

**Decisions submitted to silence procedure following formal meeting with remote participation
of the 117th session of the Working Party on Road Transport (SC.1) on 18 to 20 October 2022**

Agenda item	Document (LINK)	Decision
1	ECE/TRANS/SC.1/417	The Working Party on Road Transport adopted the session's agenda.
2(a)(ii)		<p>SC.1 agreed to extend the mandate of the Group of Experts until 30 June 2025 and requested UNOG Conference Services to provide the meeting rooms, interpretation services, and document translation for three meetings per year.</p> <p>The Czech Republic requested SC.1 to take a decision by vote on the extension of the Administrative Arrangement between UNECE and the European Commission Services without any modifications.</p> <p>The Chair asked SC.1 to vote to decide on the Czech proposal by voting. SC.1 agreed with 20 member States in favour, one member State against, and there were no abstentions.</p> <p>The outcome of the voting on the Czech proposal was that twenty votes were cast in favour, no member States objected, and there were no abstentions.</p> <p>Therefore SC.1 mandates UNECE Secretariat to sign the Administrative Arrangement between UNECE and European Commission Services on continuing activities envisaged in the Memorandum of Understanding between the European Commission Services and UNECE of 2009, for the period 1 January 2023 to 31 December 2024.</p> <p>The Russian Federation stated that they did not recognize the vote nor the decision by SC.1, and would bring the matter to the Inland Transport Committee, EXCOM and the UNECE Executive Secretary.</p>
2(b)(ii)		<p>SC.1 requested the secretariat to invite other UN regional commissions to present on other regional agreements at its next session.</p> <p>The Chair reminded SC.1 participants to consult their capitals on whether it would be appropriate to open AGR to accession by non-ECE member States, so that a discussion and decision may preferably be reached at the next session.</p> <p>Türkiye tabled Informal document No. 2 which contained a proposal amendment to Annex I of the agreement with reference to E99, E691, E881, E981 and E982. The Chair requested that the document be tabled as a formal document at the next session for SC.1's endorsement.</p>
2(b)(iii)		SC.1 requested the secretariat's assistance in preparing a survey to be sent to contracting parties to the agreement to enquire about the status of implementation on their territories.
2(d)		The European Commission shared that the Protocol to the Interbus Agreement regarding regular and special regular services (which has been open for signature and ratification since 23 October 2020) has been ratified by the European Union. It requires at least two other contracting parties besides the European Union to enter into force. The European Commission was requested to provide an update at the next session.

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2(e)	ECE/TRANS/SC.1/2022/4	Poland and Türkiye tabled ECE/TRANS/SC.1/2022/4 with a proposed definition. At the request of Poland, and as the Russian Federation was not present for this agenda item, SC.1 agreed to postpone its discussion on this item until the next session.
4		As there was no further discussion at this and its previous session, SC.1 decided to remove this item from its agenda.
5(a)(i)		SC.1 invited Latvia and Ukraine to work with the TEM member countries in documenting their road safety audit and road safety inspection good practices.
5(a)(ii)		SC.1 requested an update at its next session.
5(b)		At this session, the TEM Project Manager elaborated on potential areas of contribution to SC.1 including analytical works and the identification of current practices in the road infrastructure safety management of TEM member countries and within the ECE region. In addition, guidelines for the implementation of necessary road infrastructure safety management procedures, and a review of the AGR agreement from the perspective of the inclusion of road safety audits and road safety inspections, could also be potential contributions.
6	ECE/TRANS/SC.1/2022/1	SC.1 approved the changes to Annex 1 of RE.4 per ECE/TRANS/SC.1/2022/1 with the following change in paragraph 3 of Annex 1 as reflected in ECE/TRANS/SC.1/2022/1: deletion of the text “in a Portable Document Format (PDF)”.
7	ECE/TRANS/SC.1/2020/2	SC.1 requested that Germany submits ECE/TRANS/SC.1/2020/2/Rev.1 which reflects the changes that were made at this session and the proposed rules to be revisited at its next session.
8(c)	ECE/TRANS/SC.1/2022/3	<p>SC.1 participants were invited to incorporate the Global Plan of the Decade of Action for Road Safety 2021-2030 in their work activities where relevant, with particular emphasis on safe roads and road infrastructure.</p> <p>Updates to the implementation status of the ITC Strategy by providing necessary additions and changes to the status column in ECE/TRANS/2022/3 were requested by 21 October 2022. Using ECE/TRANS/SC.1/2022/3 which was prepared by the secretariat, SC.1 approved the suggested responses and requested the secretariat to include information on its expanding body of work and progress made where relevant.</p> <p>SC.1 requested the Chair, with the support of the secretariat, to take into account SC.1’s activities and discussions to date and to reflect these as appropriate in the documents that are being prepared for ITC.</p> <p>SC.1 invited the Secretary of WP.5 to provide an update at its next session given the synergy with SC.1’s work.</p> <p>SC.1 invited the secretariat to provide an update at its next session which anticipates coverage of a final workshop on the car sharing and car pooling project.</p>
9		SC.1 elected its officers for the period of October 2023 to September 2025. Mr. Roman Symonenko (Ukraine) was re-elected as Chair, and Ms. Annija Novikova (Latvia) and Mr. Krzysztof Lewczak (Poland) were re-elected as Vice-Chairs.
10		SC.1 requested the secretariat to prepare a presentation on the legal instruments under SC.1’s purview for discussion at its next session.

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		SC.1 was invited to participate in a workshop on cross-border insurance of motor vehicles jointly organized by ECA, ECE, ECLAC, ESCAP and ESCWA on 19 October 2022. Presentations were given by the insurance card organizations responsible for administering the Green, Blue, Orange, Brown and Yellow cards. The conclusions and recommendations from the workshop are contained in Annex 3.
12		The Working Party adopted the report of this session.
Annex 3		<p style="text-align: center;">Workshop on Cross-border Insurance of Motor Vehicles</p> <p style="text-align: center;">Jointly organized by ECA, ECE, ECLAC, ESCAP and ESCWA</p> <p style="text-align: center;">Geneva, 19 October 2022</p> <p style="text-align: center;">Conclusions and recommendations</p> <p>The facilitation of cross-border road traffic is of paramount importance for the economic development of countries and the socio-cultural exchange between people. Wherever there are borders, the economic and cultural development of people living in border areas should not be limited to exchanges with their own country but should also extend beyond the borders.</p> <p>Cross-border insurance of motor vehicles is an effective tool to facilitate cross-border road traffic with the mutual recognition of insurance and guarantees for reimbursement of compensations paid. It needs cooperation of both governments, to provide the necessary legal and administrative framework, and the insurance business, to operate in and between countries.</p> <p>The different existing cross-border motor vehicle insurance systems, also known as “the card systems” (brown, yellow, pink, white, orange, blue, green) have been developed in different regions of the world for facilitating cross-border movements.</p> <p>The participants expressed appreciation to the five United Nations regional commissions for jointly organizing this first ever workshop which allowed the representatives of the card systems from different regions to exchange information, experiences and good practices.</p> <p>The participants appreciated the effectiveness of the implementation (for instance effective compensation, assistance etc) by the various card systems in the regions to date.</p> <p>The participants suggested approaches to overcome and mitigate challenges posed by the implementation of the various existing card systems.</p> <p>The participants pondered the relevance of having a harmonised unique third party of vehicles cross-border insurance system.</p>

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		<p>The participants strongly recommended compulsory minimum third party insurance for all motor vehicles as part of road safety programs.</p> <p>The participants recognized that a closer cooperation between the card systems would facilitate an increased functioning of all of the card systems.</p>