, Burundi, Cambodia, China, Congo, Côte d'Ivoire, Egypt, Ethiopia, Gambia, Ghana, Guyana, India, Indonesia, Iran (Islamic Republic of), Japan, Jordan, Kenya, Lao People's Democratic Republic, Lebanon, Lesotho, Liberia, Madagascar, Maldives, Mauritius, Mexico, Mongolia, Morocco, Mozambique, Nigeria, Pakistan, Paraguay, Peru, Philippines, Republic of Korea, Saudi Arabia, Senegal, Seychelles, Sierra Leone, South Africa, Sri Lanka, Syrian Arab Republic, Tunisia, Uganda, Venezuela (Bolivarian Republic of), Viet Nam and Zimbabwe.

4. The European Union was represented.

5. Representatives of the following United Nations departments, specialized agencies and related organizations attended: International Labour Organization (ILO), International Maritime Organization (IMO), International Telecommunication Union (ITU), United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), United Nations Environment Programme (UNEP), United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and the Small Island Developing States (UNOHRLLS) and World Trade Organization (WTO). 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 Commission for Latin America and the Caribbean (ECLAC), Economic and Social Commission for Asia and the Pacific (ESCAP) and Economic and Social Commission for Western Asia (ESCWA). The United Nations Resident Coordinator Office in Turkey and Ukraine were also represented.

6. Representatives of the following intergovernmental organizations took part: Central Commission for the Navigation of the Rhine (CCNR), East African Community, Economic Cooperation Organization, Eurasian Economic Commission (EEC), Intergovernmental Organization for International Carriage by Rail (OTIF), International Energy Agency, International Transport Forum (ITF-OECD), Moselle Commission, Organization for Cooperation between Railways (OSJD), Organization for Security and Cooperation in Europe (OSCE), Organization of the Black Sea Economic Cooperation (BSEC) and Transport Community.

7. The following non-governmental organizations were represented: ANO "Directorate of International Transport Corridors", American Automotive Policy Council (AAPC), Centre for Transportation Studies for the Western Mediterranean (CETMO), Conference of European Directors of Roads (CEDR), European Association of Automotive Suppliers, European Association for Electro mobility (AVERE), European Association for Forwarding, Transport, Logistics and Customs Services (CLECAT), European Federation of Road Traffic Victims (FEVR), European Garage Equipment Association, European River-Sea Transport Union (ERTSU), European Tyre and Rim Technical Organisation (ETRTO), Federation of European Motorcyclists' Associations, Hellenic Research and Educational Institute "Panos Mylonas" for the Road Safety and the Prevention/Reduction of Traffic Accidents,

International Association of Road Hauliers of Moldova (AITA), International Automobile Federation (FIA), 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 for Standardization, International Organization of Motor Vehicle Manufacturers (OICA), International Rail Transport Committee (CIT), International Road Federation (IRF), International Road Transport Union (IRU), International Union of Railways (UIC), SAE International, Secure America's Future Energy (SAFE), Towards Zero Foundation, Union Internationale des Transports Publics (UITP), Union of Road Transport Associations in the Black Sea Economic Cooperation Region (BSEC-URTA) and World Bicycle Industry Association (WBIA).

8. The following representatives also attended at the invitation of the secretariat: Agir pour la santé et l'environnement, Alliance Francophone pour la Sécurité Routière, ALP.Lab GmbH, Al Sarh Holding Group, Association of International Road Carriers of Ukraine (AsMAP UA), Black Sea Trade and Development Bank, carhs.training gmbh, ERTICO-ITS Europe, ETS Consulting, EuroMed Transport Support Project, EuroMed/Palestine, European Investment Bank (EIB), ETS Consulting, Fondation Laser International, Hupac intermodal sa, Institute of Applied Program Systems, Iran Chamber of Commerce (ICCIMA), Kenya Auto Bazaar Association, Laser International Foundation (LIFE), Lytx, Inc., Montanuniversität Leoben, Chair of Nonferrous Metallurgy, The NADA Foundation for Safer Egyptian Roads, National Road Safety Agency (NARSA), Obimez Global Services Limited, POLIS, Road Safety Pioneers (RSP), Russian University of Transport, SECURROUTE AFRICA, TIC Council, TRANSPOLIS and Yandex Self-Driving Group.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/315 and Add.1

9. The Committee **adopted** the provisional agenda (ECE/TRANS/315 and Add.1).

IV. Seventy-five years of the Inland Transport Committee: connecting countries and driving sustainable mobility (agenda item 2)

Documentation: ECE/TRANS/2022/1, ECE/TRANS/2022/2

10. On the occasion of the seventy-fifth anniversary of the Inland Transport Committee (ITC) of the United Nations Economic Commission for Europe (ECE), a Transport Ministerial meeting on “Seventy-five years of the Inland Transport Committee: connecting countries and driving sustainable mobility” took place on 22 February 2022. The Ministerial consisted of three panels (ECE/TRANS/2022/1):

- (a) Panel I: ITC – The United Nations Platform to Promote Inland Transport Connectivity;
- (b) Panel II: ITC – Achieving a Decade of Delivery for Road Safety;
- (c) Panel III: ITC – Inland Transport as a Catalyst of Sustainable Mobility and Sustainable Development.

11. At the end of the meeting, the Ministerial Resolution Ushering in a decade of delivery for sustainable inland transport and sustainable development (Annex I) was signed and endorsed by Ministers and Heads of delegations of Contracting Parties (for the list of countries endorsing the Resolution see Annex II). The Ministerial Resolution recognizes and validates 75 years of accomplishments of ITC, leveraging its unique assets for the achievement of the Sustainable Development Goals on the road to 2030. For a concise report of the Ministerial segment, see ECE/TRANS/316/Add.1, Annex I.

12. The Committee **welcomed and endorsed** the ITC Resolution on Ushering in a decade of delivery for sustainable inland transport and sustainable development, **expressed its**

commitment to support, as United Nations Platform for Inland Transport, the Resolution's call to leverage the Committee's unique assets for the achievement of the 2030 Agenda and the Sustainable Development Goals, **and decided to include the Resolution** as an annex to the report of its eighty-fourth session (Annexes I and II). For a concise report of the key statements of the Ministerial, see ECE/TRANS/316/Add.1, Annex I.

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

Documentation: ECE/TRANS/2022/3

13. The Committee **welcomed** the organization of the twelfth 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. It **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 III).

14. In line with the decisions at its sessions since the adoption of the ITC Strategy, the Committee **welcomed** the progress achieved during 2021 by its Working Parties in implementing the ITC Strategy until 2030 and **decided: to request** Working Parties to continue the implementation of the Strategy particularly, but not limited to, next steps included in document ECE/TRANS/2022/3; **to invite** the secretariat to continue monitoring, in collaboration with the Bureau and the Working Parties, the implementation of the Strategy and report on progress made and the next ITC annual session and make adjustments to the next steps, as necessary; and **to invite** Working Parties to seize opportunities and address risks as relevant in the development of the legal instruments under the purview of ITC, as identified in ECE/TRANS/2022/3.

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/2022/4, ECE/TRANS/2022/5

15. The Committee **was informed** by Chef de Cabinet of the secretariat that the draft resolution of the Economic and Social Council (ECOSOC) entitled "Revised terms of reference of the Inland Transport Committee of the Economic Commission for Europe", (document E/2022/L.4) was adopted on Wednesday, 16 February 2022 as ECOSOC resolution 2022/2. The revised ITC Terms of Reference can be found in ECE/TRANS/316/Add.2 (in A/C/E/F/R/S). The Chair and the Committee **thanked** all involved delegations, as well as the Chair of the Commission, Executive Secretary and Chef de Cabinet for their tireless efforts that helped successfully conclude the endorsement of the revised Terms of Reference of ITC by ECOSOC in a timely way that coincided with the Committee's seventy-fifth anniversary.

16. The Committee **was also informed** by the secretariat about recent matters arising from activities of the Commission of interest to the Committee, including about:

(a) Commission-related decisions on strengthening the work of sectoral committees in the area of circular economy; and

(b) 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.

17. The Committee **welcomed** Commission-related decisions on strengthening the work of sectoral committees in the area of circular economy and **invited** its Working Parties to enhance and expand their work on the specific aspects of circular economy in transport, as appropriate.

18. **The Committee noted and welcomed** the Sustainable Mobility and Smart Connectivity nexus publication and noted that its recommendations relating to mobility and connectivity are fully in line with those of the ITC Strategy.

19. The Committee **was briefed** about ECE participation in high-level international conferences and activities in 2021. The Committee **expressed its satisfaction** for the contribution of the secretariat to the Conferences and other international events on transport during the year 2021 which testifies to the recognition of the essential role of the ECE in transport and sustainable development.

20. The Committee **was updated** about the finalization and launch in 2021 of the Global Plan for the Second Decade of Action for Road Safety, which has been developed as mandated by United Nations General Assembly Resolution 74/299, with the direct involvement of ECE, alongside the other regional commissions and WHO. The Committee **was informed** about the inclusion in the Global Plan of strategic aspects of the work undertaken by the Committee and its subsidiary bodies, in line with the ITC Strategy.

21. The Committee **reiterated its concern** for the limited progress globally in meeting the Sustainable Development Goals' targets on road safety and **called to further increase** efforts to achieve the targets under the Decade of Action for Road Safety 2021-2030. It **welcomed** the launch of the "Global Plan for the Decade of Action for Road Safety 2021-2030" (Global Plan) and **expressed its satisfaction** for the seamless integration in the Global Plan of the core United Nations Road Safety Conventions under the purview of the Committee, as well as the ITC Recommendations for Enhancing National Road Safety Systems (ITC Recommendations); **congratulated** ECE who partnered with WHO and its sister United Nations Regional Commissions to develop the Global Plan in line with the United Nations General Assembly Resolution 74/299 on Improving global road safety; and **invited** all road safety stakeholders to spare no efforts to implement the Global Plan and apply the ITC Recommendations. The Committee, **noting** the completion of the ECE Road Safety Action Plan in 2020, following the end of the first Decade of Action for Road Safety, **requested** the secretariat to develop a revised ECE Road Safety Action Plan for the Decade of Action for Road Safety 2021-2030, for consideration and possible adoption by the Committee at its eighty-fifth session.

22. 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/2022/4). The Committee, **noting with concern** the continued impacts of the pandemic and liquidity crisis on support services that are essential for the delivery of the Committee's Programme of Work and 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 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) **noted with concern** that in order to ensure the continued provision of services, Regular Budget staff resources have been required to assume technical responsibilities for meeting moderation that do not fall under the Committee's Programme of work and thus divert resources from their core responsibilities; (c) **stressed the importance** of reverting to a normalized deployment of Regular Budget staff for functions that are included in the Programme of Work, (d) **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 (e) **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.

23. The Committee **requested** its Chair to convey in his report to EXCOM the contributions of the transport pillar of ECE for the achievement of the Sustainable Development Goals, including its contribution to the development of the Sustainable Mobility and Smart Connectivity Publication launched at the Commission session in April 2021, and the concerns of the Committee on 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.

24. The Committee **took note** of document ECE/TRANS/2022/5, containing the decisions taken by the Committee's subsidiary bodies both 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 and under Special procedures to take decisions in formal meetings with remote participation (ECE/EX/2020/L.12).

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

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

Documentation: ECE/TRANS/2022/6

25. The Committee **adopted** the revised Terms of Reference of the Working Party on Transport Statistics (WP.6), contained in Annex I of ECE/TRANS/2022/6, as requested by WP.6 (ECE/TRANS/WP.6/181).

26. The Committee also **adopted** the revised Terms of Reference of the Working Party on Intermodal Transport and Logistics (WP.24), contained in Annex II of ECE/TRANS/2022/6, as requested by WP.24 (ECE/TRANS/WP.24/149, para 82).

27. The Committee also **adopted** the revised Terms of Reference of the Working Party on Inland Water Transport (SC.3), contained in Annex III of ECE/TRANS/2022/6, as requested by SC.3 (ECE/TRANS/SC.3/215).

28. The Committee **approved** the establishment of a new Group of Experts on the operationalization of the e-CMR procedure for two years, as requested by SC.1 (ECE/TRANS/SC.1/416) on the basis of its Terms of Reference as contained in Annex IV of ECE/TRANS/2022/6.

29. The Committee also **approved** the establishment of a new Group of Experts on cycling infrastructure, as requested by WP.5 (ECE/TRANS/WP.5/70, para 50) on the basis of its Terms of Reference as contained in Annex V of ECE/TRANS/2022/6.

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

Documentation: ECE/TRANS/2022/7

30. The Committee **took note** of document ECE/TRANS/2022/7, containing the results of the meetings held by the ITC Bureau in 2021.

VIII. Programmatic issues (agenda item 6)

31. The Committee **recalled** that in December 2017 the seventy-second session of the General Assembly adopted resolution 72/266. 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, with a view to taking a final decision, the implementation of the annual budget.

32. The draft programme of work for 2022 and the draft Programme Plan for 2023 of the Transport subprogramme follow the annual format introduced as of 2020, with amendments reflecting General Assembly resolutions 74/251 and 75/243. In addition, the draft Programme Plan for 2023 follows recommendations of the 61st session of the Committee for Programme and Coordination (document A/76/16) as well as the UN Controller instructions for the preparation of the proposed programme budget for 2023.

A. Programme of Work for 2022 and recommendations on key components of the Programme of Work for 2024

Documentation: ECE/TRANS/2022/8, Informal document No. 1

33. The Committee **adopted** the draft programme of work of the Transport Subprogramme for 2022 (ECE/TRANS/2022/8) and **recommended** it to the Executive Committee for approval.

34. The Committee **considered** the information in the outline of key components of the programme of work for 2024 (Informal document No. 1) and **recommended** the Sustainable Development Goal 5 on gender equality to be integrated as an explicit component in the programme of work for 2024.

B. Programme Plan for 2023

Documentation: ECE/TRANS/2022/9

35. The Committee **considered** the Programme Plan for 2023 for the transport subprogramme (ECE/TRANS/2022/9), **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 2023

Documentation: ECE/TRANS/2022/10 and Corr.1

36. The Committee **endorsed** the publications programme for 2023 contained in ECE/TRANS/2022/10 and Corr.1, and **recommended** that the relevant Working Parties take part in the preparation of these publications, as appropriate.

D. Schedule of meetings in 2022

Documentation: ECE/TRANS/2022/11

37. The Committee **adopted** the list of meetings in 2022, based on proposals from the Committee's subsidiary bodies, as contained in ECE/TRANS/2022/11.

IX. Election of Officers for Inland Transport Committee sessions in 2023 and 2024 (agenda item 7) and Composition of the Inland Transport Committee Bureau for the Inland Transport Committee sessions in 2023 and 2024 (agenda item 8)

38. In line with existing Rules of Procedure, before the commencement of the eighty-fourth session, the secretariat circulated the list of candidates for the positions of Officers (Chair and Vice-Chairs) and Bureau for the sessions in 2023 and 2024. Due to the lack of

consensus on the candidacies for the elections under agenda items 7 and 8 and adequate tools for voting under the hybrid setting, the election could not be organized. The secretariat's proposals to keep the Bureau or the Chair for one year or until the next election, i.e. beyond the eighty-fourth session, were not supported by the Committee.

39. Following extensive consultations, the Committee **decided** unanimously that because of the lack of consensus and due to technical complexities in the conduct of elections in a hybrid setting, agenda items 7 and 8 were adjourned and no election was conducted. The secretariat will consult with member States to find consensus and organize a special session of the Committee for elections as soon as possible.

X. Strategic questions of a horizontal and cross-sectoral policy or regulatory nature (agenda item 9)

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

Documentation: ECE/TRANS/2022/12

40. 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.

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

Documentation: ECE/TRANS/2022/13

41. 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.

42. The Committee, noting that improving implementation worldwide is a core element of the ITC Strategy and its vision in the run-up to 2030, **welcomed the status report** on key issues and trends in implementing United Nations inland transport conventions under its purview regionally and globally.

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

Documentation: ECE/TRANS/2022/14

43. The Committee **welcomed** the statements by States, Members of the United Nations and contracting parties to the United Nations inland transport conventions and agreements on challenges and emerging trends of inland transport in their respective regions.

44. The Committee, **taking into consideration** ECE/TRANS/2022/14 that contains a review of COVID-19 recovery efforts and challenges 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/2022/15

45. The Committee **recalled** the Revised ITS Roadmap 2021-2025 that had been adopted at its eighty-third session and **noted** activities by all its subsidiary bodies towards its implementation (ECE/TRANS/2022/15). Furthermore, the Committee **was informed** about the activities of the Informal Working Group on Intelligent Transport Systems (ITS).

46. The Committee **took note** of the status of implementation by the Committee and its subsidiary bodies of the revised ITS Road Map that was adopted at its eighty-third session and encouraged continuation of the work of SC.3 on smart shipping, River Information Services, and innovative technologies in the recently adopted European Code for Signs and Signals on Inland Waterways (SIGNI); of WP.1 on the safe deployment of Automated Vehicles in traffic; of WP.15 on telematics for the transport of dangerous goods; of WP.29 and the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) on the implementation of the framework document on the safety of automated vehicles; including a look at artificial intelligence, to promote safety, environmental protection, and energy efficiency.

47. The Committee **requested** the Secretariat, in close cooperation with the Bureau, to prepare for the next Committee session an overview of current activities in the field of information and computerization technologies and intelligent transport systems carried out by Working Parties of ITC and link it, where appropriate, with the 70th ECE central theme in 2023 which will be on "Digital and green transformations for sustainable development in the UNECE region".

E. Environment, climate change and transport

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

Documentation: Informal document No. 2

48. The Committee **was informed** about progress in implementing the Sustainable Development Goals, despite the impacts of the pandemic, including the targets and indicators of the Sustainable Development Goals (Informal document No. 2).

49. 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: ECE/TRANS/2022/16, ECE/TRANS/2022/17

50. The worsening situation globally due to the increasing frequency and severity of impacts from climate change, combined with the call for enhanced efforts to achieve Sustainable Development Goals, including via mitigation policies and measures to limit global warming to well below 2°C, as set in the Paris Agreement, creates increased demands and opportunities for inland transport, the main contributor to CO₂ emissions, to become part of the solution.

51. The Committee **noting with appreciation** the secretariat's paper (ECE/TRANS/2022/16) on the critical role of inland transport in accelerating climate change mitigation worldwide and on the overview of related activities by the Committee and its Working Parties; **also noting** that the Committee has the mandates, capacity and expertise to further enhance this critical role for the Committee's members and contracting parties:

(a) **Recognized** the urgency of stronger actions against climate change, as identified in the Glasgow Climate Pact, to achieve the Sustainable Development Goal 13 and the target of the Paris Agreement on climate change and Sustainable Development Goal 13;

(b) **Expressed its resolve** that the Committee and its Working Parties should take action to accelerate their work and impact for climate change mitigation and adaptation;

(c) To achieve that, **invited** its Working Parties to submit to the secretariat until 14 October 2022 their ongoing contributions, future plans and suggestions in support of climate change mitigation;

(d) **Requested** the secretariat, in consultation with the Bureau, to prepare a comprehensive paper with these activities and action-oriented options for the Committee and Working Parties for consideration at the Committee's eighty-fifth plenary session.

52. The Committee **was informed** about the work on climate change, in particular the For Future Inland Transport Systems (ForFITS) Tool¹ in the activities to support governments to mitigate the negative impacts of transport on the environment and about the implementation status of ForFITS over the last years (ECE/TRANS/2022/17). The Committee **welcomed** the work on climate change, in particular the For Future Inland Transport Systems (ForFITS) tool, and **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; **supported** the proposed approach in order to further develop ForFITS, sustain its use internally, develop partnerships with other modelling groups, and engage in future technology modelling, pending additional resources.

53. The Committee was apprised about the work carried out in 2021 on adaptation of transport to climate change by the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport. This work focused especially on selection of impacts for elaboration of climate change projections, development of resource material on changing thresholds of weather phenomena, work on business cases for adaptation as well as awareness raising activities such as the conference for countries of Eastern Europe, Caucasus and Central Asia hosted by Road Research Institute of the Russian Federation in November 2021. The Committee **welcomed** the work done by the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport on improving the adaptation of inland transport systems to climate change.

54. The Committee **decided** to enhance the work of the Committee on climate change to support national measures and targets for the decarbonization of the inland transport sector.

3. Mitigation of environmentally harmful effects of inland transport

55. The Committee **was informed** about progress in relation to work on green transport across the Sustainable Transport Division, particularly in relation to implementing the ITC Strategy.

4. Transport, Health and Environment Pan-European Programme (THE PEP)

56. The Committee **took note** of the report of THE PEP Steering Committee on its nineteenth session (27-28 October 2021, Online) (ECE/AC.21/SC/2020/2).

57. The Committee **welcomed** the great success of the Fifth High-level meeting on Transport, Health and Environment and its Vienna Declaration and thanking Austria for the organization of this High-level meeting under specific pandemic conditions; **expressed its continued support** for THE PEP including the follow-up program with new and extended partnerships; **encouraged** member States to work towards the implementation of the Vienna Declaration and **encouraged** its members to consider designating national THE PEP focal points from the transport sector and inform the secretariat.

58. In accordance with the decision No 42, taken by the Committee at its eighty-second session (ECE/TRANS/294, para 42), the Committee **requested** the Secretariat to inform

¹ Originally developed by ECE with funding from the United Nations Development Account.

about results of the work done to seek synergies with the ECE Committee on Urban Planning, Housing and Land Management at its next session in 2023.

F. Inland transport security

59. The Committee **expressed its appreciation** for the 2021 Inland Transport Security Forum on the topic of Security Aspects of Dangerous Goods Transportation, held under WP.5 auspices, and the continued cooperation with the International Union of Railways (UIC) as requested by ITC at its last session (ECE/TRANS/304, para 54) and **requested** the secretariat to continue holding such an annual dialogue. In this regard, the Committee **requested**, upon a proposal from the Russian Federation, to hold as part of its next session a seminar on protection of inland transport infrastructure from acts of unlawful interferences at the stages of design, construction, and operation.

G. Analytical work on transport

Documentation: ECE/TRANS/2022/18, ECE/TRANS/2022/19, ECE/TRANS/2022/20

60. 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 2021 carried out in the framework of WP.5 (ECE/TRANS/2022/18). Among other analytical outputs, the Committee **was presented** with progress updates on:

- Efforts supported by the secretariat to advance the work on the operationalization of international corridors between Europe and Asia and enhancing interregional connectivity.
- The newly established Geographic Information System (GIS) based International Transport Infrastructure Observatory, its purpose, functions, user groups and operational modalities (ECE/TRANS/2022/19).
- A set of Sustainable Inland Transport Connectivity Indicators (SITCIN) providing an instrument for Governments to evaluate their inland transport system performance and connectivity situation.
- The preparation of a THE PEP Pan-European Cycling Master Plan and the proposed mandate and Terms of Reference for the establishment of a Group of Experts on cycling infrastructure module (see agenda item 5(a)).
- Outcomes of the activities of the Informal Multidisciplinary Advisory Group on Transport Responses to COVID-19 aimed at strengthening the inland transport sector preparedness for contingency situations (ECE/TRANS/2022/20).

61. The Committee **welcomed** the inter-regional consultations that had taken place on the occasion of the annual session of WP.5, including with the participation of all five UN Regional Commissions and over 45 Governments from all continents. In particular, the Committee noted the relevance of these consultations in assisting with the implementation of the ITC strategy and especially its pillar on inter-regional connectivity. The Committee **requested** the secretariat to continue holding, in the framework of WP.5, such consultations on targeted topics of inter-regional interest in cooperation, if possible, with the other UN regional commissions as well as other regional and international organizations and relevant projects.

62. The Committee **acknowledged**, in relation to Euro-Asian Transport Links operationalization, the efforts supported by the secretariat to fulfil its mandate and **requested** the secretariat to continue supporting these efforts and report back on any developments at its next session. The Committee also **noted** WP.5's endorsement of the initiative of the Governments of Azerbaijan, Georgia, Turkey, Kazakhstan and Ukraine to develop and pilot a Euro-Asian Transport Links (EATL) Route 3 Corridor Coordination Management Mechanism (CCMM) and a Corridor Performance Review (COPR) Mechanism and invited these Governments and the secretariat to provide an update on progress made at the next ITC session in February 2023.

63. The Committee **noted with appreciation** the launch of the International Transport Infrastructure Observatory which offers a Geographic Information System (GIS) based platform operating as a virtual marketplace for attracting financing for national, regional, and inter-regional transport infrastructure projects and **encouraged** ECE member States and multilateral development banks operating in the ECE region to join the test phase which had been launched in autumn 2021 and will continue until September 2022. In this regard the Committee **requested** the secretariat to continue to provide necessary assistance to national delegates and representatives of other stakeholder entities in conducting these tests, including through providing dedicated accounts for testing. It also **requested** the secretariat to inform the ITC Bureau and the Committee on the development of the Observatory and possible outcomes of the tests once they are finalised.

64. The Committee **welcomed** the publication of a comprehensive set of 215 Sustainable Inland Transport Connectivity Indicators (SITCIN) (across rail, road, inland waterways, and inter-modal transport) and the availability of an online SITCIN user platform and eLearning course which have been developed in the framework of a UNDA project and encouraged ECE member States to make the best use of this new, innovative tool aimed at helping member States to self-assess the performance and sustainability of their inland transport systems.

65. The Committee **took note** of the progress made by the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs during and requested the Group to finalise its efforts and submit its final report as an official UN publication in the three ECE working languages ahead of next year's ITC session.

66. The Committee **appreciated** the additional efforts undertaken by the Informal Multidisciplinary Advisory Group on Transport Responses to COVID-19 under WP.5 auspices, **welcomed** the recommendations for possible further action and **adopted** the proposed action plan for their implementation put forward in ECE/TRANS/2022/19. In particular, the Committee **welcomed** the concept note developed by the secretariat regarding contingency planning for rail, road, inland waterways and intermodal transport and **requested** the secretariat to present these proposals to the following mode-specific Working Parties: SC.1, SC.2, SC.3/WP.3, WP.24 for their consideration and possible further elaboration. The Committee also **requested** the secretariat to continue to raise awareness about the important role that transport workers play in keeping supply chains operational at times of pandemics and other emergency situations and to sensitize member States to enable their prioritized access to healthcare systems.

67. In accordance with the decision taken by the Committee at its eighty-second session (ECE/TRANS/294, para 42), and at its eighty-third session (ECE/TRANS/304 para 52), the WP.5 Chair briefed the Committee about the ongoing cooperation of WP.5 with the ECE Committee on Urban Planning, Housing and Land Management. Particular reference was made to a co-organized Workshop on Green Urban Transport, held in 2021, which followed the successful holding of another joint Workshop on Economic Analysis of the Transformation of Urban Transport systems, held in 2020, both in conjunction with WP.5. The Committee **reiterated the importance** of the WP.5 cluster of work on sustainable urban mobility, cycling and public transport and **requested** WP.5, in cooperation with THE PEP, to continue efforts on promoting and presenting trends and good practices under this topic as part of its annual sessions.

68. The Committee **requested** WP.5 to take into consideration the new trend towards electric charging infrastructure and, in coordination with the chairs of the relevant working parties, to prepare a first assessment of issues that need addressing in the realm of the ITC to be presented at the 85th session of the ITC.

H. Capacity development activities in United Nations programme countries in the United Nations Economic Commission for Europe region

Documentation: ECE/TRANS/2022/21

69. The Committee **was informed** about progress in the implementation of the ITC Capacity Development Action Plan (2020–2025), particularly in the capacity enhancement area (ECE/TRANS/2022/21). The Committee **was also informed** about progress with the development of an "E-learning platform for sustainable mobility and smart connectivity", which is intended to leverage the Division's capacity to provide training modules for core constituents, among other things, on legal instruments under the Committee's purview.

70. The Committee **took note** of progress in the implementation of the ITC Capacity Development Action Plan (2020–2025), in particular in the capacity enhancement area; **expressed its satisfaction** for progress achieved with the development of the E-learning platform; and **expressed its support** for the continued implementation of the ITC Capacity Development Action plan.

I. Continued support to landlocked countries: the Vienna Programme of Action

71. The Committee **was informed** about progress made in the implementation of the Road map for Accelerated Implementation of the Vienna Programme of Action for LLDCs and the role of ECE and other United Nations regional commissions in this regard.

J. Road traffic safety

Documentation: ECE/TRANS/2022/30

72. The Committee **was informed** by Ms. L. Iorio (Italy), the Chair of the Global Forum for Road Traffic Safety (WP.1) about recent developments in the work carried out by 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.

73. 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.

74. The Committee **was also informed** about the progress of the Group of Experts on drafting a new Legal Instrument on the Use of Automated Vehicles in Traffic.

75. The Committee **took note** of the developments in the work of the Global Forum for Road Traffic safety in relation to the legal framework for automated vehicles in traffic, and other road safety policies contributions to the action of United Nations Secretary General's Special Envoy for Road Safety, United Nations Road Safety Fund and the overall achievement of the Sustainable Development Goals.

76. The Committee **welcomed** the interest of the Government of Brazil to become a full WP.1 participant with voting rights and **agreed** to its request (ECE/TRANS/2022/30).

K. Harmonization of vehicle regulations

Documentation: ECE/TRANS/2022/22

77. The Committee **was informed** by Mr. A. Erario (Italy), the Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29) 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/2022/22). The Committee **endorsed** the activities of, and progress made by WP.29, as listed in ECE/TRANS/2022/22.

78. The Committee **was also informed** about the activities of the World Forum and its Working Parties as reflected in ECE/TRANS/WP.29/2022/1 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.

79. 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 157 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 135 amendments and established six UN Regulations.

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

81. The Committee **was informed** that two new UN Regulations established in 2020 entered into force in 2021 aiming at the protection of vulnerable Road users. These include UN Regulation No. 158 on devices for Reversing Motion and motor vehicles with regard to the driver's awareness of vulnerable road users behind vehicles and UN Regulation No. 159 on the Moving Off Information System for the Detection of Pedestrians and Cyclists., WP.29 also adopted four new UN Regulations which entered into force on 30 September 2021, UN Regulation No. 160 on Event Data Storage systems, UN Regulation No. 161 on Devices against Unauthorized Use, UN Regulation No. 162 on Immobilizers and UN Regulation No. 163 on Vehicle Alarm systems.

82. The Committee **was also informed** about the progress of the GRVA working groups on automation with the objective to submit proposals for guidelines for automated/autonomous vehicles, including requirements as well as the related test and validation methods in the second half of 2022.

83. The Committee **noted** that WP.29 considered a proposal for a framework document on vehicle whole-life compliance. This framework provides for a compliance regime for vehicles from type-approval via periodic technical inspections, roadside technical inspections until its end-of-life and scrapping by applying a holistic approach.

84. The Committee **noted** that the Executive Committee of the 1998 Agreement adopted on amendments to Global Technical Regulations No. 4 (Test procedure for compression-ignition (C.I.) engines and positive-ignition (P.I.) engines fuelled with natural gas (NG) or liquefied petroleum gas (LPG) with regard to the emission of pollutants (WHDC)) and one Mutual Resolution on Panoramic Sunroof Glazing, which were adopted during 2021.

85. The Committee **was informed** about the status of establishing the type-approval database DETA², which is currently hosted by Germany.

L. Transport of dangerous goods

Documentation: Informal document No. 3, ST/SG/AC.10/C.3/116, ST/SG/AC.10/C.3/118 and Add.1, ST/SG/AC.10/C.4/80, ST/SG/AC.10/C.4/82, ECE/TRANS/WP.15/253, ECE/TRANS/WP.15/255, ECE/TRANS/WP.15/256, ECE/TRANS/WP.15/AC.1/160 and Add.1, ECE/TRANS/WP.15/AC.1/162 and Add.1, ECE/TRANS/WP.15/AC.2/78, ECE/TRANS/WP.15/AC.2/80 and Add.1, ECE/ADN/58, ECE/ADN/60

86. Ms. A. Roumier (France), Chair of WP.15 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 the Economic and Social Council adopted resolution E/RES/2021/13 on 8 June 2021, on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of

² Database for the Exchange of vehicle Type Approvals (DETA).

Classification and Labelling of Chemicals (Informal document No. 3) and that the Working Party on the Transport of Dangerous Goods (WP.15), the RID/ADR/ADN³ Joint Meeting and the ADN Safety Committee have already taken or are taking action as required in operative paragraphs 3, 4, 5 and 6 of section A of the resolution. The Committee also **noted** that, pursuant to operative paragraph 2 of section A and paragraph 3 of section B, the secretariat has already published the twenty-second revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations, the amendment to the seventh revised edition of the Manual of Tests and Criteria and the ninth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS).

87. The Committee **noted** that the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council met from 28 June to 2 July 2021 and again from 29 November to 8 December 2021. The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 5 to 7 July 2021 and again from 8 to 10 December 2021.

88. The Committee **noted** the importance of the activities carried out by the Sub-Committee of Experts on the Transport of Dangerous Goods for the development, maintenance, and implementation of the Model Regulations on the Transport of Dangerous Goods allowing for multimodal harmonization of the provisions for the carriage of dangerous goods for all transport modes in regional regulations such as RID/ADR/ADN and in national regulations.

89. The Committee **noted** that the number of contracting parties to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) remains 52. The Committee **expressed its concern** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of 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, the Committee **urged** the remaining Contracting Parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino, Tajikistan) to take the necessary steps to allow the Protocol to come into force.

90. The Committee **reiterated its recommendation to** 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.

91. The Committee **noted** that WP.15 endorsed the common amendments to RID, ADR and ADN adopted by the RID/ADR/ADN Joint Meeting (WP.15/AC.1) during the biennium; adopted amendments specific to ADR, e.g. as regards provisions for engine fire suppression systems for certain vehicles and clarification of the requirements on vehicles stability; requested the secretariat to prepare a consolidated list of all the amendments which it had adopted so that they could be made the subject of an official proposal in accordance with the procedure set out in article 14 of ADR. All these amendments should come into force on 1 January 2023.

92. The Committee **endorsed** the request by WP.15 and the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) that the consolidated text of ADR and ADN as they would be amended on 1 January 2023 be published by the secretariat, sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

93. The Committee **welcomed** the adoption by WP.15 at its 110th session of a revised text for the Road Map for accession to and implementation of ADR and **endorsed** the request by

³ Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

WP.15 that an electronic version of the revised Road Map be published and made available on the ECE website.

94. The Committee **stressed** the importance of ADR during the COVID-19 pandemic when there is a vital need to ensure the safe transport of dangerous goods for medical use and **welcomed** the measures that the competent authorities had taken, including the various multilateral agreements that allowed continuity of service.

95. The Committee also **noted** that the number of contracting parties to the European Agreement concerning ADN remains 18.

96. The Committee **noted** that the Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) (WP.15/AC.2) held its thirty-eighth session from 23 to 27 August 2021.

97. The Committee **noted** that the ADN Safety Committee has adopted a wide range of new provisions concerning the carriage of dangerous goods in inland navigation vessels at its session held on 24 to 28 January 2022 and that the ADN Safety Committee has adopted its Rules of Procedures (see ECE/TRANS/WP.15/AC.2/80 and Add.1).

98. The ADN Administrative Committee met on 28 January 2022 (see ECE/ADN/60), mainly to adopt all draft amendments prepared by the Safety Committee in 2021 and January 2022, i.e. the set of amendments that should enter into force on 1 January 2023 and that would ensure harmonization of ADN with ADR and RID. The Committee **welcomed** the measures that ADN competent authorities had taken, including various multilateral agreements that allowed continuity on the transport of dangerous goods by inland waterways during the COVID-19 pandemic.

99. The Committee **emphasised** the importance of the work of the Sub-Committee on the Transport of Dangerous and WP.15, the Joint Meeting and WP.15/AC.2 within the framework of energy transition. This includes the development and improvement of provisions for the transport of hazardous waste, for the use of recycled plastics in packagings for dangerous goods, for the carriage of batteries during their whole life cycle and for the use of battery electric vehicles and hydrogen fuel cell vehicles for the transport of dangerous goods.

100. The Committee **took note** of the request by the Working Party in the Transport of Dangerous Goods at its November 2021 session (ECE/TRANS/WP.15/255, para. 26) on possible options for funding the translation of the ADR into Arabic.

101. The Committee **noted** the following options:

Option 1: The 22 countries whose official language is Arabic may consider different ways on how to jointly finance such a contribution through government budget or donor agencies;

Option 2: One or more UN member States initiate a resolution of the General Assembly to allow translation and publication into Arabic language of ADR, including regular updates;

Option 3: Countries whose official language is Arabic consider together with EuroMed to jointly set up a Public-Private-Partnership (PPP) for funding the translation.

102. The Committee expressed its support for the proposed options and invited EuroMed and the 22 countries whose official language is Arabic to consider the options presented taking into the still ongoing financial difficulties in the UN for an increased budget. The secretariat will provide information on the suitable procedures to follow-up with option 2, if necessary. Representative of Egypt, Israel, Jordan and Tunisia, in addition to EuroMed TSP expressed their support during the session for making ADR available in Arabic.

103. The representative of Spain noted that Spanish is also an official United Nations language. Many Spanish-speaking countries that could become ADR Contracting Parties would benefit from an official translation of ADR into Spanish. She therefore suggested that, if ADR would be translated into Arabic by the United Nations services, it would also need to

be translated into Spanish, and therefore asked to be updated on further steps related with option 2.

M. United Nations Road Safety Fund

Documentation: ECE/TRANS/2022/23

104. The Committee **was informed** about the latest activities and future plans of the United Nations Road Safety Fund (UNRSF) as they relate to resource mobilization, partnerships and projects (ECE/TRANS/2022/23). The Committee **took note** of the successful second formal call for proposals of the UN Road Safety Fund and plans for the launch of the third formal call, as well as the status of implementation of selected projects in low- and middle-income countries and expected future trajectory for 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.

N. Special Envoy of the Secretary-General for Road Safety

Documentation: ECE/TRANS/2022/24

105. 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/2022/24). The Committee **expressed its appreciation** to the Special Envoy for his leadership and **welcomed** the hosting of the Special Envoy's secretariat by ECE since 2015 as well as progress with the extension of the function of the Special Envoy through 2030, as mentioned in UNGA Resolution on Improving Global Road Safety (A/RES/74/299).

O. Strengthening border crossing facilitation (TIR Convention, eTIR project, Harmonization Convention and other customs transit facilitation measures)

Documentation: ECE/TRANS/2022/25

106. The Committee **was informed** about the main outcome of the 156th, 157th, and 158th sessions of the Working Party on Customs Questions affecting Transport (WP.30) (ECE/TRANS/WP.30/312; ECE/TRANS/WP.30/314 and ECE/TRANS/WP.30/316) and **took note** of the activities of the TIR Administrative Committee (AC.2) in the year 2021, including, but not limited to, amendments adopted (ECE/TRANS/WP.30/AC.2/151, ECE/TRANS/WP.30/AC.2/153 and ECE/TRANS/WP.30/AC.2/155), as contained in document ECE/TRANS/2022/25.

107. In particular, the Committee **was informed** about the entry into force, on 25 May 2021, of amendment proposals introducing the eTIR procedure in new Annex 11 of the TIR Convention, the operations of the eTIR international system, its interconnection with several national customs (IT) systems and the finalization of version 4.3 of the conceptual, functional and technical specifications by the Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1).

108. 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.

109. The Committee **was informed** about progress in 2021 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.

110. The Committee **was informed** about the conclusion of a new Memorandum of Understanding between ECE and the International Road Transport Union (IRU) concerning the implementation of Annex 11 of the TIR Convention.

111. The Committee **was informed** about the latest amendment proposal to the International Convention on the Harmonization of Frontier Controls for Goods, 1982.

112. The Committee **was informed** about the conclusion between ECE and the International Touring Alliance / International Automobile Federation (AIT/FIA) of a memorandum of understanding on the revitalization and digitalization of relevant United Nations inland transport conventions and, in particular the development of an eCPD (Carnet de Passage en Douane) system.

113. The Committee **was informed** about follow-up actions taken by WP.30 in 2021 in alignment of its work with the ITC Strategy.

P. Transport of perishable foodstuffs

Documentation: ECE/TRANS/WP.11/243, ECE/TRANS/WP.11/245

114. The Committee **was informed** by Mr. K. de Putter (the Netherlands), Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11) 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 session of WP.11 in 2019 and 2020 respectively (ECE/TRANS/WP.11/243 and ECE/TRANS/WP.11/245). Amendments were accepted on 1 December 2021 for entry into force on 1 June 2022.

115. The Committee **noted** that at its seventy-seventh session (26–29 October 2021), WP.11 adopted draft amendments to include methods to calculate the internal surface of panel vans and external surface of tanks and to make the change easier to refrigerants with lower global warming potential (GWP) (ECE/TRANS/WP.11/245, Annex I).

116. The Committee **noted** that the number of contracting parties to the Agreement has increased to 52, with recent accessions from the Islamic Republic of Iran on 2/12/2021 and Armenia on 25/01/2022.

Q. Road transport

117. The Committee **was informed** by Mr. R. Symonenko (Ukraine) Chair of the Working Party on Road Transport (SC.1) about the latest developments in the work carried out by 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).

118. 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) and a new appendix 4 (exchange of information).

119. The Committee **was informed** about the discussions at the 116th session of SC.1 regarding article 5 of the European Agreement on Main International Traffic Arteries (AGR) which covers eligibility to become a contracting party.

120. The Committee **was also 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 **noted with satisfaction** the progress achieved by SC.1 on the Committee's request at its eighty-first session for the development of a paper on actions needed and/or recommended for the operationalization of e-CMR (ECE/TRANS/SC.1/2021/1).

121. The Committee **was informed** about the proposed mandate and Terms of Reference for the establishment of a Group of Experts on the operationalization of the e-CMR procedure for two years (see agenda item 5(a)). The proposed Group of Experts would 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. The Group's work should also include an impact assessment of possible implementation scenarios of a future e-CMR environment. The proposed Terms of Reference of the group may be found in ECE/TRAN/2022/6.

122. Finally, the Committee **was informed** about SC.1's decision to suspend further discussion on a proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus), until the transport sector has had more time to recover.

R. Rail transport

123. The Committee **was informed** by Mr. H. Groot (the Netherlands), incoming Chair of the Working Party on Rail Transport (SC.2) about the results of the seventy-fifth session of SC.2 (ECE/TRANS/SC.2/236) and that, due to limitations imposed by UNOG, less time was available than usual to discuss all the agenda items at the session of the Working Party.

124. The Committee **was also informed** about the results of the workshop on Railways at the centre of the post-pandemic recovery – Connectivity through the railways held during the last session of SC.2.

125. The Committee **took note** of developments in relation to the European Agreement on Main International Railway Lines (AGC). The Committee **was informed** about the completion of 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 and improving the environmental impact of transport.

126. The Committee **noted** the completion of the mandate of the Group of Experts towards Unified Railway Law (URL) and the decision of SC.2 at its seventy-fifth session to continue consultations on URL within the framework of SC.2 and managed by its Chair until the seventy-sixth session in 2022.

127. The Committee **was informed** about progress of the Group of Experts on the Permanent Identification of Railway Rolling Stock.

128. The Committee **was informed** about progress of the Group of Experts on International Railway Passenger Hubs.

S. Intermodal transport and logistics

129. The Committee **was informed** by Ms. J. Elsinger (Austria), the Chair of the Working Party on Intermodal Transport and Logistics (WP.24) about the results of the sixty-fourth session of WP.24 (ECE/TRANS/WP.24/149).

130. In particular, the Committee **was updated** on further developments related to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC). Such concern (a) the amendments to the Agreement, and (b) the establishment of a monitoring mechanism for the AGTC lines and related installations vis-à-vis their technical parameters by setting up the AGTC inventory in Geographic Information System (GIS) environment.

131. The Committee **was also informed** about the challenges faced with the Protocol on Combined Transport on Inland Waterways to the AGTC Agreement, and the ways the Working Party is wishing to address these challenges.

132. Following the adoption by the Committee at its previous session of the resolution on strengthening intermodal freight transport, the Committee **was apprised** of the progress made in the implementation of this resolution.

133. Following the adoption by the Committee at its previous session of the resolution on strengthening intermodal freight transport, the Committee **was apprised** of the progress made in the implementation of this resolution.

134. Finally, the Committee **was informed** about the activities aiming at updating the Code of Practice for Packing of Cargo Transport Units (CTU Code) while the Group of Experts on CTU Code remains to be formally established by the Code's custodian institutions.

135. The Committee **expressed its support** for the activities carried out by WP.24 in advancing the implementation of the ITC resolution on strengthening the intermodal freight transport and in making the European Agreement on Important International Combined Transport Lines and Related Installations the foundation for ensuring seamless intermodal freight transport in the ECE region, also during the emergency situations such as pandemics.

T. Project related activities: Trans-European North-South Motorway and Trans-European Railway Projects

Documentation: Informal document No. 4

136. The Committee **was informed** about the recent developments in the Trans-European North-South Motorway (TEM) and the Trans-European Railway (TER) projects (Informal document No. 4). The Committee **expressed its support** for the activities carried out by the Trans-European North-South Motorway (TEM) and Trans-European Railway (TER) projects, **thanked** those member States that offered candidates for TEM and TER project managers and **encouraged** the finalization of their contracts; **expressed its appreciation** to the Republic of Serbia for the extension of the agreement on hosting the TER Project Central Office for another two years and to Croatia and Poland for supporting TEM and TER with project management.

U. Inland water transport

137. The Committee **was informed** by Mr. S. Turf (Belgium), the Chair of SC.3, about the latest activities of the Working Party on Inland Water Transport (SC.3) (ECE/TRANS/SC.3/215). The Chair of SC.3 informed the Committee that SC.3 had held 18 sessions in 2021 and asked the secretariat to ensure that this is reflected in the Proposed Programme Budget for 2023 accordingly.

138. In particular, the Committee **took note** of the finalization and adoption of the sixth revision of the European Code for Inland Waterways (CEVNI), adopted by resolution No. 102 of SC.3 at its sixty-fifth session. The Committee **expressed its support** for the activities of SC.3 on further updating of the European Code for Inland Waterways (CEVNI) to keep this a living document, harmonized with the navigation rules of member States and River Commissions and **encouraged** member States to apply the sixth revision of CEVNI.

139. The Committee **took note** of the discussion initiated at the sixty-fifth session of SC.3 on the new proposal for the classification of European inland waterways transmitted by the World Association for Waterborne Transport Infrastructure (PIANC) and supported the decision of SC.3 to establish an informal expert group to investigate the proposal and prepare recommendations for SC.3.

140. The Committee **took note** of the progress reached by SC.3 and its subsidiary bodies in 2021:

(a) the approval of amendment No. 4 to the third revision of the Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book");

(b) the adoption of amendment No. 3 to the second revision of resolution No. 61 as resolution No. 103;

(c) the adoption of the amendment to revised resolution No. 21, "Prevention of pollution of inland waterways by vessels", and

(d) 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.

141. The Committee **took note** of the programme of work and biennial evaluation for 2022–2023 (ECE/TRANS/SC.3/2021/12), adopted by SC.3 following its decision to maintain the practice of the adoption of biennial programmes of work and the four-year plans (ECE/TRANS/SC.3/210, para. 99).

142. The Committee **was informed** about the outcome of the workshops on inland water transport held in 2021:

(a) Climate change and the extreme water situation on European waterways and its impact on inland water transport (17 February 2021);

(b) Building up a solid international regulatory framework aimed at increasing the efficiency and safety of inland water transport (23 June 2021); and

(c) Cybersecurity in inland water transport (3 November 2021).

V. Transport statistics and data

Documentation: ECE/TRANS/2022/26

143. The Committee **was informed** about the latest transport statistics activities, including the hybrid session of the Working Party on Transport Statistics (WP.6) held in June 2021.

144. The secretariat **informed** the Committee about ongoing activities related to monitoring the COVID-19 pandemic.

145. **Recalling** Resolution number 266 of the 2019 Committee session (ECE/TRANS/288/Annex IV), the Committee **took note** of the status of the 2020 E-Road census and **encouraged** member States to provide data for this exercise.

146. The Committee **was informed** about the recent Statistics of Road Traffic Accidents in Europe and North America publication, as well the new interactive Transport Statistics Infocards (ECE/TRANS/2022/26).

W. Draft Annual Report of activities undertaken by the Committee's subsidiary bodies in 2021

Documentation: ECE/TRANS/2022/27

147. The Committee **was presented** with a comprehensive report of activities undertaken by the Committee's subsidiary bodies during 2021, in administering the 59 United Nations conventions, agreements and other types of legal instrument which shape the international legal framework for road, rail, inland waterway, intermodal transport, dangerous goods transport and vehicle construction (ECE/TRANS/2022/27). The focus is on the impacts of the work of the Working Parties and contribution to implementing the Sustainable Development Goals.

XI. Approval of the reports of the Committee's subsidiary bodies (agenda item 10)

Documentation: ECE/TRANS/WP.1/175, ECE/TRANS/WP.1/177; ECE/TRANS/WP.1/GE.2/40; ECE/TRANS/WP.1/GE.3/2021/2; ECE/TRANS/WP.5/70; ECE/TRANS/WP.6/181; ECE/TRANS/WP.11/243, ECE/TRANS/WP.11/245; ECE/TRANS/WP.15/253, ECE/TRANS/WP.15/255, ECE/TRANS/WP.15/AC.1/160 and Add.1 and Corr.1, ECE/TRANS/WP.15/AC.1/162 and Add.1, ECE/TRANS/WP.15/AC.2/78, ECE/TRANS/WP.15/AC.2/80 and Add.1, ECE/ADN/58, ECE/ADN/60; ECE/TRANS/WP.24/149; ECE/TRANS/WP.29/1157, ECE/TRANS/WP.29/1159, ECE/TRANS/WP.29/1161; ECE/TRANS/WP.30/312, ECE/TRANS/WP.30/314 and ECE/TRANS/WP.30/316; ECE/TRANS/WP.30/AC.2/151, ECE/TRANS/WP.30/AC.2/153, ECE/TRANS/WP.30/AC.2/155; ECE/TRANS/SC.1/416; ECE/TRANS/SC.2/236; ECE/TRANS/SC.3/215

148. 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.

XII. Partnerships and activities of other organizations and programmes/projects of interest to the Committee (agenda item 11)

A. Transport developments in the European Union

Documentation: ECE/TRANS/2022/28

149. 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 2021.

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

150. 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.

C. Activities of other organizations and programmes/projects of interest to the Committee

151. The Committee **was informed** by a representative of the Mobility and Transport Institute of Portugal about their recent activities of interest to the Committee (for full statement see ECE/TRANS/316/Add.1, Annex VI).

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

152. The Committee **was updated** by Ms Nadia Hasham of the Economic Commission for Africa (ECA) about ongoing activities of transport in the ECA region.

153. The Committee **was updated** by Mr. Ricardo Sanchez, Head of Team of the Economic Commission for Latin America and the Caribbean (ECLAC) **about** ongoing activities of transport in the ECLAC region.

154. 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 transport in the ESCAP region.

155. The Committee **was updated** by Mr. Yarob Badr, Regional Advisor on Transport and Logistics of the Economic and Social Commission for Western Asia (ESCWA) about ongoing activities of transport in the ESCWA region.

XIII. Any other business (agenda item 12)

156. The representative of Ukraine requested the floor under any other business and made a statement on the new situation in Ukraine (for the full statement, see ECE/TRANS/316/Add.1, Annex VI).

157. The representative of the European Union on behalf of the European Union and its Member States also delivered a statement (for the full statement, see ECE/TRANS/316/Add.1, Annex VI).

158. The representative of the United States of America expressed support for the statements of Ukraine and the European Union.

159. The representative of the United Kingdom of Great Britain and Northern Ireland expressed support for Ukraine and its people (for the full statement, see ECE/TRANS/316/Add.1, Annex VI).

160. The representative of the Russian Federation proposed not to politicize the ITC discussions and leave these issues to be dealt with at other organs.

161. The Committee **noted** that its eighty-fifth session is tentatively scheduled to be held in Geneva from 21 to 24 February 2023.

XIV. Adoption of the list of main decisions of the eighty-fourth session (agenda item 13)

Documentation: ECE/TRANS/2022/R.1, ECE/TRANS/2022/L.1 and Add.1, Informal Document No. 5

162. The Committee **took note** that the adoption of the report of the eighty-fourth session will be limited to a list of main decisions, in line with the currently applicable extraordinary special procedures for decisions in formal meetings with remote participation. The complete report of the Committee would be circulated at a later stage.

163. The Committee **adopted** the list of main decisions of the eighty-fourth session.

XV. ITC Roundtable on the 4-Platforms of the Committee's Strategy: Round table theme: "On the road to sustained and full recovery: Post-COVID-19 initiative for inland transport and the role of the Committee" (agenda item 14)

Documentation: ECE/TRANS/2022/29

164. Despite strong and consistent efforts by member States, recovery efforts have not yet led to the desired return to pre-pandemic levels of growth and sustainable development. The challenges remain formidable, and progress is patchy and unevenly distributed worldwide, further challenging the implementation of the 2030 Agenda and the achievement of the Sustainable Development Goals.

165. The ITC Round table 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/2022/29). For a concise report, see ECE/TRANS/316/Add.1, Annex VII.

Annex I

Ushering in a decade of delivery for sustainable inland transport and sustainable development

Ministerial resolution

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 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.

Annex II**List of countries endorsing the ITC Ministerial Declaration
as of 25 February 2022**

Algeria	Mexico
Armenia	Montenegro
Austria	Morocco
Belarus	The Netherlands
Belgium	Nigeria
Brazil	Poland
Croatia	Portugal
Finland	Russian Federation
France	Romania
Germany	Serbia
Greece	Slovenia
Guyana	Spain
Hungary	Sweden
Indonesia	Switzerland
Israel	Togo
Italy	Tunisia
Japan	Turkey
Jordan	Turkmenistan
Kazakhstan	Ukraine
Mali	United Kingdom of Great Britain and Northern Ireland
Mauritius	Zimbabwe

Total number of countries: 42

Annex III

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

I. Introduction

1. The Twelfth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies was held on 23 February 2022.
2. In total, thirty-two 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.
4. This annex summarizes and provides conclusions from the meeting based on the views exchanged.

II. Implementation of the ITC Strategy until 2030

5. The secretariat presented ECE/TRANS/2022/3 which elaborated on the ITC Strategy implementation status and proposed 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 Committee welcomed the preparation of the document and discussed it.
8. One delegation emphasized the importance of close cooperation between WP.1-WP.29, as emphasized by several Ministers during the Ministerial segment the day before (i.e. 22 February 2022). The delegate pointed out that automated vehicles are coming and it is important to ensure there is not too much divergence on how Member States regulate their use, as this may impact on road safety and international traffic flows. Therefore, early agreement on guidelines will be key to facilitate international consistency.
9. Several delegates underlined that cooperation between WP.1 and WP.29 is needed to ensure that we can move forward quickly and effectively in this critical area for the future of sustainable transport and mobility.
10. The WP.1 Chair proposed to modify the wording of section 5.4 of ECE/TRANS/2022/3 in relation to the 1968 Convention on Road Traffic, to align it with the wording of section 5.12 of the same document. Section 5.12 discusses the close collaboration between WP.1 and WP.29 supporting the evolution of regulations for automotive advancement of in-vehicle technology and its accommodation in traffic, in order to serve all traffic users. The Chair requested the secretariat to take consideration of this feedback in future iterations of the strategy implementation document.
11. On the basis of these deliberations, the Committee **welcomed** the organization of the twelfth 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. It **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 III).
12. In line with the decisions at its sessions since the adoption of the ITC Strategy, the Committee **welcomed** the progress achieved during 2021 by its Working Parties in

implementing the ITC Strategy until 2030 and **decided: to request** Working Parties to continue the implementation of the Strategy particularly, but not limited to, next steps included in document ECE/TRANS/2022/3; **to invite** the secretariat to continue monitoring, in collaboration with the Bureau and the Working Parties, the implementation of the Strategy and report on progress made and the next ITC annual session and make adjustments to the next steps, as necessary; and **to invite** Working Parties to seize opportunities and address risks as relevant in the development of the legal instruments under the purview of ITC, as identified in ECE/TRANS/2022/3.
