



Economic Commission for Europe
Inland Transport Committee
Eighty-fifth session

Geneva, 21-24 February 2023

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

1. The Inland Transport Committee (ITC or Committee) held its eighty-fifth session from 21 to 24 February 2023 in Geneva, with Ms H. Meesters (the Netherlands) as Chair.

II. Attendance

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

3. Representatives of the following countries attended under Article (b) of the ITC Terms of Reference: Afghanistan, Algeria, Angola, Bahamas, Brazil, Cameroon, Republic of Congo, Côte d'Ivoire, Dominican Republic, Egypt, India, Indonesia, Iran (Islamic Republic of), Iraq, Japan, Republic of Korea, Lao People's Democratic Republic, Lebanon, Madagascar, Malawi, Malaysia, Maldives, Mexico, Morocco, Nepal, Pakistan, Panama, Peru, Qatar, Saudi Arabia, Senegal, Sri Lanka, Sudan, Syrian Arab Republic, Togo, Tunisia, United Arab Emirates, Zambia and Zimbabwe.

4. The European Union was represented.

5. Representatives of the following United Nations departments, specialized agencies and related organizations attended: International Telecommunication Union (ITU), United Nations Environment Programme (UNEP), United Nations Institute for Training and Research (UNITAR) and World Meteorological Organization (WMO). 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).

6. Representatives of the following intergovernmental organizations took part: Asia-Europe Foundation (ASEF), Organization of the Black Sea Economic Cooperation (BSEC), Committee of the organisation for cooperation between railways (OSJD), Economic Cooperation Organization, Eurasian Economic Commission (EEC), International transport forum (ITF-OECD), Organization for Security and Co-operation in Europe (OSCE), Intergovernmental Organisation for International Carriage by Rail (OTIF), Permanent secretariat of the intergovernmental commission TRACECA, Transport Community, World Customs Organization and World Trade Organization.

7. The following non-governmental organizations were represented: Association of the Bulgarian Enterprises for International Road Transport and Roads (AEBTRI), AVL, Conference of European Directors of Roads (CEDR), CUTS International Geneva, European Association of Automotive Suppliers, European Association for Electro mobility (AVERE), FIA Foundation for the Automobile and Society, 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), iRAP, National Association of Automobile and Urban Passenger Transport Enterprises, Peaceland Foundation, Road safety pioneers, SAE International, The Club of Rome, World Bicycle Industry Association (WBIA) and World Road Association.

8. The following representatives also attended at the invitation of the secretariat: Al Montada Association for Road Safety and Protection of Environment, AVL List GmbH, Black Sea Trade and Development Bank, Chamber of Commerce and Industry of Serbia, Citizens Coalition for Change Zimbabwe, DEKRA, DIRD Group Bangladesh, ElaadNL, European Institute of the Mediterranean (IEMed), EuroMed Transport Support Project, Federal Resource Center, Hungarian Public Roads, ITS Nationals (Network of National ITS Associations), Georgian Technical University, GES GROUP, Union of Chambers and Commodity Exchanges of Turkey (TOBB), The Center for Strategic Research, The Energy Authority, TIC Council, and Yandex Inc.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/327 and Add.1

9. The Committee **adopted** the provisional agenda (ECE/TRANS/327 and Add.1).

IV. Actions of the Inland Transport Sector to Join the Global Fight Against Climate Change (agenda item 2)

Documentation: ECE/TRANS/2023/1, ECE/TRANS/2023/2

10. Building on recommendations by the Inland Transport Committee (ITC) and Bureau debates, the general theme of the policy segment was on “Actions of the inland transport sector to join the global fight against climate change” (ECE/TRANS/2023/1). This theme provided the opportunity to reflect on the unique assets of the Committee, highlighting its value added and underlining its future potential in curbing greenhouse gas emission trends from inland transport in a disaster-hit global economy due to the impacts of climate change regionally and globally. The high-level policy segment consisted of three panels:

(a) Critical partnerships and leaving no-one behind in the climate battle: global challenges and winning formulas for net-zero leaders;

(b) Bridging regulators and innovators to bring to scale critical technologies supporting climate change mitigation actions;

(c) A bet we can’t afford to lose: challenges and opportunities in the nexus of international financial and regulatory support for climate action.

11. The meeting was concluded with the announcement of the Ministerial Declaration “Harnessing the full potential of inland transport solutions in the global fight against climate change” (ECE/TRANS/328/Annex I). For a concise report of the Ministerial segment, see ECE/TRANS/328/Add.1, Annex I.

12. The Committee **noted** the Ministerial Declaration on “Harnessing the full potential of inland transport solutions in the global fight against climate change”, endorsed by 29 Ministers and other heads of delegations, **expressed its support for** the Declaration’s call to leverage the Committee’s unique assets for the achievement of the climate targets of the 2030 Agenda and the Sustainable Development Goals, **and decided to include** the Declaration (ECE/TRANS/328/Annex I) together with the list of Ministers and heads of delegations who endorsed it (ECE/TRANS/328/Annex II)¹ as well as other opinions expressed as an annex to the report of its eighty-fifth session².

¹ The report reflects the list of countries endorsing the Declaration, as per established practice.

² For opinions expressed, see ECE/TRANS/328/Add.1, Annex V.

V. Meeting on the Implementation of the Inland Transport Committee's revised Terms of Reference and Strategy until 2030 for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies (agenda item 3)

Documentation : ECE/TRANS/2023/3, ECE/TRANS/2023/4/Rev.1

13. The Committee **welcomed** the organization of the thirteenth 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. The Committee **expressed its satisfaction** for the progress achieved in the operationalization of the revised ITC Terms of Reference (TOR) and **requested** the secretariat to align the programme of work to the revised TORs, and enhance the secretariat's support to Member States, as well as the Committee and its subsidiaries, to fully materialize the revised TORs.

15. In line with the decisions at its sessions since the adoption of the ITC Strategy, the Committee **welcomed with satisfaction** the progress achieved during 2022 by the Committee and its Working Parties in implementing the ITC Strategy until 2030, **invited them** to continue implementing the next steps and **decided** to include a follow-up step under Task 4.3 of ECE/TRANS/2023/3 as follows: "Operationalize ITC TOR and Rules of Procedure (ROP) and achieve necessary alignments to ITC TOR/ROP by its subsidiary bodies". The Committee further **invited** the secretariat in collaboration with the Bureau to continue monitoring the implementation of the Strategy and report at its next annual meeting on progress made, and when suitable, propose adjustments to the next steps.

16. The Committee **took note** of the update on the status of the alignment of the Rules of Procedure of its subsidiary bodies, in line with its decision at its eighty-second session, **expressed its satisfaction** about the progress made; **thanked** those Working Parties that had completed their assessment and reported back to the Committee; **expressed its appreciation** to SC.2, SC.3, WP.15/AC.2 and WP.24 for their swift actions on this front, **encouraged all working parties to review and align** their ToRs to those of the Committee, as appropriate and **requested** those Working Parties that did not have the opportunity to do so yet, to inform the Committee at latest at its eighty-sixth plenary session in 2024 about the status of their alignment.

17. Furthermore, the Committee **noted with interest** the analysis contained in ECE/TRANS/2023/4/Rev.1 and **invited** its Working Parties to take into consideration the "Draft Recommendations for Harmonized Elements in the Terms of Reference of ITC Working Parties", as contained in Annex II to of ECE/TRANS/2023/4, in their continued alignment efforts, when and as appropriate.

18. **Noting that** the year 2023 marks the fourth cycle of reviews of Working Parties' mandates by their parent sectoral committees, in line with the outcomes of the 2005 reform of ECE and the ensuing guidelines for the establishment and functioning of working parties within ECE (ECE/EX/1) and **taking into consideration** the review and analysis contained in ECE/TRANS/2023/4/Rev.1, **decided to proceed** with the review process in the course of 2023, noting that it takes place in the context of a broader transformation following the endorsement of the ITC Terms of Reference by ECOSOC (E/RES/2022/2).

19. The attending Chairs of the Committee's Working Parties **expressed unanimously their strong support** during a dynamic dialogue on how best to integrate the key operative clauses of the Ministerial Declaration "Harnessing the full potential of inland transport solutions in the global fight against climate change" in the workstreams of relevant subsidiary bodies of the Committee. More details can be found in Annex III to this document.

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/2023/5, ECE/TRANS/2023/6, ECE/TRANS/2023/7, ECE/TRANS/2023/8

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

21. 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 (ECE/TRANS/2023/5); 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.

22. The Committee **welcomed** ECE/TRANS/2023/5 which was compiled in response to Commission-related decisions on strengthening the work of sectoral committees in the area of circular economy and **requested** the secretariat to submit it for information to the Commission during its seventieth session under relevant agenda items; **thanked** those of its Working Parties that enhanced and expanded their work on the specific aspects of circular economy in transport, for progress made on that front; and **encouraged** further work to be continued at the level of the relevant Working Parties and reported to the Committee in regular intervals.

23. The Committee also **welcomed** ECE/TRANS/2023/6 which contains ITC contributions to the upcoming seventieth session of ECE and, **recognizing** the high relevance and impact of the Commission deliberations on the topic of digital and green transformations at its seventieth session for the work of the Committee and its subsidiary bodies, **requested** the secretariat to submit the following draft decision on transport matters for consideration and possible adoption at the ECE session:

“The United Nation Economic Commission for Europe is **invited to consider for adoption** at its seventieth session the following decisions in support of the work of the Inland Transport Committee and its subsidiary bodies in the area of digitalization and green transformation:

- **acknowledge** the importance of the TIR Convention and of the eTIR international system towards seamless, paperless and efficient border-crossing operations internationally, further facilitating road / intermodal transport and trade and **request** the countries that have not yet performed interconnection of their customs systems with the eTIR international system to do so as soon as possible;
- **reiterate** its support to the TIR Convention recognizing the benefits it created since its entry into force for transport and trade facilitation, **appealing** for its further geographical expansion and **inviting** United Nations Member States from all regions to become contracting parties to the Convention;
- **welcome** the efforts of the secretariat and the contracting parties to operationalize the eCMR protocol to the CMR Convention and **invite** all relevant parties to finalize this demanding task as soon as possible, and to ensure that the future eCMR system will include the interests of all stakeholders involved in today’s daily CMR practice and of all regions, thus creating a sustainable electronic solution and continuing the great success over time of the CMR Convention by leading road transport and therefore intermodal transport to a fully digital environment;
- **noting** the development of the International Transport Infrastructure Observatory on a Geographical Information Technology Platform, including the work done on

the adaptation of transport infrastructure to climate change, **invite** countries to start using the tool and benefit from its services **emphasizing that** this work is a good practice that further facilitates the sustainable development of transport infrastructure;

- **welcome** the establishment of a package of guidance or regulations in the area of vehicle automation by the ECE/ITC World Forum for Harmonization of Vehicle Regulations;
- welcome activities of the ECE/ITC World Forum for Harmonization of Vehicle Regulations and by United Nations Member States towards the establishment of minimum technical safety and **specific** environmental requirements for used and new vehicles designated for markets in low- and middle-income countries, where some 90 per cent of global road crash fatalities occur;
- **note** the ongoing work and regulatory results by the ECE/ITC World Forum for Harmonization of Vehicle Regulations for the safety, energy consumption testing, and carbon Life-Cycle-Assessment of, *inter alia*, electric and hydrogen vehicles and **emphasize that** these regulatory tools provide a sound basis for efficient decarbonization of road transport;
- **recall** the ITC carbon emission modelling tool (the ForFITS Model), and **invite** countries, regions or cities to request modelling of impact for different policy measures planned towards mitigation of road transport-based carbon emissions. **Welcome** the partnership activities with external stakeholders held under the ForFITS umbrella, such as the Transport Data Commons initiative”.

24. The Committee **was updated** about the follow-up to the launch in 2021 of the Global Plan for the Second Decade of Action for Road Safety, that was 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 **reiterated its concern** for the limited progress globally in meeting the Sustainable Development Goal targets on road safety.

25. The Committee **welcomed** the update on the implementation 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); **requested the secretariat to support** the implementation of the Global Plan through the development of tools to support national road safety system assessments that, in turn, will help interested contracting parties to core road safety conventions systematically identify gaps and areas for interventions in their national road safety systems and **present a progress report** at the Committee’s eighty-sixth plenary session.

26. **Noting** the completion of the ECE Road Safety Action Plan in 2020, following the end of the first Decade of Action for Road Safety, the Committee **thanked** the secretariat for developing a revised ECE Road Safety Action Plan, 2023-2030, in line with the Committee’s decisions at its eighty-fourth session; and **took note of** the principles covered in the revised “ECE Road Safety Action Plan, 2023-2030”, as contained in ECE/TRANS/2023/7, and **invited** its relevant Working Parties to submit in the course of 2023 their first inputs to the secretariat in the corresponding areas of the action plan that are relevant to their work and contributions.

27. The Committee **requested** its Chair to convey in her report to EXCOM the contributions of the transport pillar of ECE for the achievement of the Sustainable Development Goals and relevant ITC decisions for approval by EXCOM.

28. The Committee **noted** that, in light of the exceptional circumstances triggered by the COVID-19 pandemic, EXCOM adopted on 6, April 2020 Special Procedures during the COVID-19 period, authorizing decision-making for EXCOM under silence procedures during the remote informal meetings replacing official meetings. The Committee may also **wish to note** that on 5, October 2020, EXCOM adopted special procedures to take decisions

in formal meetings with remote participation (ECE/EX/2020/L.12). In accordance with these EXCOM decisions, the Committee **took note** of document ECE/TRANS/2023/8, 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/2023/9

29. The Committee **adopted**:

- (a) the updated Terms of Reference of the Working Party on Rail Transport (SC.2), as contained in Annex I to ECE/TRANS/2023/9;
- (b) the new Rules of Procedure of SC.2, as contained in Annex II to ECE/TRANS/2023/9;
- (c) the new Terms of Reference for the Revisions Committee of the Model Rules on the Permanent Identification of Railway Rolling Stock, as contained in Annex III to ECE/TRANS/2023/9;
- (d) the Rules of Procedure of the Working Party on Inland Water Transport (SC.3), as contained in Annex IV to ECE/TRANS/2023/9;
- (e) the Rules of Procedure of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee – WP.15/AC.2), as contained in annex V to ECE/TRANS/2023/9;
- (f) the new Rules of Procedure of the Working Party on Intermodal Transport and Logistics (WP.24) as contained in Annex VI to ECE/TRANS/2023/9.

30. The Committee **decided** to:

- (a) **Endorse** the extension of the mandate of the Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic (LIAV) until December 2024, with a focus to (i) **undertake** the assessment collectively of any gaps in the conventions and resolutions under the auspices of WP.1, and (ii) **identify** the issues to be addressed;
- (b) **Note** the work already done in this area; and
- (c) **Recommend** that WP.1 revisit the ToR of the Group of Experts.

31. The Committee **endorsed** the extension of the mandate of the Group of Experts on AETR until 30 June 2025.

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

Documentation: ECE/TRANS/2023/10

32. The Committee **acknowledged** document ECE/TRANS/2023/10, containing the results of the meetings held by the ITC Bureau in 2022.

VIII. Programmatic Issues (agenda item 6)

A. Programme of Work for 2023 and Recommendations on Key Components of the Programme of Work for 2025

Documentation : ECE/TRANS/2023/11, Informal document No. 1

33. The Committee **recalled** that the draft programme of work for 2023 is based on the programme plan of the subprogramme for 2023 which was adopted by the seventy-seventh session of the United Nations General Assembly in December 2022 as part of the ECE proposed programme budget for 2023. The Committee **adopted** the draft programme of work of the Transport Subprogramme for 2023 (ECE/TRANS/2023/11) 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 2025 (Informal document No. 1).

B. Programme Plan for 2024

Documentation: ECE/TRANS/2023/12

35. The Committee **reviewed** the Programme Plan for 2024 for the transport subprogramme (ECE/TRANS/2023/12), **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 2024

Documentation: ECE/TRANS/2023/13/Rev.1

36. The secretariat **informed** the Committee about the publications programme for 2024. The Committee **expressed its support for and endorsed** the publications programme for 2024 contained in ECE/TRANS/2023/13/Rev.1, and **recommended** that the relevant Working Parties take part in the preparation of these publications, as appropriate.

37. The Committee **was informed** that the ECE secretariat, in collaboration with the secretariat of the Organization for Security and Co-Operation in Europe (OSCE), is preparing "A practical guide to cross-border facilitation", the text of which will be available later in 2023. The focus of this publication, which builds on the earlier joint OSCE-ECE Handbook of best practices at border crossings (published in 2012), is on transport facilitation in inland transport and it presents a good opportunity to promote some of the United Nations' transport and border crossing facilitation tools, including TIR/eTIR, CMR/eCMR etc. The Committee **mandates** the secretariat to prepare this publication as an official United Nations publication in the three ECE working languages by 2024.

D. Schedule of Meetings in 2023

Documentation: ECE/TRANS/2023/14/Rev.1

38. The Committee **adopted** the list of meetings in 2023, based on proposals from the Committee's subsidiary bodies, as contained in ECE/TRANS/2023/14/Rev.1.

IX. Strategic Questions of a Horizontal and Cross-Sectoral Policy or Regulatory Nature (agenda item 7)

A. Status of Accession to International United Nations Inland Transport Conventions and Agreements

Documentation: ECE/TRANS/2023/15

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

40. In this regard, the Committee **emphasized the urgency of accelerating accessions to and implementation** of the United Nations transport conventions and agreements under its purview that form the framework for regulatory governance of inland transport internationally and **invited** countries, which had not yet done so, to accede to and implement the United Nations conventions and other legal instruments in inland transport.

41. When considering these issues, the Committee **took note** of ECE/TRANS/2023/15 on the status of accessions to United Nations legal instruments on inland transport administered by the Committee and its subsidiary bodies as of December 2022.

B. Implementation of the International United Nations Inland Transport Conventions and Agreements (Statements by Delegates)

Documentation: ECE/TRANS/2023/16

42. Representatives of United Nations Member States which are contracting parties to United Nations inland transport conventions and agreements had the opportunity to share national and regional experiences, including challenges and special needs, in their efforts to implement the conventions to which they have acceded.

43. 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; **also welcomed** Member States' accession and implementation of their concerned instruments, including conventions, General Assembly Resolutions and also **requested** the secretariat to provide technical assistance and services to the requesting states, within existing resources. Therefore, the secretariat is kindly **invited to explore** additional resources to reflect on the needs of the concerned countries. In addition, the Committee **encouraged** Member States to continue their valuable support through sharing their experiences and informing about challenges and particular requirements that pave the way for interested countries to finalize procedures for accession.

44. The Committee **expressed** condolences to and solidarity with Türkiye and all the people impacted in the region in the context of the tragic recent earthquakes. Understanding the disruptions that the situation may create for inland transport operations – both within and outside Türkiye – ITC **invited** any other Group, upon request of Türkiye, to analyze such requests as soon as possible and make use of the flexibility available within their mandate to support them.

45. 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** ECE/TRANS/2023/16 that contains an overview of monitoring of implementation issues and dynamics as well as of regional accession trends and dynamics in relation to key clusters of United Nations inland transport conventions and agreements; **noted with interest** the gaps and needs for capacity building identified in the statements and the paper; **invited** its contracting parties and other interested United Nations Member States to share with the secretariat until 28 April 2023 their needs for capacity building, advisory services or other technical assistance for the

implementation of the Conventions to which they are already contracting parties and, if appropriate and relevant, their interest in acquiring further knowledge on the Conventions that their Government may wish to accede to in the future; **noted** the need for capacity building from non-ECE regions on accession and implementation of the United Nations legal instruments on inland transport, and **requested** the secretariat to explore various ways to undertake such capacity building; and **requested** the secretariat to prepare with the support of the ITC Bureau a detailed note with analysis of these demands and options to address them and submit it to the Committee for its consideration and possible decisions at its eighty-sixth session in 2024.

46. The Committee **noted** the information on the available options for monitoring of implementation of key conventions under the purview of the Committee and **provided guidance** to the secretariat on ways to enhance the monitoring and implementation of its legal instrument with a view to better support the needs of its member States and contracting parties.

C. Challenges and Emerging Trends of Inland Transport

1. In different regions (statements by delegates)

Documentation: ECE/TRANS/2023/17

47. Representatives of United Nations Member States that are contracting parties to United Nations inland transport conventions and agreements had the opportunity to share challenges and emerging trends of inland transport in their respective regions.

48. The Committee **took note** of 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.

49. **Taking into consideration** ECE/TRANS/2023/17 that contains a review of post-COVID-19 recovery efforts and challenges in different regions, the Committee **requested the secretariat and the ITC subsidiary bodies** to integrate this information in their work, in order to make it more relevant and impactful worldwide.

2. In the special situation of the war against Ukraine: impact on transport connectivity

Documentation: ECE/TRANS/2023/18

50. The Committee **considered** document ECE/TRANS/2023/18 which contains an overview of the project on technical assistance of the secretariat in Ukraine regarding the connectivity with neighbouring countries and measures taken by the Secretariat to respond to the negative impact of the Russian aggression against Ukraine to the regional connectivity.³

D. Information and Computerization Technologies, and Intelligent Transport Systems

Documentation : ECE/TRANS/2023/19/Rev.1, ECE/TRANS/2023/20

51. 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/2023/19/Rev.1). Furthermore, the Committee **noted** the report of the activities of the Informal Working Group on Intelligent Transport Systems (ITS).

³ This decision was adopted by vote: 24 in support; 2 against. An alternative version of the decision included in this paragraph that was proposed by the Russian Federation was rejected by vote: 24 against, 2 in support. The secretariat's proposal for this decision was not considered. Statements made by member States and the secretariat's declaration can be found in ECE/TRANS/328/Add.1, Annex V.

52. The Committee **took note** of the status of implementation by the Committee and its subsidiary bodies of the revised Intelligent Transport Systems (ITS) Road Map that was adopted at its eighty-third session and **encouraged**:

- The Global Forum for Road Traffic Safety to continue its considerations and exchange of views on automated vehicles in traffic.
- The World Forum for Harmonization of Vehicle Regulations and its subsidiary bodies to continue their activities on automated and connected vehicles.
- The RID/ADR/ADN Joint Meeting (WP.15/AC.1) to continue its activities on telematics.
- The Working Party on Intermodal Transport and Logistics to address Action 12 of the ECE Road Map on ITS.

53. The Committee **informed** about the activities of the Committee's subsidiary bodies on information and computerization technologies (ECE/TRANS/2023/20). The Committee **encouraged** continuation of the work of:

- the Working Party on Road Transport (SC.1) on the operationalization of eCMR ensuring inclusion of all stakeholders and regions.
- the Working Party on Customs Questions Affecting Transport (WP.30) and of the TIR administrative committee (AC.2) on the eTIR international system and interconnection with national customs systems.
- WP.30 on digitalizing the 1954 (private) and 1956 (commercial) temporary importation conventions and the Carnet de Passage en Douane (eCPD).
- TIR Executive Board (TIRExB)/ on the International TIR Data Bank (ITDB), the eTIR (web) portal for holders and its mobile applications for customs officers and TIR Carnet holders.
- WP.30 on the observatory on border crossings status due to COVID-19.
- of the Working Party on Transport Trends and Economics (WP.5) on the international transport infrastructure observatory developed on a Geographical Information System (GIS) platform,
- of WP.5 work and data / GIS tool on climate changes impact and adaptation on transport networks.
- of WP.5 on the Sustainable Inland Transport Connectivity Indicators (SITCIN) tool.

E. Environment, Climate Change and Transport:

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

Documentation: Informal document No. 2

54. The Committee **was informed** about progress in implementing the Sustainable Development Goals, despite the impacts of the pandemic and major global processes/initiatives to track progress, including the targets and indicators of the Sustainable Development Goals (Informal document No. 2). 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.

55. The Committee noted that the secretariat had conducted a mapping of the Sustainable Development Goals most relevant to the work of the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals and its two sub-committees. The document prepared by the secretariat was considered at the December 2021 sessions of the sub-committees and a

summary has been recently made available on the website.⁴ Experts had been invited to identify the Sustainable Development Goals addressed by their proposals when submitting them for consideration by the sub-committees.

56. At its September 2022 session, the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods had agreed to insert a new item on its agenda on the implementation of Agenda 2030 and invited delegations to identify the sustainable development goals addressed by their proposals. It had also agreed to further discuss at its spring 2023 session the main sustainable development goals applicable to its work.

2. Inland Transport Committee acting on climate change adaptation and mitigation

Documentation: ECE/TRANS/2023/21, Informal document No. 3

57. The Committee, recognizing the worsening situation globally due to the increasing frequency and severity of impacts from climate change that creates increased demands and opportunities for inland transport, the main transport contributor to CO₂ emissions, to become part of the solutions' mix, **had invited** its Working Parties to submit to the secretariat their ongoing contributions, future plans and suggestions in support of climate change mitigation and 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 (ECE/TRANS/316, para 51(c) and (d)). The Committee **considered** ECE/TRANS/2023/21 which was prepared in direct implementation of this mandate.

58. The Committee **expressed its concern** for the worsening situation globally due to the increasing frequency and severity of impacts from climate change and recognized the urgent need for inland transport, the main transport contributor to CO₂ emissions, to become part of the solutions' mix; **expressed its appreciation** to those of its Working Parties that submitted to the secretariat their ongoing contributions, future plans and suggestions in support of climate change mitigation in response to the Committee's decision at its eighty-fourth session; and **thanked** the secretariat, in consultation with the Bureau, for preparing for the Committee's consideration ECE/TRANS/2023/21, a comprehensive paper with these activities and action-oriented options for the Committee and Working Parties.

59. The Committee **discussed the way forward** on possible ways to strengthen the role and contribution of the Committee on this critical matter which is addressed horizontally by several of the Committee's subsidiaries, as well as the Committee itself.

60. On the basis of ECE/TRANS/2023/21, the Committee **decided** on the following ways to strengthen its role and contribution on this critical matter that is addressed horizontally by several of the Committee's subsidiaries, as well as the Committee itself:

(a) **requested** the secretariat, in close cooperation with the Committee's Bureau and relevant subsidiary bodies, to develop an ambitious strategy document for reducing Green House Gas (GHG) emissions in inland transport based on international United Nations legal instruments under the Committee's purview with priority actions for The Inland Transport Committee (ITC) and all its relevant subsidiary bodies, supported by a strong action plan with milestones, for consideration and possible adoption by the Committee at its eighty-sixth plenary session (2024);

(b) **requested** its relevant subsidiary bodies and treaty bodies to accord priority to timely amendments to the United Nations inland transport legal instruments to support safe and efficient achievements of the targets, commitments and solutions on climate change;

(c) **requested** its relevant subsidiary bodies to continue efforts towards harmonization of performance requirements and intelligent transport systems related legal instruments directly contributing to reduction of GHG emissions through improvement of fuel/energy use efficiency; efficient use of transport networks; shift from private cars to

⁴ https://unece.org/transport/dangerous-goods/ecosoc-bodies-dealing-chemicals-safety#accordion_8

public transport when available; flexible load and storage resources for the power grid (electric cars) and automation;

(d) **requested** its subsidiary bodies and treaty bodies to intensify efforts towards digitalization of main United Nations inland transport conventions;

(e) **invited** its relevant subsidiary bodies to reflect on environmental and energy efficiency considerations,

(f) **expressed** its strong and active support towards the task initiated by the Working Party on Pollution and Energy (WP.29/GRPE) to develop a globally harmonized methodology to determine the life-cycle carbon footprint of road vehicles;

(g) **requested** the secretariat to report biennially through in-depth reports to the Committee on climate change and inland transport, starting at the Committee's eighty-sixth session in 2024;

(h) **requested** the secretariat to **align** its work programme to the ministerial declaration and **accord** priority to its implementation.

61. The Committee **noted** the work of the For Future Inland Transport Systems (ForFITS) Tool⁵ in the activities to support governments to mitigate the negative impacts of transport on the environment and the implementation status of ForFITS over the last several years (Informal document No. 3).

62. The Committee **received a report** on progress in the work of the Group of Experts on assessment of climate change impacts and adaptation for inland transport. The Committee **called upon** member States to engage in the urgent work on adaptation of transport systems to climate change and, in this context, acknowledge the progress made by the Group of Experts on assessment of climate change impacts and adaptation for inland transport in developing important supporting material for facilitating the efforts of countries and their transport professionals in this endeavour.

3. Green transport and the environment

63. The Committee was **informed** about progress in relation to the work on green transport across the Sustainable Transport Division, particularly in relation to implementing the ITC Strategy considering the cross-cutting nature of green transport initiatives across the activities of the ITC and its subsidiary bodies.

4. Transport, Health and Environment Pan-European Programme

64. The Committee **took note** of the report of THE PEP Steering Committee on its twentieth session (17-19 October 2022, online) (ECE/AC.21/SC/2022/2).

65. The Committee **was informed** about the implementation of the outcomes of the fifth High-level Meeting on Transport, Health and Environment in particular on the Vienna Declaration adopted at the High-level Meeting including its annexes including the ongoing work on the various partnerships that support the work of THE PEP. The Committee **was also informed** about progress on the development of a strategy for THE PEP and considerations on the development of a dedicated THE PEP legal instrument.

66. The Committee **expressed its continued support** for THE PEP; **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.

67. The Committee **encouraged** member States to ensure participation of their transport sector representatives in the work of THE PEP Steering Committee.

⁵ Originally developed by ECE with funding from the United Nations Development Account.

F. Inland Transport Security

68. The Committee **was briefed** on the results of a Round Table on Protection of transport infrastructure at the stages of design, construction, and operation held in the framework of the Working Party on Transport Trends and Economics (WP.5) on 7 September 2022.

G. Analytical Work on Transport

Documentation: ECE/TRANS/2023/22, ECE/TRANS/2023/23

69. The Committee **received a report** by Ms E. de Wit (the Netherlands), Chair of the Working Party on Transport Trends and Economics (WP.5), on the analytical work of WP.5 in 2022 (ECE/TRANS/2023/22). WP.5 serves as a think tank for ITC, it leads policy discussions on subjects of a horizontal nature that are relevant for ECE member States, the Committee, and its subsidiary bodies, as well as for the legal and regulatory framework of inland transport.

70. The Committee **expressed its appreciation** for the workshop that was held in the framework of WP.5 on protection of inland transport infrastructure from acts of unlawful interferences at the stages of design, construction, and operation; **welcomed** the WP.5 decision to organize a designated seminar on cyber security threats to electrical vehicle charging stations (EVCS) as part of its annual session in 2023, and **recommended** that such effort should be undertaken in cooperation with other relevant Working Parties.

71. The Committee **appreciated** the development of the International Transport Infrastructure Observatory (ITIO) on a Geographic Information System (GIS) technology platform, including the work done on the adaptation of transport infrastructure to climate change; **invited** countries that have not yet done so, **to appoint** National Focal Points and **use** the tool in a test phase; **recognised** that this work is a good practice that creates economies of scale and further facilitates the sustainable development of transport infrastructure; and **requested** the secretariat to inform the ITC Bureau and the Committee on the outcomes of the tests at its session next year.

72. The Committee **expressed its appreciation** to the secretariat for its ongoing efforts to contribute to the development of the Sustainable Inland Transport Connectivity Indicators (SITCIN) user platform and eLearning course and invited countries that had not yet done so to appoint National Focal Points and start using the tool and benefit from its services.

73. The Committee **welcomed** the targeted and forward-looking discussions that were held at a WP.5 round table aimed at discussing the operational rail capacity of the Trans-Caspian and Almaty-Istanbul corridors, co-organized jointly by the ECE and ECO secretariats; **appreciated** the request of participating railway companies and customs administrations from countries on both corridors to establish a coordination committee that would gather periodically in the format of a Group of Friends of the WP.5 Chair co-facilitated with the ECO secretariat to exchange views and information on inter alia the following issues: (a) Remaining technical inter-operability issues and the establishment of a unified time schedule and tariffs for both corridors; (b) the Development of a marketing plan for the corridor which could serve as a basis to attract higher interest levels from private sector operators and freight forwarders; and (c) Ongoing digitalization efforts of transport and customs documents. In this regard, it welcomed the first session of the corridor coordination committee that took place in December 2022 and **requested** the countries concerned and the secretariat to prepare an update report for discussion and review at the WP.5 annual session in 2023 to be submitted to the Committee at its session in 2024.

74. The Committee **requested** the secretariat to hold consultations with the Committee of OSJD, and also potentially OTIF and other organization, with participation of interested ECE and OSJD member States on the development of coordinated approaches on issues of the establishment of coordination mechanisms for the management of international transport corridors.

75. The Committee **welcomed** the adoption by WP.5 of the final report of the Group of Experts on Benchmarking of Transport Infrastructure Constructions Costs and **requested** the WP.5 secretariat to explore avenues to continue these efforts.

76. The Committee **welcomed** the inter-regional consultations that were held in the framework of WP.5 on electrification of urban mobility – opportunities and challenges for transport, energy, and spatial planning and **appreciated** the fact that this was co-organized jointly by the ECE Sustainable Transport and Sustainable Energy Divisions together with the Housing and Land Management unit. It **invited** the secretariat to continue holding and facilitating such consultations on targeted topics of inter-regional interest, in cooperation, if possible, with the other United Nations regional commissions as well as other regional / interregional organizations and relevant projects.

77. The Committee **welcomed** ECE/TRANS/2023/23 entitled “Taking stock of new trends towards electric vehicle charging infrastructure”, prepared by the Sustainable Transport Division in close consultation with the Sustainable Energy Division as requested at the Committee’s eighty-fourth session; **endorsed** the preliminary ideas formulated in the document for a stronger role by ITC and its relevant Working Parties and in this regard:

- **Took note** of the consideration given by WP.5, WP.24 and WP.6 to this document and its recommendations and welcomed the proposed actions.
- **Requested SC.1** to consider and make proposals on road transport developments in view of the electrification of Light-duty Vehicles (LDVs) and Heavy-duty Vehicles (HDVs) and how to best arrange the development of charging infrastructure. Further invited SC.1 to closely collaborate with WP.24 to find solutions serving best the transport haulage in general as well as the last mile deliveries.
- **Requested** WP.29 to make proposals on possible future activities on regulatory tools for harmonized communication between vehicles and Electrical Vehicle Supply Equipment (EVSE), taking into consideration already existing related standards and/or protocols.
- Given that addressing the various aspects of electrical mobility requires close cooperation among several of its subsidiary bodies, **requested** WP.5 to continue playing a coordinating role and report back to ITC at its next session.
- **Decided** to strengthen its cross-sectoral links, given the cross-sectoral nature of the topic at hand, when and as appropriate, including by creating synergies and engaging more closely with relevant sister sectoral Committees, such as the ECE Committee on Sustainable Energy on these matters.

78. The Committee **appreciated** ongoing WP.5 efforts in the field of international contingency management in follow-up to the recommendations produced by the Informal Multidisciplinary Advisory Group (IMAG) on Transport Responses to COVID-19; **encouraged** interested countries to participate on a voluntary basis in a secretariat led pilot project aimed at developing an International Contingency Management system for road, rail, or inland waterways on a specific segment of a corridor in the ECE region; and **requested** WP.5 to report back on further developments at the Committee’s eighty-sixth plenary session in 2024.

H. Capacity Development Activities in United Nations Programme Countries in the United Nations Economic Commission for Europe Region

Documentation: ECE/TRANS/2023/24

79. 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 ongoing Road Safety Performance Reviews (RSPR) in Uzbekistan and Moldova and **expressed its support** for the publication of RSPR reports to facilitate their dissemination and thus strengthen their impact in relevant countries; **thanked** the Regular Programme of Technical Cooperation (RPTC) for continuous

financial support for the implementation of capacity development projects in the past three years; **welcomed with satisfaction** the launching of the LearnITC platform, **noting** that it will enhance considerably the Division's capacity development abilities, **thanked** the secretariat for the development of the individual modules and **requested** it to continue with the further utilization/development of existing/new modules in order to support its capacity development priorities in support of all its contracting parties; **expressed its support** for the continued implementation of the ITC Capacity Development Action plan; and **added** developing the capability of all agencies involved in the improvement of road safety and support implementation of successful international benchmarking practices in particular through (i) the preparation and dissemination of modern work methods, procedures, technical guides, information technologies, management systems, organizational structures and regulations; and (ii) the preparation and execution of training programs for road safety institutions and specialists.

I. Continued Support to Landlocked Countries: the Vienna Programme of Action

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

J. Road Traffic Safety

81. The Committee **received a report** by Ms. L. Iorio (Italy), Chair of the Global Forum for Road Traffic Safety (WP.1), on recent developments in the work carried out by WP.1. This included information about: the recently completed work on the "resolution on safety considerations for activities other than driving undertaken by drivers when automated driving systems issuing transition demands exercise dynamic control"; the ongoing discussions on "remote driving"; the Human Factor and automated driving as a key issue for future road traffic; the on-going debate related to optical / audible signals in DAS and ADS vehicle; the on-going revisions related to the provisions on driving permits and international driving permits. The Committee **also received a report** on the efforts paid to promote safe, inclusive and sustainable mobility principles, with focus on road safety enhancement in regions where the fatalities toll is very high; as well as on the efforts linked to the driving under the influence analysis and related policies, as well as to Safe System approach and Multidisciplinary crash investigation as contributions to reaching the Sustainable Development Goal targets 3.6 and 11.2. Finally, the Committee was informed about comprehensive amendment proposals to the 1968 Convention on Road Signs and Signals, the corresponding amendments to the European Agreement Supplementing the 1968 Convention and to the Protocol on Road Markings (additional to the European Agreement). The Chair of WP.1 praised Ms. B. Rudolph, Chair of the Group of Experts on drafting a new legal instrument on the use of automated vehicles in road traffic, for her commitment and the valuable approach to the tasked work.

82. The Committee **expressed its appreciation** to the Global Forum for Road Traffic Safety for its comprehensive agenda, which takes into account the most relevant policies to promote safe, inclusive and sustainable mobility, with focus on road safety enhancement in regions where the fatalities toll is very high; **commended** the attention given to human factors interactions with automated driving as key issues for future road traffic; and **noted with support** the efforts paid to the driving under the influence analysis and related policies, as well as to Safe System approach and Multidisciplinary crash investigation as contribution to reaching the Sustainable Development Goal targets 3.6 and 11.2.

K. Harmonization of Vehicle Regulations

Documentation: ECE/TRANS/2023/25

83. The Committee **received a report** by Mr. A. Erario (Italy), Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29), on the most recent developments in the work carried out by WP.29 and its six subsidiary Working Parties (on Noise and Tyres (GRBP), on Lighting and Light-Signalling (GRE), on Pollution and Energy (GRPE), on General Safety Provisions (GRSG), on Passive Safety (GRSP) and on Automated and Connected Vehicles (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/2023/25).

84. The Committee **was also reported to** 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 the alignment with the ITC Strategy.

85. The Committee **noted** that over 40 informal groups worked during 2020 in parallel to the World Forum and its subsidiary bodies to assist them in developing new vehicle regulations and updating the 164 existing United Nations Regulations annexed to the 1958 Agreement, 20 United Nations Global Technical Regulations (UN GTRs) associated to the 1998 Agreement and four United Nations Rules annexed to the 1997 Agreement with 120 amendments and established four new United Nations Regulations.

86. The Committee **noted** the number of contracting parties to the 1958 Agreement (58), to the 1998 Agreement (37), and to the 1997 Agreement (17).

87. The Committee **received a report** on the work on protection of vulnerable road users that was complemented by three new United Nations Regulations (Vulnerable Road Users in Front and Side Close Proximity, Vulnerable Road Users Direct Vision, and Reverse Warning), a new United Nations Regulation on studded tyres with regards to their snow performance entering into force in October 2022 aims in increasing road safety under winter driving condition, as well as an update of the first United Nations Regulations for automated vehicles with additional elements (e.g. lane change and operational speed up to 130 km/h) making its use case for automated motorway driving complete.

88. The Committee also **received a report** on the progress of the GRVA working groups on automation and delivering the first iteration of the New Assessment/Test Method for Automated Driving (NATM) – Master Document as well as the draft recommendations for automotive cybersecurity and software update implementation.

89. The Committee **noted** that WP.29 established a framework document on vehicle whole-life compliance, which 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.

90. The Committee **noted** that the Executive Committee of the 1998 Agreement established in 2022 two new UN GTRs (No. 22 on in-vehicle durability for electrified vehicles and No. 23 on durability of pollution-control devices) as well as an amendment to UN GTR No. 2 (Worldwide Motorcycle Emissions Test Cycle).

91. The Committee **received a report** on the status of establishing the type-approval database Database for the Exchange of vehicle Type Approvals (DETA), which is currently hosted by Germany.

92. The Committee **commended** the World Forum for Harmonization of Vehicle Regulations, WP.29, on its work and achievements such as (a) its successful finalization of the package of five new United Nations Regulations on the protection of vulnerable road users aimed at increasing road safety, (b) the update of United Nations Regulation No. 157 for the approval/certification of Automated Lane Keeping Systems (ALKS) for the motorway use case for speeds up to 130 km/h and the prompt progress made under the global initiative of the “Framework document on Automated Vehicles” to cover all use cases and all vehicle types, and (c) its engagement in the development of Life Cycle Assessment (LCA), of e.g.

energy consumption and carbon emissions with focus on electric powered vehicles aiming to support decarbonization of road transport.

93. The Committee **noted with support** that WP.29 had urged the Member States to request that adequate budget be made available for the continuation of full interpretation services for hybrid meetings, to continue giving delegations from low- and middle-income countries the possibility to participate either in person or remotely in WP.29. The full continuation of hybrid meetings is consistent with the global push to reduce carbon emissions as evidenced by the Conference of Parties, COP27 meeting held in Egypt. The Committee **invited** delegations to communicate these elements to their capitals as well as missions to the United Nations in Geneva and New York.

94. The Committee **noted** the wish of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA), to hold one of its annual sessions in the year 2024 outside Geneva; **invited** Contracting Parties outside Europe to host one of the sessions of GRVA in their country as signal for full global cooperation in the field of automated and connected driving.

95. The Committee **noted** that Mr A. Erario (Italy) had been re-elected by acclamation as WP.29 Chair and that Mr T. Naono (Japan) had been elected by secret ballot as WP.29 Vice-Chair.

96. The Committee **endorsed** the activities listed in ECE/TRANS/2023/25.

L. Transport of Dangerous Goods

Documentation: ST/SG/AC.10/C.3/120 and Add.1, [ST/SG/AC.10/C.3/122], ST/SG/AC.10/C.4/84, [ST/SG/AC.10/C.4/86], [ST/SG/AC.10/50 and Add.1–3], ECE/TRANS/WP.15/256 and Corr.1 and Corr.2, ECE/TRANS/WP.15/256/Add.1, ECE/TRANS/WP.15/AC.1/164, ECE/TRANS/WP.15/AC.1/166, ECE/TRANS/WP.15/258, ECE/TRANS/WP.15/260, ECE/TRANS/326; ECE/TRANS/WP.15/AC.2/78, ECE/TRANS/WP.15/AC.2/80, ECE/TRANS/WP.15/AC.2/82, ECE/ADN/61, ECE/ADN/61/Add.1, ECE/ADN/61/Corr.1, ECE/TRANS/325

97. The Committee **received reports** by Ms. A. Roumier (France), Chair of WP.15, Mr. C. Pfauvadel (France), Chair of WP.15/AC.1, and Mr. H. Langenberg (the Netherlands), Chair of WP.15/AC.2, on the accomplishments of their Working Parties during the past year.

98. The Committee **noted** that the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council met from 27 June to 6 July 2022 and from 28 November to 6 December 2022 (see reports ST/SG/AC.10/C.3/120 and Add.1, and ST/SG/AC.10/C.3/122 and Add.1). The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 6 to 8 July 2022 and 7 to 9 December 2022 (see reports ST/SG/AC.10/C.4/84 and ST/SG/AC.10/C.4/86).

99. The Committee **noted** that the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals held its eleventh session on 9 December 2022, to consider the work of both Sub-Committees over the 2019–2020 biennium (see report ST/SG/AC.10/50) and that it adopted recommendations (ST/SG/AC.10/50/Add.1–3) that will be reflected in publications to be prepared by the secretariat in 2023 (twenty-third revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations; eighth revised edition of the Manual of Tests and Criteria; and tenth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals).

100. The Committee **was informed** that the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO), as well as the ECE bodies dealing with land transport of dangerous goods, will begin work in 2023 on transposing the recommendations made by the ECOSOC Committee into their respective legal instruments, to ensure their simultaneous application for all modes of transport as of 1 January 2025.

101. The Committee **noted** that Armenia and Uganda acceded to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) in 2022 bringing

the number of contracting parties to 54. The Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the ADR, adopted by the Conference of the Contracting Parties on 28 October 1993, has not yet entered into force as not all contracting parties to ADR have become parties to it (40 contracting parties have done so to date). The Committee **expressed its concern** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), adopted by the Conference of the Contracting Parties on 28 October 1993, had not yet entered into force because not all contracting parties to ADR have become parties to the Protocol. In this regard, it **urged** the remaining Contracting Parties (Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino, Tajikistan, Uganda) to take the necessary steps to allow the Protocol to come into force.

102. The Committee **noted** that the draft amendments to annexes A and B of the ADR adopted in 2020, 2021 and May 2022, as reproduced in ECE/TRANS/WP.15/256, Corr.1 and Corr.2 and ECE/TRANS/WP.15/256/Add.1 had been transmitted to the Secretary-General by the Government of France, and thereafter by the Secretary-General to the contracting parties for acceptance. They were deemed accepted on 6 October 2022 and entered into force on 1 January 2023. The secretariat has published accordingly a new 2023 consolidated edition of ADR (ECE/TRANS/326, Vols. I and II).

103. The Committee **noted** that this new edition of ADR already contains new provisions that allow the use of battery electric vehicles for category AT, and that future developments are expected to allow the use of alternative energy sources for the transport of dangerous goods, in line with the logic of the energy transition and the development of renewable energy sources.

104. The Committee **noted** that the electronic version of the revised Road Map for accession to and implementation of ADR adopted by the Working Party on the Transport of Dangerous Goods at its 110th session had been published and was available on the ECE website (ECE/TRANS/330). It contains information for experts and legal advisers in transport ministries and departments, as well as for other relevant ministries (e.g. environment, interior, foreign affairs), presidential administrations and national parliaments in countries interested in becoming contracting parties to ADR. It also aims to provide useful information to the contracting parties to ADR during the implementation process.

105. The Committee **noted** that draft amendments to the Regulations annexed to ADN adopted in 2020, 2021 and 2022, as reproduced in ECE/ADN/61, were deemed accepted on 1 October 2022 for entry into force on 1 January 2023. Other amendments and corrections adopted in August 2022, reproduced in ECE/ADN/61/Add.1 and ECE/ADN/61/Corr.1, respectively, have also been circulated for acceptance and entry into force on 1 January 2023. The secretariat published accordingly a new 2023 consolidated edition of ADN (ECE/TRANS/325, Vols. I and II). The number of contracting parties to ADN remains at 18.

106. The Committee **noted** that other draft amendments to ADR, RID and ADN have been adopted by the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods, by the Working Party itself and by the Joint Meeting of Experts on the Regulations annexed to ADN, which are intended to enter into force on 1 January 2025 (ECE/TRANS/WP.15/AC.1/164 and ECE/TRANS/WP.15/AC.1/166).

M. United Nations Road Safety Fund

Documentation: ECE/TRANS/2023/26

107. 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/2023/26).

108. The Committee **took note** of the successful third formal call for proposals of the United Nations Road Safety Fund and plans, as well as the status of implementation of selected projects in low- and middle-income countries and expected future trajectory for the

Fund. It **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/2023/27

109. 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/2023/27). The Committee **took note of** the Special Envoy's activities in particular in promoting accession and implementation of the United Nations road safety conventions, as well as progress with the extension of the function of the Special Envoy through 2030, as mentioned in United Nations General Assembly Resolution on Improving Global Road Safety (A/RES/74/299).

110. The Committee **expressed its appreciation** to the Special Envoy for his leadership in particular in promoting accession and implementation of the United Nations road safety conventions.

O. Strengthening Border Crossing Facilitation (TIR Convention, eTIR project, Harmonization Convention and Other Cross-Border and Customs Transit Facilitation Measures)

Documentation: ECE/TRANS/2023/28, ECE/TRANS/2023/29

111. The Committee **received a report** by Ms. F. Coulon (Belgium), Chair of AC.2, on the main outcome of the 159th, 160th and 161st sessions of the Working Party on Customs Questions affecting Transport (WP.30) and of the activities of the TIR Administrative Committee (AC.2) in the year 2022, including, but not limited to, amendments adopted (ECE/TRANS/WP.30/AC.2/157 and ECE/TRANS/WP.30/AC.2/159), as contained in document ECE/TRANS/2023/28 (border crossings).

112. In particular, the Committee **received a report** on:

(a) the latest developments of the eTIR international system and the ongoing eTIR interconnection projects, leading up to the first eTIR transport (ECE/TRANS/2023/29) (eTIR);

(b) the outcome of the first (January 2022) and second (August – September 2022) sessions of the Technical Implementation Body (TIB) (ECE/TRANS/WP.30/AC.2/TIB/2 and ECE/TRANS/WP.30/AC.2/TIB/4);

(c) the latest developments in the International TIR Data Bank (ITDB), making the electronic submission of data to ITDB mandatory, launching the eTIR (web) portal for holders, as well as the new mobile applications dedicated to TIR Carnet holders and customs officers;

(d) a series of workshops organized to promote accession to the TIR Convention in other regions, especially in Africa, as well as to inform and encourage customs authorities about interconnecting their national customs systems with the eTIR international system;

(e) the twelfth revised version of the TIR Handbook;

(f) the latest developments in the International Convention on the Harmonization of Frontier Controls for Goods;

(g) the preparation of a practical guide to cross border facilitation (in collaboration with OSCE);

(h) the activities undertaken in 2022 by ECE and the International Touring Alliance / International Automobile Federation (AIT/FIA) within the framework of a MoU 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 **received a report** on follow-up actions taken by WP.30 in 2022 to align its work with the ITC Strategy.

114. The Committee **took note** of the efforts undertaken by the secretariat to strengthen border crossings facilitation especially through the digitalization of existing flagship conventions and the preparation of border crossing facilitation handbooks/guides; **welcomed** the very positive developments regarding the implementation of the eTIR procedure and the International TIR Data Bank (ITDB) achieving already one of the main goals of the ITC agenda for 2030 and **invited** the TIR Contracting parties that have not done it so far, to interconnect their national customs system with the eTIR international system at the earliest of their operational convenience.

115. The Committee **reiterated its support** to the TIR Convention recognizing the benefits it created since its entry into force for transport and trade facilitation, appealing for its further geographical expansion and **invited** United Nations Member States from all regions to become contracting parties to the Convention.

116. The Committee **invited** also the Secretariat and Fédération Internationale de l'Automobile (FIA) to accelerate work on the digitalization of Carnet de Passages en Douane (CPDs) ensuring its application as soon as possible.

117. The Committee **requested** the secretariat to hold consultations with the Committee of OSJD, as well as OTIF, with a view to initiating the preparation of an action plan on the facilitation of border crossing by rail transport in both freight and passenger traffic.

P. Transport of Perishable Foodstuffs

Documentation: ECE/TRANS/WP.11/245, ECE/TRANS/WP.11/247,
ECE/TRANS/WP.11/249

118. The Committee **received a report** by Mr. K. de Putter (the Netherlands), Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11), on 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-seventh, seventy-eighth and seventy-ninth sessions of the Working Party on the Transport of Perishable Foodstuffs (WP.11) in 2021 and 2022 (ECE/TRANS/WP.11/245, Annex, ECE/TRANS/WP.11/247, Annex II and ECE/TRANS/WP.11/249).

119. The Committee **noted** that the number of contracting parties to the Agreement is now fifty-two.

120. The Committee, **noting** that only one session of the Working Party on the Transport of Perishable Foodstuffs for the year 2020 was held due to COVID-19 pandemic measures, **decided to revise the decision** of the Working Party to extend the number of sessions from two to three per biennium at its session in 2023. As a result, the Working Party will revert to two sessions per biennium.

Q. Road Transport

Documentation: ECE/TRANS/2023/30

121. The Committee **received a report** by Mr. R. Symonenko (Ukraine) Chair of the Working Party on Road Transport (SC.1), on 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).

122. 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 and a new appendix 4 (exchange of information). The Committee **was then reported to** about the decision taken by the Working Party on Road Transport (SC.1) on the extension of the Administrative Arrangement between ECE and European Commission services on continuing activities envisaged in the Memorandum of

Understanding of 2009 until the end of 2024. The Committee **reviewed** the decision of SC.1 at its 117th session on the extension of the Administrative Arrangement between ECE and European Commission Services on continuing activities envisaged in the Memorandum of Understanding between the European Commission Services and ECE of 2009, for the period 1 January 2023 to 31 December 2024.-The Committee **took note** of the statements of member States and their requests to the secretariat, as reflected in full in the final report (see ECE/TRANS/328/Add.1/Annex V).

123. The Committee **was updated** by Ms A. Novikova (Latvia), Chair of the Group of Experts on the operationalization of eCMR (GE.22) 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 (eCMR). The Committee **was also updated** on the progress of the work of the Group of Experts on the Operationalization of the eCMR on its task to 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/system that would support the conclusion and exchange of electronic consignment notes in accordance with the provisions of CMR and its additional protocol (ECE/TRANS/2023/30). The Committee **welcomed** the efforts of the secretariat and the contracting parties to operationalize the eCMR protocol to the CMR Convention and **invited** all relevant parties to finalize this demanding task as soon as possible, and to ensure that the future eCMR environment/system will include the interests of all stakeholders involved in today's daily CMR practice and of all regions, thus creating a sustainable electronic solution and continuing the great success over time of the CMR Convention by leading intermodal transport to a fully digital environment.

124. The Committee **took note** of the changes to Annex 1 of the Consolidated Resolution on the Facilitation of International Road Transport (RE.4) that were approved by SC.1 concerning international motor insurance certificates (known as Green Cards).

125. Finally, the Committee **welcomed** the Workshop on Cross-border Insurance of Motor Vehicles, jointly organized by ECA, ECE, ECLAC, ESCAP and ESCWA at Geneva on 19 October 2022 in conjunction with the 117th session of SC.1 and encouraged the secretariat to continue to promote experience sharing and cooperation among different regional and subregional arrangements for cross-border insurance of motor vehicles.

R. Rail Transport

Documentation: ECE/TRANS/2023/37, ECE/TRANS/2023/38

126. The Committee **received a report** by Mr. H. Groot (the Netherlands), Chair of the Working Party on Rail Transport (SC.2), on the results of the seventy-sixth session of SC.2 (ECE/TRANS/SC.2/238).

127. The Committee **took note** of developments in relation to the European Agreement on Main International Railway Lines (AGC). 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 cementing the environmentally friendly credentials of the sector. As part of this, the Committee was informed about the international workshop "The impact of climate change on the railways: how to protect, adapt and mitigate" bringing together 130 participants who shared good practice on how to minimise disruption and reduce safety risks resulting from extreme weather, as well as identified technological developments and procedural innovations to mitigate these harmful effects on the railways. The Committee **requested** SC.2 to consider the possibility of organizing a workshop on international rail passenger traffic.

128. The Committee **received a report** on the completion of the work of the Group of Experts on the Permanent Identification of Railway Rolling Stock and the proposal for the creation of new Model Rules for the Permanent Identification of Railway Rolling Stock, for a Revisions Committee to regularly review the Model Rules and the completion of a first draft of a non-binding Guidance Note to supplement the Model Rules. These Model Rules

will facilitate the investment in railway rolling stock thus further aiding the shift from road to rail.

129. The Committee was **also informed** about the progress of the work of the Group of Experts on International Railway Passenger Hubs and its planned modifications to the AGC to further encourage modal shift to rail for international passenger journeys by providing a harmonised set of parameters for major international railway hubs. In the framework of this Group, ITC **was informed** about the publication of the study: “Railways at the centre of a post-pandemic recovery: Measures to support international rail carriers”.

130. The Committee **adopted** the new Model Rules for the Permanent Identification of Railway Rolling Stock prepared by SC.2 and at its request. The new Model Rules are contained in ECE/TRANS/2023/37. The Committee also **adopted** the Draft Guidance Note on the Model Rules for the Permanent Identification of Railway Rolling Stock prepared by SC.2 and at its request. The Draft Guidance Note on the Model Rules is provided in ECE/TRANS/2023/38.

131. The Committee **received a report** on decisions in relation to the next steps on unified railway law. The Committee **took note** of the decision of SC.2 on the work towards the finalisation of the Convention on the contract for international carriage of goods by rail.

S. Intermodal Transport and Logistics

Documentation: ECE/TRANS/2023/31

132. The Committee **received a report** by Ms. J. Elsinger (Austria), Chair of the Working Party on Intermodal Transport and Logistics (WP.24), on the results of the sixty-fifth session of WP.24 (ECE/TRANS/WP.24/151).

133. 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.

134. The Committee **was also informed** about the challenges faced with the Protocol on Combined Transport on Inland Waterways to the AGTC Agreement, and the work undertaken to address these challenges in cooperation with the Working Party on Inland Water Transport. In this regard, the Committee **was presented** with a draft resolution on facilitating the development of container transport on inland waterways (ECE/TRANS/2023/31). The Committee **adopted** the Resolution entitled “Facilitating the Development of Container Transport on Inland Waterways” that was approved by SC.3 at its sixty-sixth session and by WP.24 at its sixty-fifth session, as contained in ECE/TRANS/223/31, as **ITC Resolution 269** (see Annex IV to this report).

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

136. The Committee **received a report** on the activities aiming at updating the Code of Practice for Packing of Cargo Transport Units in the absence of the Group of Experts on CTU Code. It **took note** of the progress made in updating the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) done in informal pre-work requested by WP.24; further **took note** of the fact that the International Labour Organisation’s Sectoral Advisory Bodies would not be able to discuss the establishment of the joint Group of Experts on CTU Code at least until 2025. ITC **recognized** the urgent need to update the CTU Code to improve the safety of workers handling CTUs and through it contribute to Sustainable Development Goal 8, target 8 on promoting safe and secure working environments for all workers. To this end, it **requested** that a process is initiated to review the proposed elaborated updates, and if and as appropriate to adopt them, in the framework of a Special session of

WP.24 on the CTU Code to be held before the end of 2023. It **requested** the secretariat to invite IMO and ILO and, through them, their members to the Special session.

T. Project Related Activities: Trans-European North-South Motorway and Trans-European Railway Projects

Documentation: Informal document No. 4

137. 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 TEM and TER, **thanked** Croatia and Poland that offered candidates for TEM and TER project managers and **encouraged** the rapid finalization of their contracts.

U. Inland Water Transport

Documentation: Informal document No. 5, ECE/TRANS/2023/31

138. The Committee **received a report** on the latest activities of the Working Party on Inland Water Transport (SC.3) (ECE/TRANS/SC.3/217). In particular, the Committee **was informed** about the implementation of the Wroclaw ministerial declaration “Inland Navigation in a Global Setting” and ITC resolution No. 265 “Facilitating the Development of Inland Water Transport”. The Committee **noted with satisfaction** progress by member States in implementing the Wroclaw Ministerial declaration and ITC resolution No. 265 (Informal document No.5 (2023)).

139. The Committee **took note** that the draft Resolution “Facilitating the Development of Container Transport on Inland Waterways” was prepared by the secretariats of SC.3 and the Working Party on Intermodal Transport and Logistics (WP.24) and approved by SC.3 at its sixty-sixth session and by WP.24 at its sixty-fifth session (ECE/TRANS/2023/31). The Committee **adopted** the Resolution entitled “Facilitating the Development of Container Transport on Inland Waterways” that was approved by SC.3 at its sixty-sixth session and by WP.24 at its sixty-fifth session, as contained in ECE/TRANS/223/31, as **ITC Resolution 269** (see Annex IV to this report).

140. The Committee **also take note** of the outcome of the workshop “Development of Container Transport on Inland Waterways” and the round table on facilitating the alignment between the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations and the European Agreement on Main Inland Waterways of International Importance, held jointly by SC.3 and WP.24 at the sixty-sixth session of SC.3.

141. The Committee **took note** of the finalization of the Glossary of terms and definitions for inland water transport, approved by SC.3 at its sixty-sixth session.

142. The Committee **took note** of the progress reached by SC.3 and its subsidiary bodies in 2022: (a) the approval of amendment No. 5 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. 4 to the second revision of resolution No. 61 as resolution No. 104; (c) progress in revising the annex to resolution No. 58 “Guidelines and Criteria for Vessel Traffic Services on Inland Waterways” based on the Guideline “Vessel Traffic Services in Inland Waters” of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), 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.

143. The Committee **received a report** on the outcome of the workshops and round table discussions on inland water transport held in 2022: (a) Prevention of pollution from inland waterway vessels and greening of the inland water transport sector (16 February 2022), (b) Towards a modern, sustainable and resilient E Waterway Network (29 June 2022), and (c)

Innovative materials, equipment and technologies in inland water transport (13 October 2022).

V. Transport Statistics and Data

Documentation: ECE/TRANS/2023/32

144. The Committee **received a report** by Mr. J. Wilkins, Chair of the Working Party on Transport Statistics (WP.6), on the latest activities on transport statistics, including the hybrid session of WP.6 held in June 2022.

145. The Committee **was informed about** new activities undertaken by the Working Party, including on travel surveys, the use of Mobile Phone Data to monitor mobility, and data on electric car charging infrastructure.

146. New ways to disseminate transport statistics, including the use of transport data stories, were showcased (ECE/TRANS/2023/32). The Committee **welcomed** the new ways of disseminating statistical products through data stories, and **encouraged** further products to be developed in this regard.

147. The Committee **was informed** about the recent “Inland Transport Statistics in Europe and North America” publication.

W. Draft Annual Report of Activities Undertaken by the Committee’s Subsidiary Bodies in 2022

Documentation: ECE/TRANS/2023/33

148. The Committee **was presented** with a comprehensive report of activities undertaken by the Committee’s subsidiary bodies during 2022, 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/2023/33). The focus is on the impacts of the work of the Working Parties and contribution to implementing the Sustainable Development Goals.

X. Approval of the Reports of the Committee’s Subsidiary Bodies (agenda item 8)

149. The Committee **took note** of the report of SC.1, and **approved** as a whole all other 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.

Documentation

ECE/TRANS/WP.1/179, ECE/TRANS/WP.1/181; ECE/TRANS/WP.1/GE.2/42;
 ECE/TRANS/WP.1/GE.2/44; ECE/TRANS/WP.1/GE.3/2022/2;
 ECE/TRANS/WP.1/GE.3/2022/5; ECE/TRANS/WP.1/GE.3/2022/10;
 ECE/TRANS/WP.5/72; ECE/TRANS/WP.5/GE.3/44; ECE/TRANS/WP.5/GE.4/27 and
 ECE/TRANS/WP.5/GE.4/29; ECE/TRANS/WP.5/GE.5/1; ECE/TRANS/WP.6/183;
 ECE/TRANS/WP.11/247, ECE/TRANS/WP.11/249; ECE/TRANS/WP.15/256 and Corr.1
 and Corr.2, ECE/TRANS/WP.15/256/Add.1, ECE/TRANS/WP.15/AC.1/164,
 ECE/TRANS/WP.15/AC.1/166, ECE/TRANS/WP.15/258, ECE/TRANS/WP.15/260,
 ECE/TRANS/WP.15/AC.2/78, ECE/TRANS/WP.15/AC.2/80,
 ECE/TRANS/WP.15/AC.2/82, ECE/ADN/61, ECE/ADN/61/Add.1, ECE/ADN/61/Corr.1;
 ECE/TRANS/WP.24/151; ECE/TRANS/WP.29/1164, ECE/TRANS/WP.29/1166,
 ECE/TRANS/WP.29/1168; ECE/TRANS/WP.30/318, ECE/TRANS/WP.30/320 and
 ECE/TRANS/WP.30/322; ECE/TRANS/WP.30/AC.2/157 and
 ECE/TRANS/WP.30/AC.2/159; ECE/TRANS/WP.30/AC.2/TIB/2,

ECE/TRANS/WP.30/AC.2/TIB/4 and ECE/TRANS/WP.30/AC.2/TIB/6;
ECE/TRANS/SC.1/418; ECE/TRANS/SC.1/GE.22/2 and ECE/TRANS/SC.1/GE.22/4;
ECE/TRANS/SC.2/238; ECE/TRANS/SC.3/217

XI. Partnerships and Activities of Other Organizations and Programmes/Projects of Interest to the Committee

A. Transport Developments in the European Union

Documentation: ECE/TRANS/2023/34

150. 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 2022.

B. Developments Related to the Work of the International Transport Forum

151. 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

152. The Committee **was informed** by Mr. K. Kapila, President (Emeritus) of the International Road Federation, about recent activities, with focus in India, of interest to the Committee.

153. The Committee was also informed by a representative of the Transport Community Permanent Secretariat, about recent activities of interest to the Committee

D. Dialogue with United Nations Regional Commissions on Ongoing Activities Related to Inland Transport

154. The Committee **was updated** by Mr. R. Lisinge, Chief of Section of the Economic Commission for Africa (ECA) about ongoing activities of transport in the ECA region.

155. The Committee **was updated** by Ms. M. Saade of the Economic Commission for Latin America and the Caribbean (ECLAC) **about** ongoing activities of transport in the ECLAC region.

156. The Committee **was updated by** Ms. Wei-Shiuen Ng of the Economic and Social Commission for Asia and the Pacific (ESCAP) **about** ongoing activities of transport in the ESCAP region.

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

157. The Committee **noted** that its eighty-sixth session is tentatively scheduled to be held in Geneva from 20 to 23 February 2024.

XIII. Adoption of the List of Main Decisions of the Eighty-Fifth Session (Agenda item 11)

Documentation: ECE/TRANS/2023/R.1

158. The Committee **took note** that the adoption of the report of the eighty-fifth session will be limited to a list of main decisions and that the complete report of the Committee would be circulated at a later stage.

159. The Committee **adopted** the list of main decisions of the eighty-fifth session (ECE/TRANS/2023/R.1).

XIV. Inland Transport Committee Round table on the Four-Platforms of the Committee's Strategy - Roundtable theme: "Inland Transport Connectivity and the 2030 Sustainable Development Agenda: Challenges and Opportunities for Global Economic Growth and Development" (agenda item 12)

Documentation: ECE/TRANS/2023/35

160. The Committee during its eighty-third (23-26 February 2021) and eighty-fourth (22 - 25 February 2022) plenary sessions took a leadership role in helping build consensus on the important role of inland transport connectivity in leading global recovery from the pandemic and strengthening resilience against future crises. Despite strong and consistent efforts by Member States, recovery efforts and economic growth have not yet led to the desired return to pre-pandemic levels of sustainable development. The challenges to the implementation of the 2030 Agenda and the achievement of the Sustainable Development Goals remain formidable and inland transport connectivity are key to achieving progress worldwide.

161. The ITC round table brought together key worldwide stakeholders for a strategic discussion on the role of inland transport connectivity and the 2030 Sustainable Development Agenda in addressing challenges and capitalizing on opportunities for global economic growth and development (ECE/TRANS/2023/35). For a concise report, see ECE/TRANS/328/Add.1, Annex VI.

XV. Inland Transport Committee's Special Priorities: Inland Transport Committee Forum for Road Safety

Documentation: ECE/TRANS/2023/36

162. Despite strong and consistent efforts by Member States, the international community was not able to achieve by 2020 the target of the Sustainable Development Goals on road safety as evidenced by increasing, rather than decreasing, road fatalities and injuries globally. In response, the General Assembly adopted on 31 August 2020, resolution 74/299 on Improving global road safety, inaugurating the second Decade of Action for Road Safety, setting new ambitious goals, supported by the launch in 2021 of a new Global Plan of Action as a guiding document to support the implementation of its objectives. Both milestones recognize the unique and critical role of ECE and ITC.

163. The objective of the Inland Transport Committee's Forum for Road Safety is to provide a structured platform that will bring together key worldwide stakeholders for a regular and strategic discussion on progress achieved, remaining challenges and the way forward for the success of the second Decade of Action and the implementation of its Global Plan of Action (ECE/TRANS/2023/36). The inaugural ITC Forum for Road Safety took the form of a High-level Side Event organized on 21 February 2023 in conjunction with the High-level Segment of the eighty-fifth plenary session of ITC. For a concise report, see ECE/TRANS/328/Add.1, Annex II.

Annex I

Harnessing the full potential of inland transport solutions in the global fight against climate change

Ministerial declaration

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

Recalling the United Nations Charter, in particular one of its main purposes “To maintain international peace and security, and to that end: to take effective collective measures for the prevention and removal of threats to the peace, and for the suppression of acts of aggression or other breaches of the peace, and to bring about by peaceful means, and in conformity with the principles of justice and international law, adjustment or settlement of international disputes or situations which might lead to a breach of the peace”,

Recalling General Assembly resolutions 74/219 of 19 December 2019, 75/217 of 21 December 2020 and 76/205 of 17 December 2021 on the protection of global climate for present and future generations of humankind,

Recalling also our commitment to implementing the ministerial resolution adopted on the occasion of the commemoration of the seventy-fifth anniversary of the Inland Transport Committee, entitled “Ushering in a decade of delivery for sustainable inland transport and sustainable development”, in particular the decision contained in subparagraph (l) thereof,

Alarmed by the mounting social and economic costs of devastating climate-related calamities and their disruptive impact on social and economic life for present and future generations worldwide,

Alarmed also by the increasing impact of climate change on the smooth operation of inland transport modes, which compromises the resilience of supply chains, and expressing appreciation in this regard for the work of the Committee’s subsidiary bodies on climate change adaptation,

Fully supporting pursuing efforts to limit the temperature increase to 1.5°C above pre-industrial levels,

Gravely concerned by the continued rise of greenhouse gas emissions in the transport sector,

Cognizant that direct greenhouse gas emissions from the transport sector account for 23 per cent of global energy-related carbon emissions and that more than 71 per cent of direct greenhouse gas emissions from the transport sector come from inland transport,

Stressing the need to extend the Committee’s efforts to tackle ambient air pollution, particularly in urban areas, as well as noise pollution from transport, and emphasizing the importance of these activities for the global efforts to prevent mortalities from non-communicable diseases, as well to promote healthier life worldwide,

Fully aware, therefore, that global climate change mitigation cannot be achieved without transformative changes in the transport sector and that demand- and supply-side transport mitigation strategies are key requirements for such changes,

Emphasizing the importance of developing and implementing climate change mitigation policies and strategies that are socially inclusive for all, including people with special mobility needs, taking into consideration people’s economic vulnerability due to rising fuel prices, and promote regional and global integration, economic growth and sustainable development,

Affirming the role of the Committee in promoting, intraregionally and interregionally, sustainable transport and mobility, the environmental and climate performance of which benefits all countries, regardless of their level of development,

Noting that electromobility, powered by zero-emission or low-emission electricity and supported by adequate charging infrastructure, has the potential to rapidly reduce greenhouse gas emissions, in particular from road transport,

Taking note of the ambition of the members of the COP26 Road Transport Breakthrough 2030 to make zero emission vehicles the new normal by making them affordable, accessible, and sustainable in all regions by 2030,

Expressing appreciation for the ambitious targets on the transition to electric vehicles set by a number of Member States,

Expressing appreciation also for the targets of several Member States on reducing greenhouse gas and air pollutant emissions from inland water transport,

Acknowledging that new technologies and innovation in the areas of alternative energy, digitalization, automation and intelligent transport systems, complemented by circular economy principles, can support systemic changes and accelerate the reduction of greenhouse gas emissions, but are not yet fully deployed,

Recognizing the strategic importance of a shift to more environmentally sound modes of freight, passenger and public transport and an increase in the shares of rail and inland water transport and active mobility, and of ensuring that this shift is based on both circular economy principles, and social and environmental standards,

Reaffirming that appropriate and adequate infrastructure for safe pedestrian and cycling mobility, matched with improvements in urban design and quality public transport services and shared mobility concepts, can contribute significantly towards reducing demand for individual motorized transport, particularly high-emission vehicles,

Recognizing that solutions to unlock inland transport's potential contribution to global climate change mitigation efforts exist and that scaling them to meet the challenge not only is a matter of political will, technological solutions and financing at the national level, but also hinges on adequately developed international regulatory solutions that allow for harmonized, concerted actions to be deployed in safe, efficient and effective ways nationally, regionally and interregionally,

Reaffirming our commitment to the second Decade of Action for Road Safety (2021-2030) focusing on the connection between road safety and climate solutions also stressed at the first High-level Meeting on Improving Global Road Safety in 2022,

Expressing appreciation in this regard for the unique role and contribution of the Committee as a United Nations centre that provides a comprehensive platform for the consideration of all aspects of inland transport development and cooperation and pays special attention to interregional and intraregional regulatory governance through the United Nations transport conventions and other means,

Declare our inviolable observance of the UN Principles, namely that all Members shall refrain in their international relations from the threat or use of force against the territorial integrity or political independence of any state, or in any other manner inconsistent with the purposes of the United Nations;

1. *Declare* our steadfast support for the goals and objectives of the 2030 Agenda for Sustainable Development and, inter alia, the United Nations Framework Convention on Climate Change and the Paris Agreement, to deliver on our climate change solutions and to accelerate the transition to decarbonized mobility and net zero or low emissions in the inland transport sector;

2. *Call upon* member States, when needed for the achievement of those goals and objectives, to promote new national commitments, initiatives and measures aiming at a rapid and significant reduction in greenhouse gas emissions and air pollutants from inland transport;

3. *Encourage* member States to include in their nationally determined contributions measures to reduce emissions from inland transport, benefiting from technical deliberations on targets agreed in the framework of the Inland Transport Committee;

4. *Decide* to maintain regular high-level policy dialogues at future Committee sessions on new targets, strategies, plans, challenges and solutions aimed at reducing

greenhouse gas emissions from the inland transport sector to ensure that the Committee addresses this important topic in a systematic way, thereby strengthening its role and contribution;

5. *Encourage* the Committee to further review and, if needed, adapt its workstreams to further orientate its working modalities towards specific actions and road maps that will assist the inland transport sector in reducing its greenhouse gas emissions by 2030 through the implementation of a specific series of regulations, tools, recommendations and good practices;

6. *Request* the Committee and its relevant subsidiary bodies to continue efforts towards the further harmonization of performance requirements and intelligent transport system-related principles and efforts to directly contribute to reducing greenhouse gas emissions through the efficient use of energy, for example, through route optimization and optimized driving behaviours, the accelerated substitution of conventionally fuelled vehicles with zero-emission vehicles, the efficient use of transport networks, and therefore the efficient movement of people and cargo, the shift from private cars to public transport and shared mobility, when available, flexible load and storage resources for the power grid (for electric vehicles and automation);

7. *Request* the Committee and its subsidiary bodies and treaty bodies to intensify efforts towards digitalization under the main inland transport conventions, in particular those dealing with carnets, transport documents and certificates, thereby contributing indirectly but solidly to the efforts of concerned countries to significantly reduce greenhouse gas emissions through the replacement of immeasurable quantities of paper documentation and a significant reduction in the queues of private and commercial vehicles to present and validate those documents;

8. *Call upon* the Committee and its relevant subsidiary bodies to accelerate efforts concerning border crossing facilitation by means of the implementation of conventions such as the International Convention on the Harmonization of Frontier Controls of Goods that could eventually turn borders into bridges, given that slow and cumbersome border crossing operations create extensive queues for several countries at international borders, and in those cases lead to high levels of emissions from significant volumes of private cars and trucks;

9. *Also call upon* the Committee and its relevant subsidiary bodies and informal working groups to reflect upon environmental and energy efficiency considerations of the use of automated vehicles in traffic;

10. *Further call upon* the Committee and its relevant subsidiary bodies to accelerate efforts towards promoting environmentally efficient transport by encouraging, in their workstreams, regulations and policy development that favour the modal shift of passengers and freight towards emission-free road transport, rail, inland waterways and intermodal transport, alongside the promotion of active mobility, and to promote the monitoring of this shift through relevant data collected under existing arrangements and under consideration of the external costs associated with the shift;

11. *Request* the Committee to actively support the task initiated by the Working Party on Pollution and Energy to develop a globally harmonized methodology to determine the carbon footprint of the entire life cycle of road vehicles, including in terms of greenhouse gas emissions from material extraction, vehicle and parts manufacturing, vehicle use, end-of-life processes and recyclability⁶, as well as recognize the life-cycle emissions associated with the transportation infrastructure materials, construction and maintenance as important parts of the total environmental impact of transportation;

12. *Request* the Committee's relevant subsidiary bodies and treaty bodies to accord priority to making timely amendments to the United Nations inland transport legal instruments that support the safe and efficient achievement of targets, commitments and solutions on climate change;

13. *Request* the Committee's relevant subsidiary bodies to facilitate efforts to reduce demand for fossil fuels, increase energy efficiency, develop alternative fuels and the corresponding fuel infrastructure, further develop new alternative energy vehicles, green the inland fleet, enhance automation and connectivity, promote digitalization, introduce the

⁶ See [ECE/TRAN/ITC/2023/21](#), annex III.

circular economy and promote walking and cycling, for example through sharing best practices on appropriate and sufficient infrastructure for safe pedestrian and cycling mobility;

14. *Request* the Committee to provide biennial reports on the latest developments in its work on inland transport in terms of contributing to the global fight against climate change;

15. *Encourage* the Transport, Health and Environment Pan-European Programme to continue its efforts on greening transport and mobility and to share good practices with others;

16. *Call upon* the secretariat to provide adequate technical assistance and capacity-building, at the request of Member States, and to promote best practices in support of the needs of States members of the Committee in meeting their climate-related goals and commitments;

17. *Request* the secretariat, in close cooperation with the Bureau of the Committee and relevant subsidiary bodies, to develop a strategy document on reducing greenhouse gas emissions in inland transport on the basis of international United Nations legal instruments under the Committee's purview, containing priority actions for the Committee and all its relevant subsidiary bodies, for consideration by the Committee at its eighty-sixth session;

18. *Urge* the United Arab Emirates and the secretariat to the United Nations Framework Convention on Climate Change to ensure a prominent role for transport, including inland transport and the role of the Inland Transport Committee, at the twenty-eighth Conference of the Parties, to be held in the United Arab Emirates.

Annex II

List of countries endorsing the ITC Ministerial Declaration as of 24 February 2023

| | |
|----------------|---|
| Austria | Monaco |
| Azerbaijan | Netherlands (The) |
| Bahamas | Peru |
| Bulgaria | Philippines |
| Czech Republic | Portugal |
| Estonia | Romania |
| Finland | Serbia |
| France | Slovak Republic |
| Germany | Spain |
| India | Sweden |
| Iraq | Switzerland |
| Italy | Türkiye |
| Japan | Ukraine |
| Luxembourg | United Kingdom of Great Britain and Northern Ireland |
| Malta | |

Total number of countries: 29

Annex III

Chair's Note of the Thirteenth Meeting on the implementation of the Inland Transport Committee's revised Terms of Reference and Strategy until 2030 for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies

Documentation: ECE/TRANS/2023/3, ECE/TRANS/2023/4/Rev.1

I. Introduction

1. The Thirteenth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies was held on 22 February 2023 in Geneva.
2. In total, 19 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 and the implementation of the Inland Transport Committee's revised Terms of Reference (TOR).
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/2023/3 which provided updates on the ITC Strategy implementation status resulting from the work undertaken by the Working Parties and the secretariat until 30 November 2022. The status and next steps were outlined in this document as per tasks arising from the ITC Strategy and the ITC decision on its adoption. The recommendation of adding a follow-up next step under task 4.3 was included in the document for consideration by ITC.
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. Two delegations expressed their appreciation and support for the Working Parties' efforts to align their activities with the ITC Strategy and particularly the cross-working party collaboration between WP.1 and WP.29. Further work in this area by the secretariat and the Working Parties was encouraged.
9. The Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29) underlined that the activities of WP.29 are aligned with the ITC Strategy, with the exception of the Database for the Exchange of Type Approval documentation (DETA) which is currently hosted by Germany and for which a solution has to be found for hosting the database within ECE.
10. The Chair of the Global Forum for Road Traffic Safety (WP.1) welcomed the idea of a closer collaboration between the Working Parties. The WP.1 Chair inquired about the role of the Bureau, its relation to ITC and the preparation of the ITC session, and the encryption of the Bureau documents.
11. The ITC secretary elaborated on the functions of the Bureau as outlined in Rule 18 of the Rules of Procedure (ROP) of the ITC.
12. The Director of the ECE Sustainable Transport Division emphasized that, in addition to the key functions of the Bureau contained in Rule 18 of ITC's ROP, the Bureau can act

upon receiving a special mandate for a particular task by the ECE member States. In addition, according to the ITC Strategy, the Bureau shall adopt its own ROP, which are still under consideration.

13. On the basis of these deliberations, the Committee **welcomed** the organization of the thirteenth 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 session since the adoption of the ITC Strategy, the Committee **welcomed with** satisfaction the progress achieved during 2022 by the Committee and its Working Parties in implementing the ITC Strategy until 2030. The Committee **invited them** to continue implementing the next steps and **decided** to include a follow-up step under Task 4.3 as follows: Operationalize ITC TOR and Rules of Procedure (ROP) and achieve necessary alignments to ITC TOR/ROP by its subsidiary bodies. The Committee further **invited** the secretariat in collaboration with the Bureau to continue monitoring the implementation of the Strategy and report at its next annual meeting on progress made, and when suitable, propose adjustments to the next steps.

III. Implementation of the ITC's revised Terms of Reference

15. The secretariat presented ECE/TRANS/2023/4/Rev.1 which provided a detailed account and analysis of the current state of the ITC's Working Parties' TOR and ROP. The document examined areas of divergence and potential for future harmonization based on ITC's governance framework.

16. The document was prepared by the secretariat in consultation with the Bureau.

17. The Committee noted the analysis contained in the document with interest and discussed it.

18. One delegation acknowledged the secretariat's work in this area.

19. The Chair of WP.29 also acknowledged the secretariat's work and pointed out that WP.29's TOR and ROP are aligned with ITC's governance framework.

20. The Committee **took note** of the update on the status of the alignment of the ROP of its subsidiary bodies, in line with its decision at its eighty-second session, **expressed its satisfaction** about the progress made; **thanked** those Working Parties that had completed their assessment and reported back to the Committee; **expressed its appreciation** to SC.2, SC.3, WP.15/AC.2 and WP.24 for their swift actions on this front, **encouraged all working parties to review and align** their ToRs to those of the Committee, as appropriate and **requested** those Working Parties that did not have the opportunity to do so yet, to inform the Committee at latest at its eighty-sixth plenary session in 2024 about the status of their alignment.

21. The Committee further **noted with interest** the analysis contained in ECE/TRANS/2023/4/Rev.1 and **invited** its Working Parties to take into consideration the "Draft Recommendations for Harmonized Elements in the Terms of Reference of ITC Working Parties", as contained in Annex II to of ECE/TRANS/2023/4/Rev.1, in their continued alignment efforts, when and as appropriate.

22. Finally, the Committee **noted** that the year 2023 marks the fourth cycle of reviews of Working Parties' mandates by their parent sectoral committees, in line with the outcomes of the 2005 reform of ECE and the ensuing guidelines for the establishment and functioning of working parties within ECE (ECE/EX/1). **Taking into consideration** the review and analysis contained in ECE/TRANS/2023/4/Rev.1, the Committee **decided to proceed** with the review process in the course of 2023, noting that it takes place in the context of a broader transformation following the endorsement of the ITC Terms of Reference by ECOSOC (E/RES/2022/2).

IV. Dialogue of the Chairs on the Integration of the Ministerial Declaration in the Work of the Working Parties

23. The Chairs of SC.1, WP.29, WP.24, WP.5, WP.30, WP.1 and the Group of Experts on the operationalization of the e-CMR procedure expressed their full support for the integration of the key operative clauses of the Ministerial Declaration “Harnessing the full potential of inland transport solutions in the global fight against climate change” in their workstreams.

Annex IV

Resolution on “Facilitating the Development of Container Transport on Inland Waterways”

Resolution No. 269 (adopted by the Inland Transport Committee on 24 February 2023)

The Inland Transport Committee,

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

Being aware of the growth of container market in the international transport of goods to support the international trade,

Bearing in mind the overall objective to develop efficient, sustainable and flexible transport systems, which meet the economic, social, environmental and safety requirements of member States of the Economic Commission for Europe and to increase the interoperability of inland transport systems and their integration in multimodal transport and the logistics chains,

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

Emphasizing the importance of the European Agreement on Main Inland Waterways of International Importance, the European Agreement on Important International Combined Transport Lines and Related Installations and the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations as well as the role these legal instruments play in making international inland transport more efficient and attractive to customers in the region of the Economic Commission for Europe,

Conscious of the benefits of inland water transport in terms of safety, energy and cost efficiency, low emissions and lack of congestion, as a significant part of a balanced transport system, especially its contribution to reducing transport and logistics costs,

Recognizing the need for further development of a network of inland waterways of importance for international combined transport as well as for terminals in ports in support of intermodal transport,

Conscious of still untapped potential of container transport on inland waterways and coastal routes for the operationalization of Euro-Asian transport corridors,

Noting with satisfaction the progress made by Governments in implementing the Ministerial declaration “Inland Navigation in a Global Setting” (18 April 2018, Wrocław, Poland),

Appreciating the work of the Working Party on Inland Water Transport in promoting inland water transport and supporting the development of the E Waterway Network,

Appreciating also the work of the Working Party on Intermodal Transport and Logistics in promoting intermodal transport,

Recalling its resolution No. 265 “Facilitating the Development of Inland Water Transport”, adopted at its eighty-first session on 22 February 2019,

Recalling also its resolution No. 268 on strengthening intermodal freight transport, adopted at its eighty-third session on 25 February 2021,

Acknowledging the role of modern technologies, innovations, digitalization in ensuring safety, increased logistics integration, improved environmental performance of the transport sector and responding to climate change,

1. *Desires* to facilitate the development of intermodal transport on inland waterways in the region of the Economic Commission for Europe, and in doing so:

2. *Invites* the Contracting Parties to the European Agreement on Main Inland Waterways of International Importance to accede to the European Agreement on Important International Combined Transport Lines and Related Installations and to its Protocol on Combined Transport on Inland Waterways, if they have not done so yet,

3. *Encourages* the Contracting Parties to the above-mentioned legal instruments to strengthen the implementation of these instruments and, in doing so, to update as necessary the coordinated international and national action plans for the development and operation of a network of inland waterways of importance for international combined transport as well as for terminals in ports and put them in operation through national investment programmes,

4. *Requests* the Working Party on Inland Water Transport and the Working Party on Intermodal Transport and Logistics to consider establishing the joint management of the above-mentioned legal instruments by their Contracting Parties where relevant,

5. *Invites* member States to untap the potential for transport of containers on inland waterways, in particular, as part of operationalization of Euro-Asian transport links,

6. *Proposes* that Governments of interested member States of the Economic Commission for Europe work together supported by the Working Parties on Intermodal Transport and Logistics and Inland Water Transport to carry out a feasibility study for enhancing container transport on inland waterways along the Euro-Asian transport links,

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