



Economic Commission for Europe
Inland Transport Committee
Eighty-sixth session

Geneva, 20-23 February 2024

Report of the Inland Transport Committee on its eighty-sixth session
Contents

	<i>Page</i>
I. Chair	4
II. Attendance.....	4
III. Adoption of the agenda (agenda item 1)	5
IV. High-level segment (agenda items 2 and 3)	5
A. Theme: Taking ambitious climate action – Moving towards decarbonised inland transport by 2050 (agenda item 2)	5
B. Inland Transport Committee Road Safety Forum (agenda item 3)	5
V. Fourteenth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies (agenda items 4 and 5)	6
A. Meeting on the adoption of the Inland Transport Committee Strategy for Reducing Greenhouse Gas Emissions from Inland Transport for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies (agenda item 4)	6
B. 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 5)	7
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 6).....	7
VII. Governance Issues and Business Critical Decisions for the Inland Transport Committee and its Subsidiary Bodies (agenda item 7).....	8
A. Decisions on Subsidiary Bodies and on the Structure of the Committee	8
B. Results of the Meetings of the Bureau of the Inland Transport Committee	9
VIII. Programmatic Issues (agenda item 8).....	9
A. Programme of Work for 2024 and Recommendations on Key Components of the Programme of Work for 2026	9
B. Programme Plan for 2025	9

C.	List of Publications for 2025	10
D.	Schedule of Meetings in 2024	10
IX.	Election of Officers and composition of the Bureau for Inland Transport Committee sessions in 2025 and 2026 (agenda item 9).....	10
X.	Strategic Questions of a Horizontal and Cross-Sectoral Policy or Regulatory Nature (agenda item 10).....	10
A.	Status of Accession to International United Nations Inland Transport Conventions and Agreements	10
B.	Implementation of the International United Nations Inland Transport Conventions and Agreements (Statements by Delegates)	11
C.	Challenges and Emerging Trends of Inland Transport in different Regions (Statements by Delegates)	11
D.	Information and Computerization Technologies, and Intelligent Transport Systems	11
E.	Environment, Climate Change and Transport	13
1.	Inland Transport Committee follow-up to the 2030 Agenda	13
2.	Inland Transport Committee acting on climate change adaptation and mitigation	13
3.	Green transport and the environment	14
4.	Transport, Health and Environment Pan-European Programme	14
F.	Inland Transport Security	14
G.	Analytical Work on Transport	15
H.	Capacity Development Activities in United Nations Programme Countries in the United Nations Economic Commission for Europe Region	16
I.	Continued Support to Landlocked Countries, the Vienna Programme of Action	17
J.	Road Traffic Safety	17
K.	Harmonization of Vehicle Regulations	18
L.	Transport of Dangerous Goods	19
M.	United Nations Road Safety Fund	20
N.	Special Envoy of the Secretary-General for Road Safety	20
O.	Strengthening Border Crossing Facilitation (TIR Convention, eTIR project, Harmonization Convention and other Cross-Border and Customs Transit Facilitation Measures)	21
P.	Transport of Perishable Foodstuffs	22
Q.	Road Transport	22
R.	Rail Transport	23
S.	Intermodal Transport and Logistics	24
T.	Project Related Activities, Trans-European North-South Motorway and Trans-European Railway Projects	25
U.	Inland Water Transport	25
V.	Transport Statistics and Data	25
W.	Draft Annual Report of Activities Undertaken by the Committee's Subsidiary Bodies in 2023	26
XI.	Approval of the Reports of the Committee's Subsidiary Bodies (agenda item 11).....	26
XII.	Partnerships and Activities of Other Organizations and Programmes/Projects of Interest to the Committee (agenda item 12).....	27

A.	Transport Developments in the European Union	27
B.	Developments Related to the Work of the International Transport Forum	27
C.	Activities of Other Organizations and Programmes/Projects of Interest to the Committee.....	27
D.	Dialogue with United Nations Regional Commissions on Ongoing Activities Related to Inland Transport	27
XIII.	Any other business. Dates of next session (agenda item 13).....	28
XIV.	Adoption of the List of Main Decisions of the Eighty-Sixth Session (agenda item 14).....	28
XV.	Inland Transport Committee Round table on the Four-Platforms of the Committee's Strategy – Theme: Fostering the digital and green transition for inland transport in support of the Sustainable Development Agenda (agenda item 15).....	28
 Annexes		
I.	Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions from Inland Transport	29
II.	High-level Statement of Support to the adoption of the Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions from Inland Transport.....	44
III.	List of countries endorsing the High-level Statement of Support to the adoption of the Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions from Inland Transport as of 23 February 2024.....	45
IV.	Chair's Note of the Fourteenth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies	46

I. Chair

1. The Inland Transport Committee (ITC or Committee) held its eighty-sixth session from 20 to 23 February 2024 in Geneva, with Ms. H. Meesters (the Netherlands) as Chair.

II. Attendance

2. Representatives of the following ECE countries participated: Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Canada, Croatia, Cyprus, Czech Republic, Finland, France, Georgia, Germany, Israel, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Malta, Netherlands (the), North Macedonia, Poland, Portugal, Romania, Russian Federation, Slovakia, Spain, Sweden, Switzerland, Tajikistan, Türkiye, Turkmenistan, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan.

3. Representatives of the following countries attended under Article (b) of the ITC Terms of Reference: Angola, Bahamas, Cameroon, Republic of Congo, Côte d'Ivoire, Djibouti, Egypt, El Salvador, Fiji, India, Iran (Islamic Republic of), Iraq, Japan, Kenya, Republic of Korea, Lao People's Democratic Republic, Lebanon, Madagascar, Mauritania, Morocco, Namibia, Nepal, Nigeria, Pakistan, Peru, Saudi Arabia, Senegal, Sierra Leone, Sudan, Syrian Arab Republic, United Republic of Tanzania, Togo, Tunisia, United Arab Emirates and Zimbabwe.

4. The European Union was represented.

5. Representatives of the following United Nations departments, specialized agencies and related organizations attended: International Maritime Organization (IMO), International Labour Organization (ILO), International Telecommunication Union (ITU), United Nations Conference on Trade Development (UNCTAD), United Nations Framework Convention on Climate Change (UNFCCC) and United Nations Human Settlements Programme (UN-Habitat). 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 participated: 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: Organization of the Black Sea Economic Cooperation (BSEC), Committee of the Organisation for Cooperation between Railways (OSJD), Economic Cooperation Organization (ECO), Eurasian Economic Commission (EEC), International Transport Forum (ITF-OECD), National team of inventions and innovation of Iran, Organization for Security and Co-operation in Europe (OSCE), Intergovernmental Organisation for International Carriage by Rail (OTIF), Parliamentary Assembly of the Black Sea Economic Cooperation (PABSEC) and World Customs Organization.

7. The following non-governmental organizations were represented: Confederation of the European Bicycle Industry (CONEBI), 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 of Motor Vehicle Manufacturers (OICA), International Road Assessment Programme (iRAP), International Road Federation (IRF), International Road Transport Union (IRU), International Union of Railways (UIC), JSCo "Russian Railways", National Association of Automobile and Urban Passenger Transport Enterprises, Ukrainian Logistics Alliance (ULA), Union Internationale des Transport Publics (UITP) and World Bicycle Industry Association (WBIA).

8. The following representatives also attended at the invitation of the secretariat: Chamber of Commerce and Industry of Serbia and DEKRA.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/343 and Add.1

9. The Committee **adopted** the provisional agenda (ECE/TRANS/343 and Add.1).

IV. High-level segment (agenda items 2 and 3)

A. Theme: Taking ambitious climate action – Moving towards decarbonised inland transport by 2050 (agenda item 2)

Documentation: ECE/TRANS/2024/1, ECE/TRANS/2024/2, ECE/TRANS/2024/3

10. Building on recommendations by the Inland Transport Committee (ITC) and Bureau debates, the general theme of the policy segment was on “Taking ambitious climate action – Moving towards decarbonised inland transport by 2050” (ECE/TRANS/2024/1). This theme provided an opportunity to discuss necessary policy, regulatory and institutional approaches to move towards decarbonization of inland transport and set the scene for the adoption of the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport with the overall aspirational goal of net zero emissions from inland transport by 2050. The high-level policy segment consisted of three panels:

(a) National visions and policy ambitions to move towards decarbonized inland transport by 2050;

(b) Accelerating climate change mitigation in inland transport: Reaping synergies with urban development, environment and energy policies;

(c) International cooperation, intergovernmental support and partnerships for climate action.

11. The meeting was concluded with the announcement of the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (ECE/TRANS/2024/3) and the High-level Statement of Support to the adoption of the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (ECE/TRANS/2024/2). The Committee **endorsed** the High-level Statement of Support to the adoption of the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport, as contained in ECE/TRANS/2024/2 and included in Annex II to this report. The list of Ministers and other heads of delegations who endorsed the High-level Statement of Support is included in Annex III¹ to this report. For a concise report of the Ministerial segment, see ECE/TRANS/344/Add.1, Annex I.

B. Inland Transport Committee Road Safety Forum (agenda item 3)

Documentation: ECE/TRANS/2024/7, ECE/TRANS/2023/36

12. Despite strong and consistent efforts by United Nations 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, on 31 August 2020 the General Assembly adopted resolution 74/299 on Improving global road safety. The resolution inaugurated 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.

13. The objective of the ITC Forum for Road Safety is to provide a structured platform that will bring together key worldwide stakeholders for a regular and strategic discussion on

¹ The report reflects the list of countries endorsing the High-level Statement of Support, as per established practice.

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 ITC Forum for Road Safety took the form of a High-level Side Event organized on 20 February 2024 in conjunction with the High-level Segment of the eighty-sixth plenary session of ITC. For a concise report, see ECE/TRANS/344/Add.1, Annex II.

V. Fourteenth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies (agenda items 4 and 5)

14. The Committee **welcomed** the organization of the fourteenth 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. 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 IV).

A. Meeting on the adoption of the Inland Transport Committee Strategy for Reducing Greenhouse Gas Emissions from Inland Transport for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies (agenda item 4)

Documentation: ECE/TRANS/2024/3, ECE/TRANS/2024/4, ECE/TRANS/2024/5, ECE/TRANS/2024/6

15. The Committee **adopted** the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport, **expressed its encouragement to support, as the United Nations Platform for Inland Transport**, the Strategy's aspirational goal of net zero greenhouse gas emissions from inland transport by 2050, and **decided** the following:

- **Requested** the secretariat, in cooperation with the Bureau and all subsidiary bodies to report on the implementation of the Strategy to the Committee biennially;
- The initial ITC Climate Action Plan with milestones as contained in section V of ECE/TRANS/2024/3 serves as a living document and will be reviewed by the Committee biennially;
- **Requested** its Bureau, in consultation with the secretariat and the Working Parties, to regularly reflect on the initial ITC Climate Action Plan during its meetings and, should the outcomes of this reflection suggest it, propose adjustments to the Action Plan for the consideration of the Committee, as appropriate, so that continuous advancement in implementation of the Action Plan be attained;
- **Requested** the secretariat to enhance its support for coordination of the Committee and its subsidiary bodies to achieve the most effective implementation of the Strategy;
- **Requested** the secretariat to explore extrabudgetary resources to support the implementation of those components of the Strategy not covered by the Regular Budget.
- Concerning references in the Strategy to "hybrid attendance and participation", some delegations expressed reservations regarding the application of such practices for decision-making purposes.

16. Attending Chairs and delegations **expressed their strong support** to the adoption of the Strategy and commented on its implementation. More details are contained in the Chair's note in Annex IV to this document.

17. With regard to the reference to the "Group of seven" processes in the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport, some delegations have pointed out that this format does not constitute a universal intergovernmental transport

organization/forum, hence its decisions and recommendations are not a basis for the work of ITC.

18. The Committee further **requested** its relevant subsidiary bodies to align their programme of work with the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport, as deemed appropriate. Lastly, the Committee **noted with interest** ECE/TRANS/2024/4, ECE/TRANS/2024/5 and ECE/TRANS/2024/6, containing reports on inland transport and climate change.

B. 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 5)

Documentation: ECE/TRANS/2024/8, ECE/TRANS/2023/4/Rev.2, ECE/TRANS/2024/9

19. In line with the decisions at its sessions since the adoption of the ITC Strategy until 2030, and further to information provided in ECE/TRANS/2024/8, the Committee **welcomed with satisfaction** the progress achieved during 2023 by the Committee and its Working Parties in implementing the ITC Strategy until 2030, and **invited them** to update the respective sections by the relevant Working Parties, explore other options for presenting the information, and continue implementing the next steps. The Committee also **invited** the secretariat to continue monitoring the implementation of the Strategy, propose adjustments to the next steps when suitable by the Working Parties or their Bureaus, and report at its next annual meeting on progress made using a new reporting format.

20. The Committee further **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; **encouraged all Working Parties and their subsidiary bodies to review and align** their ToRs and procedures to those of the Committee, as appropriate and **requested** those Working Parties and their subsidiary bodies that did not have the opportunity to do so yet, to inform the Committee at latest at its eighty-seventh plenary session in 2025 about the plan of their alignment.

21. **Noting** that the year 2023 marked the fourth cycle of reviews of Working Parties' mandates by their parent sectoral committees, in line with the outcomes of the 2005 reform of UNECE and the ensuing guidelines for the establishment and functioning of working parties within UNECE (ECE/EX/1) and **taking into consideration** the submissions by the Working Parties as contained in the annexes to ECE/TRANS/2024/9 as well as the review and analysis contained in ECE/TRANS/2023/4/Rev.2, the Committee **requested** the secretariat to provide a review and analysis of the Working Party submissions, with a view to further identify opportunities for enhancing synergies and accelerating the implementation of the mandates of ITC and its Working Parties and submit it at the eighty-seventh ITC for its consideration.

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 6)

Documentation: ECE/TRANS/2023/7/Rev.1, E/ECE/1503

22. 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.

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

24. The Committee was **briefed** about the outcome of the seventieth session of ECE, including decisions of interest and relevance to the Committee (including decision B(70), C(70) and K(70)) (E/ECE/1503).

25. The Committee **reiterated its concern** for the limited progress globally in meeting the Sustainable Development Goal targets on road safety.

26. 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 continue 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-seventh plenary session.

27. The delegate of Italy requested clarification on the progress report, which was provided by the secretariat.

28. The Committee was further **informed** about the updates to the ECE Road Safety Action Plan 2023 – 2030, as contained in ECE/TRANS/2023/7/Rev.1. **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 updating the revised ECE Road Safety Action Plan, 2023–2030, based on the inputs submitted by the Committee’s relevant Working Parties in line with the Committee’s decisions at its eighty-fifth session.

29. The delegate of Italy commented on the revised ECE Road Safety Action Plan, 2023 – 2030. The Committee then **welcomed** the updated “ECE Road Safety Action Plan, 2023–2030”, as contained in ECE/TRANS/2023/7/Rev.1; and **invited** its relevant Working Parties that had not yet the opportunity to submit inputs to the secretariat on the corresponding areas of the action plan that are relevant to their work and contributions to do so in the course of 2024.

30. The delegation of Belarus informed the Committee about the governmental efforts towards road safety. Committee took note of the statement, as reflected in full in Annex V to ECE/TRANS/344/Add.1.

31. 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.

VII. Governance Issues and Business Critical Decisions for the Inland Transport Committee and its Subsidiary Bodies (agenda item 7)

A. Decisions on Subsidiary Bodies and on the Structure of the Committee

Documentation: ECE/TRANS/2024/10

32. The Committee **adopted:**

(a) the updated Terms of Reference and Rules of Procedure for the Working Party on Transport Trends and Economics (WP.5), as contained in Annex I to ECE/TRANS/2024/10;

(b) the updated Terms of Reference and new Rules of Procedure for the Working Party on Transport Statistics (WP.6), as contained in Annex II to ECE/TRANS/2024/10;

(c) the updated Terms of Reference for the Working Party on the Transport of Dangerous Goods (WP.15), as contained in Annex III to ECE/TRANS/2024/10;

(d) the updated Terms of Reference and Rules of Procedure (Rule 1 on Participation) for the Working Party on Customs Questions affecting Transport (WP.30), as contained in Annex IV to ECE/TRANS/2024/10;

33. The Committee **endorsed**:

(a) the establishment for three years of a new Group of Experts on Passenger Information in Stations and Hubs to build on the successful work carried out by Group of Experts on International Railway Passenger Hubs, as recommended by the Working Party on Rail Transport (ECE/TRANS/SC.2/243, para. 45) and **adopted** its terms of reference, as contained in Annex V of ECE/TRANS/2024/10;

(b) WP.1's request to extend the mandate of the Group of Experts on drafting a new legal instrument on the use of automated vehicles until June 2025, as per ECE/TRANS/WP.1/185, paragraphs 29 and 30;

(c) the extension of the mandate of the Group of Experts on the operationalization of eCMR (SC.1/GE.22) for up to three, taking into account budget constraints, sessions per year comprised of up to three days/session, to complete its tasks and report to SC.1 at its 120th session in October 2025.

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

Documentation: ECE/TRANS/2024/11

34. The Committee **took note of** document ECE/TRANS/2024/11, containing the results of the meetings held by the ITC Bureau in 2023.

VIII. Programmatic Issues (agenda item 8)

A. Programme of Work for 2024 and Recommendations on Key Components of the Programme of Work for 2026

Documentation : ECE/TRANS/2024/12, Informal document No. 1

35. The Committee **recalled** that the draft programme of work for 2024 is based on the programme plan of the subprogramme for 2024 which was adopted by the seventy-eighth session of the United Nations General Assembly in December 2023 as part of the ECE proposed programme budget for 2024. The Committee **adopted** the draft programme of work of the Transport Subprogramme for 2024 (ECE/TRANS/2024/12) and **recommended** it to the Executive Committee for approval.

36. The Committee **considered** the information in the outline of key components of the programme of work for 2026 (Informal document No. 1).

B. Programme Plan for 2025

Documentation: ECE/TRANS/2024/13

37. The Committee **reviewed** the Programme Plan for 2025 for the transport subprogramme (ECE/TRANS/2024/13), **expressed its support** for the efficient and impactful work of ITC, its subsidiary bodies and the full Transport Subprogramme and **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 2025

Documentation: ECE/TRANS/2024/14

38. The secretariat **informed** the Committee about the publications programme for 2025. The Committee **expressed its support for and endorsed** the publications programme for 2025 as contained in ECE/TRANS/2024/14 and **recommended** that the relevant Working Parties take part in the preparation of these publications, as appropriate.

D. Schedule of Meetings in 2024

Documentation: ECE/TRANS/2024/15/Rev.1

39. The Committee **adopted** the list of meetings in 2024, based on proposals from the Committee's subsidiary bodies, as contained in ECE/TRANS/2024/15/Rev.1.

IX. Election of Officers and composition of the Bureau for Inland Transport Committee sessions in 2025 and 2026 (agenda item 9)

40. The Committee **elected** Ms. Hannie Meesters (the Netherlands) as Chair; Mr. Régis Farret (France), Mr. Antonio Erario (Italy), Ms. Renata Rychter (Poland), and Mr. Roman Symonenko (Ukraine) as Vice-Chairs, and the following Bureau members for the preparation of its sessions in 2025 and 2026: Mr. Kristof Schokaert (Belgium), Mr. Arne Zielonka (Germany), Ms. Eliane Massera (Switzerland), Ms. Jane Peters (United Kingdom), and Ms. Julie Abraham (United States).

41. The Russian Federation and Belarus made statements about geographical representation of Bureau members, which are contained in full Annex V of ECE/TRANS/344/Add.1.

X. Strategic Questions of a Horizontal and Cross-Sectoral Policy or Regulatory Nature (agenda item 10)

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

Documentation: ECE/TRANS/2024/16

42. 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.

43. 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.

44. When considering these issues, the Committee **took note** of ECE/TRANS/2024/16 on the status of accessions to United Nations legal instruments on inland transport administered by the Committee and its subsidiary bodies as of December 2023.

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

Documentation: ECE/TRANS/2024/17

45. The secretariat presented ECE/TRANS/2024/17 on regional accession dynamics and enhancing the monitoring of implementation of the legal instruments under the purview of the ITC.

46. 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.

47. 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.

48. 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/2024/17 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 26 April 2024 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.

49. The Committee further **noted** the information on the available options for monitoring of implementation of key Conventions under its purview.

C. Challenges and Emerging Trends of Inland Transport in different Regions (Statements by Delegates)

Documentation: ECE/TRANS/2024/4, ECE/TRANS/2024/5

50. 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. The Committee **welcomed** 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.

51. The Committee **took note** of the information provided in ECE/TRANS/2024/4 and ECE/TRANS/2024/5 which contain in-depth reports on inland transport and climate change and **stressed** that efforts to address the impacts of climate change and promote energy transitions in inland transport systems need to be brought about in a balanced and coherent manner, relying on policies and access to a wide variety of technologies, guided by the principles of UNFCCC, including equity, and in accordance with the common but differentiated responsibilities of countries and their specific national priorities, circumstances and capabilities.

D. Information and Computerization Technologies, and Intelligent Transport Systems

Documentation: ECE/TRANS/2024/18/Rev.1, ECE/TRANS/2024/19,
ECE/TRANS/WP.15/AC.1/166

52. 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/2024/18/Rev.1). Furthermore, the Committee **noted** the report of the activities of the Informal Working Group on Intelligent Transport Systems (ITS).

53. 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; **encouraged** the Working Parties to pursue their efforts in implementing the revised Road Map and **encouraged** continuation of the work of:

- the Working Party on Road Transport (SC.1) on smart roads;
- the Working Party on Inland Water Transport (SC.3) on smart shipping, River Information Services, and innovative technologies in the European Code for Signs and Signals on Inland Waterways (SIGNI);
- the Global Forum on Road Traffic Safety (WP.1) on the conditions of use of automated vehicles in traffic;
- the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (WP.15/AC.1) on telematics for the transport of dangerous goods;
- the World Forum for Harmonization of Vehicle Regulations (WP.29) on the implementation of the framework document on the safety of automated vehicles;
- the Working Party on Automated/Autonomous and Connected Vehicles (WP.29/GRVA) on regulating autonomous/automated and connected vehicles and continue the exchange on definitions and general principles for Artificial Intelligence in the context of road and vehicle safety;

as fostering and highlighting regulatory and other activities such as ad hoc meetings in the areas where ITC ITS Roadmap could provide direction to ensure the equitable benefits that ITS could provide in terms of safety, environmental protection, energy efficiency and traffic management.

54. The Committee was **informed** about the activities of the Committee's subsidiary bodies on information and computerization technologies (ECE/TRANS/2024/19). The Committee **took note** of the work of the division on information and computerization technologies and encouraged the relevant working parties to even intensify, if possible, this work, recognizing the importance of information and computerization technologies on making the relevant transport agreements more efficient. The Committee **encouraged** continuation of the work of:

- the Working Party on Road Transport (SC.1) on the operationalization of the Additional Protocol to the CMR Convention (eCMR);
- the Working Party on Customs Questions affecting Transport (WP.30) and of the TIR Administrative Committee (AC.2) on eTIR international system and interconnection with national customs systems;
- WP.30 on digitalizing the 1954 (private vehicles) and 1956 (commercial vehicles) temporary importation conventions including their Carnet de Passage en Douane (eCPD);
- the TIR Executive Board (TIREXB)/WP.30 on the International TIR Data Bank (ITDB), the eTIR (web) portal for holders and its mobile applications for customs officers and TIR Carnet holders;
- on the observatory on border crossing status due to COVID-19;
- the Working Party on Transport Trends and Economics (WP.5) on the international transport infrastructure observatory (ITIO) developed on a Geographical Information System (GIS) platform;

- of WP.5 work and data / GIS tool on climate change impact and adaptation on transport networks;
- of WP.5 on the Sustainable Inland Transport Connectivity Indicators (SITCIN) tool

as concrete applications and tools based on information and computerization technologies that ensure the implementation of the ITC Strategy until 2030 and specifically its second pillar on new technologies and innovations.

E. Environment, Climate Change and Transport

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

Documentation: Informal document No. 2

55. 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 (2021–2030) and **requested** its subsidiary bodies to align their work accordingly.

56. The Committee **noted** that, during the spring 2023 session of the RID/ADR/ADN Joint Meeting (WP.15/AC.1) and the 113th session of WP.15, the secretariat presented a draft table identifying the Sustainable Development Goals most closely aligned with RID, ADR and ADN and the work of WP.15/AC.1, WP.15 and the ADN Safety Committee (WP.15/AC.2). A revised version of this information, taking into account the comments received during and after the sessions, is now published on the ECE website as an aid to delegations to identify the Sustainable Development Goals addressed by their proposals when submitting them for consideration by WP.15/AC.1, WP.15 and WP.15/AC.2.

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

Documentation: ECE/TRANS/2024/3, ECE/TRANS/2024/4, ECE/TRANS/2024/5, ECE/TRANS/2024/6

57. The Committee **considered** ECE/TRANS/2024/4 and ECE/TRANS/2024/5 which have been prepared by the secretariat in direct implementation of the Committee's request at its eighty-fifth plenary session 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. Comments by delegations on the reports were invited and will be taken up in future iterations.

58. The Committee further **considered** ECE/TRANS/2024/6, which contains the Working Parties' ongoing contributions, future plans and suggestions in support of climate change mitigation for the Committee and Working Parties. The Committee then **discussed and suggested** the way forward on possible ways to strengthen the role and contribution of the Committee on this critical matter that is addressed horizontally by several of the Committee's subsidiaries, as well as the Committee itself, taking into account the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport (ECE/TRANS/2024/3).

59. The Committee **reiterated its concern** for the worsening situation globally due to the increasing frequency and severity of impacts from climate change, **expressed its appreciation** to its Working Parties for submitting to the secretariat their ongoing contributions, future plans and suggestions in support of climate change mitigation as contained in ECE/TRANS/2024/6 and **thanked** the secretariat for preparing for the Committee's consideration ECE/TRANS/2024/4 and ECE/TRANS/2024/5 on inland transport and climate change. On the basis of ECE/TRANS/2024/3, ECE/TRANS/2024/4, ECE/TRANS/2024/5 and ECE/TRANS/2024/6, the Committee **decided** 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) **Reiterated** its invitation to the Working Parties with the support of the secretariat to implement the Initial ITC Climate Action Plan and through it advance the implementation of the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport;

(b) **Encouraged** member States to address the adaptation of transport systems to climate change, recognizing the valuable contribution of the Group of Experts on assessment of climate change impacts and adaptation for inland transport in providing essential supporting material for countries and their transport professionals in this endeavour.

60. The Committee **noted** the update from the secretariat on the For Future Inland Transport Systems (ForFITS) activities, **encouraged** the continuous use of ForFITS for internal activities, **welcomed** close collaboration with other international initiatives interested in forward-looking quantification of inland transport emissions, and **supported** the proposal from the secretariat to host one session of the International Transport Energy Modeling (iTEM) partnership at UNECE.

61. The Committee was **informed** about progress in the work of the Group of Experts on assessment of climate change impacts and adaptation for inland transport. In particular, information was shared about elaboration of important guiding material as well as climate change projections and their analysis for transport.

3. Green transport and the environment

62. 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 until 2030 and including the inaugural celebrations for World Sustainable Transport Day organized by the Sustainable Transport Division in collaboration with UN DESA.

4. Transport, Health and Environment Pan-European Programme

63. The Committee **took note** of the report of THE PEP Steering Committee for its twenty-first session (23–25 October 2023) (ECE/AC.21/SC/2023/2).

64. 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.

65. 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. It further **noted** that, at the request of the Steering Committee, member States at their extraordinary meeting on 19 February 2024 agreed to postpone the Sixth High-level Meeting of THE PEP.

F. Inland Transport Security

66. The Committee **was briefed** on the results of a workshop on cyber threats to electric vehicles and their charging infrastructure, held in the framework of WP.5 on 6 September 2023.

67. The Committee **noted** the workshop, serving as the 2023 inland transport security forum, that was held on threats to the security of and in the use of information and communication technologies (ICT) for electric vehicles and their charging infrastructure as well as the broader electricity grid; appreciated and welcomed the multidisciplinary approach taken and the close cooperation between the Sustainable Transport and Sustainable Energy

sub-programmes of the ECE; **emphasized** the need for Governments to stay up to date with the latest trends and practices in the field of security of and in the use of ICT and **decided** that the inland transport security forum should continue to be held as part of the WP.5 programme of work on a biennial basis, alternating with thematic discussions on urban mobility or topical inter-regional discussions.

G. Analytical Work on Transport

Documentation: ECE/TRANS/2024/20, ECE/TRANS/2024/21

68. 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 2023 (ECE/TRANS/2024/20). 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, and for the legal and regulatory framework of inland transport. Among other analytical outputs, the Committee was presented with progress updates on:

- Developments surrounding electric vehicles and their charging infrastructure including the proposed establishment under WP.5 auspices of an informal e-mobility task force (in cooperation with the ECE Sustainable Energy Division) and the elaboration of a designated publication.
- Ongoing transport corridor operationalization efforts, in particular in the framework of the Economic Commission for Europe (ECE)-Economic Cooperation Organization (ECO) Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors which convenes periodically as a group of friends of the WP.5 Chair.
- Activities and outputs of the Group of Experts on cycling infrastructure module (WP.5/GE.5).

69. The Committee **appreciated** the work of WP.5 in fulfilling its role as a think tank offering a platform for inter-regional dialogue on latest transport trends and economics.

70. The Committee **considered and welcomed** the Terms of Reference for the informal task force on e-mobility as contained in ECE/TRANS/2024/21 and **requested** a progress report at its next session.

71. The Committee **welcomed** the preparation of a draft publication on general trends and developments surrounding electric vehicles and their charging infrastructure and thanked WP.5 for its review and endorsement and **requested** the secretariat to issue the report in 2024 as an official United Nations publication, both in printed and digital format, in the three ECE working languages.

72. The Committee **welcomed** the inter-regional consultations that were held on multimodal transport corridor management in the framework of thirty-sixth annual session of WP.5; **recognized** the importance of putting in place a sound regulatory framework in addition to infrastructure development and the instigation of a whole of corridor approach recognizing that a transport corridor is only as strong as its weakest link and in this regard **noted** the significant differences in corridor management approaches between countries and regions and the opportunities for harmonization and lessons learned. The Committee therefore **requested** WP.5 to continue offering a platform for the exchange of views on latest trends, opportunities, and challenges in the field of multimodal transport corridor management with a focus on legal, institutional, and regulatory aspects, across regions.

73. The Committee **took note** of the information provided by the Working Party on Transport Trends and Economics on operationalization efforts of the Euro-Asian Transport

Links (EATL)², including through the Trans-Caspian region, and **encouraged** countries involved to continue their coordination efforts aimed at enhancing the interoperability and facilitation of border crossings enabling fast and seamless transit of goods and **requested** that a further progress report be provided at its next session.

74. Several delegations made statements on transport corridors, which are reflected in full in Annex V to ECE/TRANS/344/Add.1.

75. Noting the rapid and dynamic development of trade between China and Europe, the Islamic Republic of Iran reiterated the need to diversify East-West trade routes through other geographical opportunities, especially the southern branch, incorporating well-developed transport infrastructure.

76. Recalling the relevant decisions of WP.5, the Committee further **welcomed** the proposal of the Russian Federation and the Republic of Belarus to establish the Coordination Committee of interested parties on the EATL railway route No. 1.

77. The Committee **welcomed** the progress made in the implementation of the mandate of the Group of Experts on cycling infrastructure module (GE.5) and further **requested** that GE.5 outputs are published as a United Nations publication both in digital and printed format in the three ECE working languages.

78. The Committee **invited** WP.5 to explore in collaboration with WP.1 and THE PEP the need of the elaboration of a new Convention on cycle route network based on the results achieved by the Group of Experts on Cycling Infrastructure Module.

79. The Committee **noted with interest** the latest developments surrounding the use of ITIO-GIS.org in a test phase and **encouraged** more countries to work with the secretariat in further developing this platform to reach its full potential as a regional transport infrastructure modelling, planning and fundraising tool.

80. Lastly, the Committee **noted with interest** the latest developments surrounding the use of the SITCIN.org user platform and **appreciated** the efforts by the secretariat, based on preliminary user feedback, to adapt the platform further to meet specific user needs. The Committee further **encouraged** countries that are not yet doing so to make good use of the inland transport sector assessment functionalities offered by SITCIN.org.

81. The secretariat delivered a message on behalf of the Confederation of the European Bicycle Industry (CONEBI), which commended WP.5 and GE.5 for the initiative to elaborate new definitions for cycle, speed cycle and wide-carrier cycle, and called on ITC to invite its Working Parties to refer to these definitions and use them following the endorsement of the report on the work of GE.5 by WP.5. CONEBI further stressed the importance of including these definitions in the 1968 Convention on Road Traffic and the Convention on Road Signs and Signals.

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

Documentation: ECE/TRANS/2024/22, ECE/TRANS/2024/23

82. 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, and was **informed** about the most recent developments in capacity development activities. The Committee **expressed its satisfaction** for progress achieved with ongoing Road Safety Performance Reviews (RSPR) and **thanked** the Regular Programme of Technical

² The Euro-Asian Transport Links (EATL) project started with Phase I (2002-07) as a joint undertaking between UNECE and ESCAP. In close cooperation with designated national focal points in the Euro-Asian region, the EATL project has identified nine main Euro-Asian Road and rail routes for priority development and cooperation. The maps showing these identified routes are available here: <https://unece.org/maps-0> and at the International Transport Infrastructure Observatory (ITIO) available at <https://itio-gis.org>.

Cooperation (RPTC) for continuous financial support for the implementation of capacity development projects in the past four years.

83. The Committee further **took note of** the progress with the “E-learning platform for sustainable mobility and smart connectivity” (LearnITC), which is intended to leverage the Division’s capacity to provide training modules for core constituents, among other things, on legal instruments under the Committee’s purview, and currently has over 600 enrolments from over 75 member States and **requested** the secretariat to continue with the further development of new modules on the LearnITC platform in order to support its capacity development priorities in support of all its contracting parties. The Committee **expressed its support** for the continued implementation of the ITC Capacity Development Action Plan.

84. The Committee **took note of** ECE/TRANS/2024/23 on capacity development for the successful implementation of legal instruments under the Committee’s purview and the capacity/resource requirements; **considered** the options on how to address the capacity/resource gaps laid out in ECE/TRANS/2024/23 and **invited** member States to engage in additional resource mobilization efforts.

85. The ECE Trade Division presented on digitalization of multimodal data and document exchange using UN standards in electronic corridors, to show the synergies between the work of the Transport and the Trade subprogramme of ECE.

86. The representative from Georgia stressed the importance of capacity development actions and encouraged member States to use the available tools for the implementation of relevant UN regulations.

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

87. The Committee **was informed** about the outcome of the High-Level Euro-Asia Regional Review Meeting of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024 co-organized by ECE, OHRLLS and ESCAP in Bangkok on 22–23 August 2023 and the ongoing preparations for the Third United Nations Conference on Landlocked Developing Countries, taking place in Kigali, Rwanda, in June 2024. The Committee **thanked** the secretariat for its efforts in organizing, jointly with ESCAP and OHRLLS, the High-Level Euro-Asia Regional Review Meeting of the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024 which was held in Bangkok in August 2023 and resulted in the adoption of a high-level outcome document and **requested** the secretariat to support the preparations of the Third United Nations Conference on Landlocked Developing Countries, taking place in Kigali, Rwanda, in June 2024 inter alia by encouraging active participation from ECE LLDCs and by promoting the use of international legal instruments under its purview among non ECE-LLDCs.

J. Road Traffic Safety

88. The Committee was **informed** about recent developments in the work carried out by WP.1, including the completed work on amendment proposals dealing with lighting and light-signalling devices (in order for the corresponding legal provisions to keep up with the technological progress); the ongoing discussions on “remote driving”; current work to develop a “Framework of key principles for automated vehicle safety and human centred needs”; potential, substantive revisions to the provisions on driving permits; and WP.1 contribution to Agenda 2030.

89. The Committee was also **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) and **received an update** on the work of the Informal Intergovernmental Group of Experts on Road Signs and Signals.

90. The Committee also **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 with different initiatives, such as the Global Road Safety Initiative; **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/2024/24, ECE/TRANS/WP.29/2023/1/Rev.1

91. 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/2024/24). The Committee was further **informed** about the activities of the World Forum and its Working Parties as reflected in ECE/TRANS/WP.29/2023/1/Rev.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 prioritization and the alignment with the ITC Strategy.

92. The Committee **noted** that over 40 informal groups worked during 2023 in parallel to WP.29 and its subsidiary bodies to assist them in developing new vehicle regulations and updating the 165 existing United Nations Regulations annexed to the 1958 Agreement, 23 United Nations Global Technical Regulations (UN GTRs) associated to the 1998 Agreement and four United Nations Rules annexed to the 1997 Agreement with 114 amendments, and establishing three new United Nations Regulations and one new Global Technical Regulation.

93. The Committee **noted** the number of contracting parties to the 1958 Agreement (61), to the 1998 Agreement (39), and to the 1997 Agreement (17).

94. The Committee was **informed** that work on protection of vulnerable road users was complemented with entry into force of the three new United Nations Regulations (Vulnerable Road Users in Front and Side Close Proximity, Vulnerable Road Users Direct Vision, and Reverse Warning), in June and October 2023 respectively. A new United Nations Regulation on global Real Driving Emissions will contribute to the protection of the environment and provide realistic information on emissions of CO₂ of new vehicles. With the new United Nations Regulation on Event Data Recorder for heavy Duty Vehicles, traffic crash investigations involving these vehicles will benefit from access to information captured immediately before and during the crash. The new United Nations Regulation for Restraint systems for Safer Transport of Children in buses will largely contribute to increased safety for the most vulnerable group, children, during crashes when transported in buses.

95. The Committee also **received a report** on the progress of GRVA on the drafting of Guidelines for Regulatory Requirements and Verifiable Criteria for ADS Safety Validation and New Assessment/Test Method for Automated Driving (NATM) Guidelines for Validating Automated Driving System (ADS), both endorsed by WP.29 in 2023 and was **informed** that the pre-regulatory activities are expected to be completed by June 2024, followed by global regulatory activities suitable for both the 1958 and the 1998 Agreements. The Committee also **noted** that GRVA collected Artificial Intelligence relevant definitions and discussed principles to be proposed to WP.29.

96. The Committee **noted** that WP.29 established an amendment to United Nations Rule No. 1 (Protection of the Environment) under the 1997 Agreement as well as to the Resolution

R.E.6 (test-equipment, skills and training of inspectors and supervision) introducing requirements for testing of diesel emission with particulate counting systems during periodic technical inspections and thus contributing to further protection of the environment.

97. The Committee further **noted** that the Executive Committee of the 1998 Agreement established in 2023 one new UN GTR (No. 24 on laboratory Measurements of Brake Emissions for Light-Duty Vehicles) as well as an amendment to UN GTR No. 13 (Hydrogen and Fuel Cell vehicles).

98. Lastly, the Committee was **informed** about the status of establishing the type-approval Database for the Exchange of vehicle Type Approvals (DETA) and **thanked** Germany for the interim hosting of DETA.

99. The Committee **endorsed** the activities listed in ECE/TRANS/2024/24; **welcomed** the work and achievements by the World Forum for Harmonization of Vehicle Regulations, WP.29, such as

(a) the new UN Regulation on Restraint systems for Safer Transport of Children in buses,

(b) the development of Guidelines for Regulatory Requirements and Verifiable Criteria for Automated Driving System Safety Validation and New Assessment/Test Method for Automated Driving (NATM) and Guidelines for Validating Automated Driving System (ADS),

(c) the establishment of one new UN Global Technical Regulation (GTR) (No. 24 on laboratory Measurements of Brake Emissions for Light-Duty Vehicles), a new UN Regulation on global Real Driving Emissions and

(d) the continued work on equitable occupant protection.

100. The Committee **noted** the desire of the Working Party on Automated/Autonomous and Connected Vehicles, GRVA, to hold one of its annual sessions outside of Geneva in 2025.

L. Transport of Dangerous Goods

Documentation: Informal document No. 3, ST/SG/AC.10/C.3/124, ST/SG/AC.10/C.3/126, ST/SG/AC.10/C.4/88, ST/SG/AC.10/C.4/90, ECE/TRANS/WP.15/262, ECE/TRANS/WP.15/264, ECE/TRANS/WP.15/AC.1/168 and Add.1, ECE/TRANS/WP.15/AC.1/170 and Add.1, ECE/TRANS/WP.15/AC.2/86, ECE/TRANS/WP.15/AC.2/88 and Corr.1, ECE/ADN/67, ECE/ADN/69

101. The Committee **received reports** by Ms. A. Roumier (France), Chair of WP.15, Ms. S. Garcia Wolfrum (Spain), Chair of WP.15/AC.1, and Mr. B. Beldman (the Netherlands), Chair of WP.15/AC.2, on the accomplishments of their Working Parties during the past year.

102. The Committee was **informed** that the Economic and Social Council adopted resolution E/RES/2023/5 on 7 June 2023, on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals (Informal document No. 3) and that WP.15, WP.15/AC.1 and WP.15/AC.2 have already taken or are taking action as required in operative paragraphs 3, 4, 5 and 6 of section A of the resolution. The Committee was also **informed** that, pursuant to operative paragraph 2 of section A and paragraph 3 of section B, the secretariat has published the twenty-third revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (in English, French, Chinese, Arabic, Spanish and Russian), the eighth revised edition of the Manual of Tests and Criteria (in English, French, Spanish and Arabic) and the tenth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (in English, French, Chinese, Spanish, Russian and Arabic).

103. The Committee **noted** that the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council met from 3 June to 7 July 2023 (ST/SG/AC.10/C.3/124) and from 27 November to 6 December 2023

(ST/SG/AC.10/C.3/126). The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 10 to 12 July 2023 (ST/SG/AC.10/C.4/88) and 6 to 8 December 2023 (ST/SG/AC.10/C.4/90).

104. The Committee **noted** that the number of contracting parties to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) is 54 and that the Protocol amending articles 1(a), 14(1) and 14(3)(b) of the ADR has not yet entered into force as not all contracting parties to ADR have become parties to it. Thus, the Committee **encouraged** the remaining contracting parties (Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino, Tajikistan and Uganda) to take the necessary steps to allow the Protocol amending articles 1(a), 14(1) and 14(3)(b) of the ADR to come into force.

105. The Committee **noted** that WP.15 endorsed the common amendments to RID, ADR and ADN adopted by the RID/ADR/ADN Joint Meeting (WP.15/AC.1) during the biennium and **endorsed** the request by WP.15 that the consolidated text of ADR as it would be amended on 1 January 2025 be published by the secretariat, sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

106. The Committee **noted** that the number of contracting parties to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) remains 18.

107. The Committee **noted** that WP.15/AC.2 has adopted a wide range of new provisions concerning the carriage of dangerous goods in inland navigation vessels and met again from 22 to 26 January 2024 (ECE/TRANS/WP.15/AC.2/88).

108. The Committee **acknowledged** the importance of the work of the Sub-Committee on the Transport of Dangerous Goods and WP.15, the Joint Meeting and the ADN Safety Committee (WP.15/AC.2) within the framework of energy transitions, including the development and improvement of provisions for the transport of hazardous waste, for the use of recycled plastics in packaging for dangerous goods, for the carriage of batteries during their whole life cycle and for the use of battery electric vehicles and hydrogen fuel cell vehicles for the transport of dangerous goods.

M. United Nations Road Safety Fund

Documentation: ECE/TRANS/2024/25

109. 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/2024/25).

110. The Committee **commended** the progress being achieved by the United Nations Road Safety Fund including on its recent International Road Safety Award from HRH Prince Michael of Kent in appreciation of its support to low- and middle-income countries and **took note** of the Fund's planned replenishment event at the fourth Global Ministerial for Road Safety in Morocco on 18–19 February 2025.

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

Documentation: ECE/TRANS/2024/26

111. 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/2024/26). 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).

112. The Committee **expressed its support** for the continuation of the important work and momentum built so far by the Special Envoy to improve road safety.

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

Documentation: ECE/TRANS/2024/27

113. The Committee **received a report** by Mr. A. Şenmanav (Türkiye), Chair of the Working Party on Customs Questions affecting Transport (WP.30), on the main outcome of the 162nd, 163rd and 164th sessions of WP.30 (ECE/TRANS/WP.30/324; ECE/TRANS/WP.30/326 and ECE/TRANS/WP.30/328) and of the activities of the TIR Administrative Committee (AC.2) in the year 2023.

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

(a) the latest developments of the eTIR international system and the ongoing eTIR interconnection projects, including the eTIR related applications (International TIR Data Bank (ITDB), eTIR (web) portal and mobile applications) leading up to the first eTIR transport;

(b) the outcome of the third (December 2022), fourth (June 2023) and fifth (October 2023) sessions of the Technical Implementation Body (TIB) (ECE/TRANS/WP.30/AC.2/TIB/6 and Corr.1, ECE/TRANS/WP.30/AC.2/TIB 8, ECE/TRANS/WP.30/AC.2/TIB 10);

(c) 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;

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

(e) the latest developments in the International Convention on the Harmonization of Frontier Controls for Goods, 1982;

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

(g) the activities undertaken in 2023 by ECE and the International Touring Alliance / International Automobile Federation (AIT/FIA) within the framework of a Memorandum of Understanding (MoU) on the digitalization of vehicles, private and commercial, temporary importation conventions and their Carnet de Passage en Douane (CPD);

(h) the work done in order to align the ToR of the Working Party with the new ITC ToR including the change of the name of the Working Party; and

(i) follow-up actions taken by WP.30 in 2023 to align its work with the ITC Strategy until 2030.

115. The Committee **welcomed** the decision of WP.30 to change its name to “Global Forum on Customs questions affecting transport including border crossings facilitation”. The representative of the Islamic Republic of Iran proposed to WP.30 to consider a more comprehensive and inclusive title, taking into account all aspects of border crossing facilitation, not limited to customs function, i.e. factors such as border queuing methods and others that play a crucial role in ensuring smooth and efficient border operations.

116. The Committee **took note** of the work done so far on the interconnections between the eTIR international system and the national customs systems and IRU, further inviting and encouraging contracting parties to the TIR Convention to intensify efforts interconnecting their national customs systems and start using the electronic TIR procedure.

117. The Committee further **took note** of the work done so far on the digitalization of Carnet de Passages en Douanes (eCPDs) in cooperation with FIA further inviting and encouraging customs authorities to intensify efforts on this work.

118. The Committee, recognizing that the TIR Convention has 78 contracting parties from different geographical regions, recalling that in its session of 2016 it had taken the same decision and pursuant to ECOSOC Resolution 1984/79, **supported** fully the position that the United Nations secretariat continues to ensure that the TIR Handbook be made available in the six official United Nations languages, to further facilitate the promotion and implementation of the TIR Convention in all regions.

P. Transport of Perishable Foodstuffs

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

119. The Committee was **informed** by Mr. K. de Putter (the Netherlands), Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11), about the status of proposed amendments to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) adopted at the seventy-seventh, seventy-eighth and seventy-ninth sessions of 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).

120. The Committee was also **informed** about the outcome of the eightieth session of WP.11 held on 24–27 October 2023.

121. The Committee further **noted** that the number of contracting parties to the Agreement remains at fifty-two.

Q. Road Transport

Documentation: ECE/TRANS/2024/28

122. The Committee was **informed** about the latest developments in the work carried out by the Group of Experts on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (SC.1/GE.21). In particular, the Committee was **updated** on the progress of the Group's discussions to amend Article 22bis and to create a new appendix 1C (smart tachograph) and a new appendix 4 (exchange of information). The Committee was further **updated** on the matter of the extension of the Administrative Arrangement (until the end of 2024) between ECE and European Commission Services on continuing activities envisaged in the MoU of 2009. The delegations of the Russian Federation, Belarus and the European Union made statements on this matter, which are contained in Annex V to ECE/TRANS/344/Add.1.

123. The Committee **took note** of the latest developments in the work of SC.1/GE.21 on AETR and **acknowledged** that some delegations reiterated the principle of the implementation of the provisions of the related MoU between the UNECE Secretariat and the European Commission Services for all AETR contracting parties on an equal basis.

124. The representative of the Islamic Republic of Iran reiterated the desire for the possibility to accede to AETR for non-EU contracting parties, emphasizing that this is crucial road safety for all drivers.

125. The Committee was **informed** about the discussions of SC.1 on the matter of potentially opening the European Agreement on Main International Traffic Arteries (AGR) to accession by non-ECE Member States. The Committee **took note** of the discussions of SC.1 on AGR, and on safe and sustainable road infrastructure including road safety inspections and audits, and potential climate change mitigation initiatives.

126. The Committee was **informed** about the number of contracting parties to the CMR and its Protocols, including e-CMR. The Committee was **updated** on the outcomes of the

work of the Group of Experts on the Operationalization of eCMR (SC.1/GE.22) which met six times from July 2022 to July 2023, and of the decision made at the 118th session of SC.1 on the request of the Group of Experts for an extension of its mandate under its current ToR and workplan to complete its tasks and to prepare technical specifications time permitting, and report to SC.1 at its 120th session in October 2025.

127. The Committee was further **informed** about the discussions at the 118th session of SC.1 on safe and sustainable road infrastructure, in particular on the matter of road safety inspections and audits, and potential climate change mitigation initiatives.

128. Finally, the Committee **took note** of the outcomes of the second workshop on cross-border insurance of motor vehicles jointly organized by ECA, ECE, ECLAC and ESCAP on 31 October 2023.

R. Rail Transport

Documentation: ECE/TRANS/2024/29, ECE/TRANS/SC.2/243

129. The Committee **received a report** by Mr. J. Kapturzak (Poland), Chair of the Working Party on Rail Transport (SC.2), on the results of the seventy-sixth session of SC.2 (ECE/TRANS/SC.2/243).

130. 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 the results of the work of the Group of Experts on International Railway Passenger Hubs, in particular the successful completion of its activities and the resulting updating of the AGC to modernize it by adding International Railway Passenger Hubs of importance and thus further facilitating modal shift to railways. The Committee also **endorsed** the request of SC.2 to create a new Group of Experts on Passenger Information in Stations and Hubs.

131. The Committee was **informed** about the results of the work of the first session of the Revisions Committee on the Model Rules for the Permanent Identification of Railway Rolling Stock, for a Revisions Committee to regularly review the Model Rules and the preparation of a non-binding Guidance Note to supplement the Model Rules. In particular, the Committee **noted** the acceptance by SC.2 of the amendment proposals submitted by the Revisions Committee to the Model Rules on the Permanent Identification of Railway Rolling Stock as the output from its first session as well as other decisions during the first session of the Revisions Committee.

132. The Committee **noted and approved** the request of the Working Party on Rail Transport to allow for the Revisions Committee of the Model Rules on the Permanent Identification of Railway Rolling Stock to have remote participation in UNECE languages and the translation of parliamentary documents into all UN languages, through the regular budget, given its global role. It also **asked** that the updated Model Rules and Guidance Note are added to the publication programme for 2024.

133. The Committee was **updated** on developments in Unified Railway Law. In particular, the Special session of SC.2 held on 10–12 July and 29 September 2023 on the finalization of the text of the new Convention on the contract for international carriage of goods by rail as a first Convention of a system of Unified Railway Law Conventions. The Committee **took note** of the adoption by a vote³ by member States present at the Working Party on Rail Transport of the new Convention on the contract for international carriage of goods by rail as a first Convention of a system of Unified Railway Law Conventions and **acknowledged** its opening for signature by member States.⁴

³ In the vote, 19 member States voted in favour of the Chair's proposal and one member State voted against. Three member States abstained from the vote. This is reflected in ECE/TRANS/SC.2/243, para. 22.

⁴ During the eighty-sixth ITC session, the Netherlands, Germany, Poland and the European Union welcomed the adoption of the new Convention.

134. 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 maximizing its sustainability including its review of its mandate, its input into the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport and the organization of a Special Session of SC.2 on Rail Security in 2024. The Committee **emphasised** the key role that rail transport has on reducing the impact of the transport sector on the environment and asked that the Working Party on Rail Transport continues its activities on climate change.

135. The Chairman of the Committee of the Organization for Cooperation of Railways (OSJD) briefed the Committee about activities at OSJD, which covers all areas of railway transport of goods and passengers in the Eurasian space. The Chairman stressed that four main components are needed for competitiveness of connections: Networks with good coordination, transport law as a legal toolkit to formalize the process, digitalization of services to streamline the entire process of carriage, and environmental protection. The Committee was informed about the development of 13 transport railway corridors through Europe and Asia by OSJD and OSJD's focus on the development of international transport. The importance of digitalization was stressed and the work on an electronic consignment note with customs functions for the carriage of freight was presented. The Chairman of the OSJD Committee further provided information on partnerships to enhance railway carriage and the railway sector as a whole and confirmed OSJD's readiness to work closely with ITC.

S. Intermodal Transport and Logistics

Documentation: ECE/TRANS/WP.24/153, ECE/TRANS/WP.24/155

136. The Committee was **informed** about the results of the sixty-sixth session of the Working Party on Intermodal Transport and Logistics (WP.24) by the Chair of WP.24, Ms. J. Elsinger (ECE/TRANS/WP.24/153).

137. In particular, the Committee **was updated** on further developments related to:

(a) the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC). Such concern (i) the amendments to the Agreement, and (ii) 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; and

(b) the Protocol on Combined Transport on Inland Waterways to the AGTC Agreement.

138. Following the adoption by the Committee at its eighty-third and eighty-fifth sessions of the resolutions, respectively on strengthening intermodal freight transport and on facilitating the development of container transport on inland waterways, the Committee was **apprised** of the progress made in the implementation of these resolutions.

139. The Committee was also **informed** about the outcomes of the WP.24 Special Session on the Code of Practice for Packing of Cargo Transport Units (ECE/TRANS/WP.24/155). A representative of the International Maritime Organization (IMO) thanked ECE for the leadership on the revision of the CTU Code and conveyed IMO's commitment and agreement to the proposed restructure of the Code, as it should facilitate future technical and policy amendments. Also, a representative of ILO supported the future CTU Code restructuring process. IMO thanked NGOs, industry and independent consultants for their technical contribution and expertise in improving the Code. IMO then reiterated the past statements shared by ECE, ILO and IMO that material elaborated through the United Nations-managed processes is subject to United Nations intellectual property provisions.

140. The Committee **welcomed** the progress made under the auspices of the pre-work carried out under WP.24 in elaborating/preparing draft modifications to the Code of Practice for Packing of Cargo Transport Units (CTU Code); **noted** the proposal made for restructuring the CTU Code into Core and Supplement and for WP.24 to manage this process with the involvement of experts as well as ILO and IMO secretariats and, as part of this process, to hold a WP.24 special session to discuss and finalize the restructuring draft proposal for

thereafter start the formal consideration and possible subsequent adoption by the memberships of ECE, ILO and IMO, in accordance with the respective procedures, while taking into account the elaborated modifications to the CTU Code. Given the commitment expressed to the process of restructuring of the CTU Code by ILO and IMO secretariats, the Committee **tasked** WP.24 with managing the draft CTU Code restructuring process in 2024 and, in doing so, to hold a special session on the CTU Code in 2024 in collaboration with other interested working parties, in particular SC.2.

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

Documentation: Informal document No. 4

141. 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: ECE/TRANS/SC.3/220

142. The Committee was **informed** about the results of the sixty-seventh session of SC.3 (ECE/TRANS/SC.3/220) by the Vice-Chair of SC.3, Mr. V. Dabrowski (Czech Republic) and the secretariat.

143. The Committee **welcomed** the adoption of the fourth revision of the Inventory of Main Standards and Parameters of E Waterway Network by the Working Party on Inland Water Transport (SC.3).

144. The Committee further **took note** of the progress reached by SC.3 and its subsidiary body, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), in 2023: (a) the adoption of amendment No. 2 to the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49, Revision 2); (b) the adoption of amendment No. 1 to the sixth revision of the European Code for Inland Waterways (CEVNI); (c) the adoption of amendment No. 5 to the second revision of resolution No. 61 “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” as resolution No. 105; (d) the approval of amendments to the list of reception facilities for transfer of waste generated onboard vessels as amendment No. 2 to the annex of resolution No. 21 “Prevention of Pollution of Inland Waterways by Vessels”, revision 2, and (e) updates to the online database of specimens of the International Certificate for Operators of Pleasure Craft.

145. The Committee was **informed** about the outcome of the workshops on inland water transport held in 2023: (a) Information and Computerization Technologies and Intelligent Transport Systems in the Inland Water Transport Sector (15 February 2023), (b) Addressing Labour Market Challenges and Making the Sector More Attractive (3 July 2023) and (c) Climate Change Mitigation Activities in Inland Water Transport (11 October 2023).

146. Lastly, the Committee **took note** that SC.3 decided to establish an informal working group on issues related to labour market challenges. The representative of the International Labour Organization (ILO) emphasized that ILO had expressed interest to participate in the work to ensure that the United Nations bodies and agencies deliver as one.

V. Transport Statistics and Data

147. 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 WP.6 session held in May 2023 and a roundtable on electric vehicle charging infrastructure data

collection held in November 2023 to consult member States on the feasibility of incorporating such data into the Common Questionnaire.

148. The Committee was **updated** on the new activities undertaken by the Working Party, including the streamlining of the Common Questionnaire to incorporate data collection needs in response to emerging trends, along with the creation of an interactive glossary for transport statistics to facilitate real-time updates. It was also **informed** about the recent Statistics of Road Traffic Accidents in Europe and North America publication.

149. The Committee **considered and approved** the recommendations to Governments related to the 2025 E-Road Traffic Census (ECE/TRANS/WP.6/2023/2) and the corresponding draft resolution (ECE/TRANS/WP.6/2023/2, Chapter XIII) that were adopted by WP.6 and **invited** its member States to encourage their national statistics offices, infrastructure agencies and other key actors to cooperate in order to provide the necessary data for 2025 to the secretariat in both a tabular format as well as in GIS files (preferably Shapefile format).

150. The Committee further **considered and approved** the recommendations to Governments related to the 2025 E-Rail Traffic Census (ECE/TRANS/WP.6/2023/4).

151. The Committee **welcomed** the exploration of collecting electric vehicle charging infrastructure data through the Common Questionnaire.

152. Lastly, the Committee **welcomed** the work of WP.6 to support ITC in its monitoring of transport-related Sustainable Development Goals, its development of additional indicators for this purpose and its creation of a dedicated microsite to facilitate knowledge sharing in the ECE region.

W. Draft Annual Report of Activities Undertaken by the Committee's Subsidiary Bodies in 2023

Documentation: ECE/TRANS/2024/30

153. The Committee **was presented** with a comprehensive report of activities undertaken by the Committee's subsidiary bodies during 2023, in administering the 60 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/2024/30). The focus is on the impacts of the work of the Working Parties and contribution to implementing the Sustainable Development Goals.

XI. Approval of the Reports of the Committee's Subsidiary Bodies (agenda item 11)

154. The Committee **approved** as a whole the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references in the complete ITC report on the basis of the respective annotations contained in this document.

Documentation: ECE/TRANS/WP.1/183; ECE/TRANS/WP.1/185;
ECE/TRANS/WP.1/GE.3/2023/2; ECE/TRANS/WP.1/GE.3/2023/4;
ECE/TRANS/WP.5/74; ECE/TRANS/WP.5/GE.3/48; ECE/TRANS/WP.5/GE.3/50;
ECE/TRANS/WP.5/GE.5/5; ECE/TRANS/WP.5/GE.5/7; ECE/TRANS/WP.6/185;
ECE/TRANS/WP.11/251; ECE/TRANS/WP.15/262; ECE/TRANS/WP.15/264;
ECE/TRANS/WP.15/AC.1/168 and ECE/TRANS/WP.15/AC.1/168/Add.1;
ECE/TRANS/WP.15/AC.1/170; ECE/TRANS/WP.15/AC.2/84;
ECE/TRANS/WP.15/AC.2/86; ECE/ADN/65; ECE/ADN/67; ECE/TRANS/WP.24/153;
ECE/TRANS/WP.24/155; ECE/TRANS/WP.29/1171; ECE/TRANS/WP.29/1173 and
ECE/TRANS/WP.29/1173/Add.1; ECE/TRANS/WP.29/1175; ECE/TRANS/WP.30/324;
ECE/TRANS/WP.30/326; ECE/TRANS/WP.30/328; ECE/TRANS/WP.30/AC.2/161;
ECE/TRANS/WP.30/AC.2/163; ECE/TRANS/WP.30/AC.2/165;
ECE/TRANS/WP.30/AC.2/TIB/8; ECE/TRANS/WP.30/AC.2/TIB/10;

ECE/TRANS/SC.1/420; ECE/TRANS/SC.1/GE.21/70 and
 ECE/TRANS/SC.1/GE.21/70/Rev.1; ECE/TRANS/SC.1/GE.21/72;
 ECE/TRANS/SC.1/GE.22/8; ECE/TRANS/SC.1/GE.22/12; ECE/TRANS/SC.2/241;
 ECE/TRANS/SC.2/243; ECE/TRANS/SC.2/RC.1/2023/2;
 ECE/TRANS/SC.2/HUBS/2023/2; ECE/TRANS/SC.2/HUBS/2023/8;
 ECE/TRANS/SC.3/220

XII. Partnerships and Activities of Other Organizations and Programmes/Projects of Interest to the Committee (agenda item 12)

A. Transport Developments in the European Union

Documentation: ECE/TRANS/2024/31

155. 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 2023.

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

156. The Committee **was informed** by Ms. Olivia Wessendorff, on behalf of Mr. Young Tae Kim, Secretary General of the International Transport Forum, about the latest developments in the work of the Forum.

157. The Russian Federation and Belarus made statements in reaction to the presentation on the work of the International Transport Forum, which is contained in full in Annex V to ECE/TRANS/344/Add.1.

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

158. The secretariat of the ECE Trade Division provided an overview of the work of the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT).

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

159. 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.

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

161. The Committee was further **updated** by Ms. A. Abel Velegraki of the Economic and Social Commission for Asia and the Pacific (ESCAP) about ongoing activities of transport in the ESCAP region.

162. Lastly, the Committee was **updated** by Mr. M. El Hacene of the Economic and Social Commission for Western Asia (ESCWA) about ongoing activities of transport in the ESCWA region.

XIII. Any other business. Dates of next session (agenda item 13)

163. The Committee **noted** that its eighty-seventh session is tentatively scheduled to be held in Geneva from 11 to 14 February 2025.

164. The representative of France suggested the Committee to take note of the present budgetary constraints of the United Nations and their growing pressure on its respective activities, suggesting that the secretariat and the Bureau could reflect on possible ways to handle this situation within the area of the Committee's responsibilities, for example by adapting organizational procedures and meeting modalities, or by envisaging priority setting. The Committee may take up this matter at a future session.

XIV. Adoption of the List of Main Decisions of the Eighty-Sixth Session (agenda item 14)

Documentation: ECE/TRANS/2024/R.1/Rev.1

165. The Committee **took note** that the adoption of the report of the eighty-sixth 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.

166. The Committee **adopted** the list of main decisions of the eighty-sixth session (ECE/TRANS/2024/R.1/Rev.1).

XV. Inland Transport Committee Round table on the Four-Platforms of the Committee's Strategy - Theme: Fostering the digital and green transition for inland transport in support of the Sustainable Development Agenda (agenda item 15)

Documentation: Informal document No. 5

167. The ITC round table brought together key worldwide stakeholders for a strategic discussion of the digital and green transition for inland transport in support of the Sustainable Development Agenda (Informal document No. 5). It was a means to follow up and support the operationalization of key decisions taken at the seventieth session of the Commission, such as decision B(70) on digital and green transformations in support of the sustainable development in the region of the ECE. Due to time limitations, only the first of the two panels could share its inputs. For a concise report, see ECE/TRANS/344/Add.1, Annex VI.

Annex I

Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions from Inland Transport

I. Inland transport and climate

1. In 2019, Inland transport accounted for 72 per cent of global transport greenhouse gas (GHG) emissions, with 69 per cent originating from road transport, two per cent from inland shipping and one per cent from rail.¹ The inland transport sector as the main contributor to GHG emissions from transport thus bears a unique responsibility for reducing emissions and contributing to climate change mitigation.

2. Passenger demand is projected to increase by 79 per cent by 2050 compared to 2019, while freight demand will roughly double.² With growing transport demand in the years to come, without rapid and ambitious climate action, transport emissions will not fall fast enough.³ Meeting the goal of the Paris Agreement to pursue “efforts to limit the temperature increase to 1.5 degrees Celsius above pre-industrial levels,” according to the Intergovernmental Panel on Climate Change (IPCC), will require global GHG emissions to peak before 2025 and be reduced by 43 per cent by 2030.⁴ The outcomes of the 28th UN Climate Change Conference included a call upon countries to contribute, in a nationally determined manner, to accelerating the reduction of emissions from road transport and to transitioning away from fossil fuels in energy systems, in a just, orderly and equitable manner, accelerating action in this critical decade, so as to achieve net zero by 2050 in keeping with the science, taking into account the Paris Agreement and their different national circumstances, pathways and approaches⁵. In addition, urgent action is needed to accelerate achieving the Sustainable Development Goals. As of 2023, 88 per cent of the Sustainable Development Goals targets are not on track, including Sustainable Development Goal 13 (climate action).

3. Meeting the 1.5-degree goal and progressing towards achieving the Sustainable Development Goals implies a radical transformation of mobility and transport systems and for these to be prioritized in policy, regulatory and fiscal frameworks. The United Nations Secretary-General remarked, at the opening of the second United Nations Global Sustainable Transport Conference (Beijing, 14 to 16 October 2021) that “Transport, which accounts for more than one quarter of global greenhouse gases, is key to getting on track. We must decarbonize all means of transport, in order to get to net-zero emissions by 2050 globally.”⁶

4. This Strategy aims to support the inland transport sector to take urgent climate action, following the prior adoption of climate change mitigation strategies for the shipping sector by the International Maritime Organization (IMO),⁷ and the setting of aspirational goals for

¹ Sixth Assessment Report of the Intergovernmental Panel on Climate Change (2022), Working Group III, Chapter 2, 2.4.2.4, Figure 2.20, p. 252, available from:

https://report.ipcc.ch/ar6/wg3/IPCC_AR6_WGIII_Full_Report.pdf

² ITF (2023), ITF Transport Outlook 2023, p. 15, OECD Publishing, Paris, accessible at: [ITF Transport Outlook 2023 | ITF Transport Outlook | OECD iLibrary \(oecd-ilibrary.org\)](#)

³ ITF (2023), p. 65.

⁴ 6th IPCC report (2022): “Climate Change 2022 - Mitigation of Climate Change, Working Group III, C1 Table SPM.2 (pp. 17-18).

⁵ Paragraph 28 preamble and (d) and (g), Outcome of the first global stocktake, FCCC/PA/CMA/2023/L.17, 13 December 2023.

⁶ See United Nations press release, available from: <https://press.un.org/en/2021/sgsm20971.doc.htm>

⁷ IMO adopted an initial strategy on the reduction of GHG emissions from ships supplemented by programme with follow-up actions through Resolution MEPC.304(72) in 2018, updated in July 2023 by adopting Resolution MEPC.377(80).

the aviation sector by the International Civil Aviation Organization (ICAO)⁸. It responds to the Inland Transport Committee (ITC)'s request at its eighty-fifth session to develop an ambitious strategy document for reducing GHG emissions in inland transport based on international United Nations legal instruments under the Committee's purview with priority actions for the ITC and all its relevant subsidiary bodies, supported by a strong action plan with milestones, for consideration and adoption by the Committee at its eighty-sixth plenary session (ECE/TRAN/328, para. 60(a)).

5. The Strategy builds on the ITC Strategy until 2030 (ECE/TRANS/288/Add.2), adopted by the Committee in 2019, which considers climate change as a cross-cutting issue, and the Committee's revised Terms of Reference endorsed by ECOSOC in 2022 (E/RES/2022/2). It takes account of actions which have been committed to by adopting, and noting, respectively, Ministerial declarations at the Committee's eighty-fourth and eighty-fifth sessions.⁹ By endorsing the Ministerial Declaration "Harnessing the full potential of inland transport solutions in the global fight against climate change" at the last session, Ministers and Heads of Delegations declared their steadfast support for the goals and objectives of the 2030 Agenda for Sustainable Development, the UNFCCC and the Paris Agreement, to accelerate the transition to decarbonized mobility and net zero or low emissions in the inland transport sector.

6. In line with the Committee's mandate, this Strategy is focused primarily on climate change mitigation, recognizing – in line with the Paris Agreement – that limiting temperature rise in line with its objectives would significantly reduce the risks and impacts of climate change. Key infrastructure systems including transport will be increasingly vulnerable if changing climate conditions are not taken into account. Adaptation will become progressively less effective when extreme weather events increasingly overwhelm transport and economic systems. This dynamic may worsen if urgent action is not taken today. As the resulting social and economic costs of devastating climate-related calamities mount, their impacts on the lives of present and future generations will become more and more disruptive. At the same time, the present Strategy recognizes the importance of simultaneously pushing efforts to adapt to climate change and continuing to strengthen the resilience of transportation systems and operations through the work of the ITC and its subsidiary bodies.¹⁰

II. ITC vision and mission for climate action

7. The Inland Transport Committee's **vision** for climate action is as follows:

The Inland Transport Committee and its subsidiary bodies¹¹ take urgent action to assist its member States and Contracting Parties to United Nations legal instruments under its purview in achieving the aspirational goal of net zero GHG emissions from inland transport by 2050.

8. ITC's mission is to contribute to decarbonization of inland transport by its member States and Contracting Parties to United Nations legal instruments under ITC's purview through enhanced regulatory support, intergovernmental policy dialogue, and increased coordination and partnership among all relevant stakeholders.

9. In doing so, the ITC draws from a broad decarbonization framework that draws on avoid-shift-improve measures which Member States may implement in any of or across the following areas:

⁸ ICAO set a long-term aspirational goal of net zero carbon emissions from aviation by 2050 through Resolution A41-21 in 2022, following the setting of previous global aspirational goals (namely Two per cent annual fuel efficiency improvement through 2050 Carbon neutral growth from 2020 onwards) initially adopted by ICAO Assembly in 2010, reaffirmed in 2013 and 2016.

⁹ See ECE/TRANS/316, annex I and ECE/TRANS/328, annex I.

¹⁰ Addressing climate-resilient infrastructure is included in the list of priorities of the ITC Strategy until 2030, see ECE/TRANS/288/Add.2, Table 1.

¹¹ Throughout this Strategy, when referring to the ITC subsidiary bodies, reference is made to 29 subsidiary bodies. An overview of these is available in the ITC organigramme on the webpage, available from: [ITC Structure | UNECE](#)).

(a) **Avoid unnecessary vehicle kilometres through compact development, increasing accessibility to services, and reducing the need to travel as much as we do today.**

(b) **Shift to low and zero carbon, sustainable transport modes and/or operations; and**

(c) **Improve vehicles, infrastructure, and operations.**

10. There is no one-size-fits-all prescription on which decarbonization action and in which area, or combination of areas, helps to achieve most progress. This would depend on a number of variables including individual context, economic imperatives of developing countries, availability of strategies and action taken in the past on the basis of which the right mix of sectoral but also cross-sectoral measures is selected for the future.

11. The inland transport sector has the potential to look for solutions to minimize certain travel such as, empty runs and in this way avoid it. It is not only a question of reducing or avoiding journeys deemed unnecessary (for example by supporting teleworking), but also of optimising or reducing the resources used to ensure decarbonised transport. At the same time, the potential of more efficient transport often may lie in cross-sectoral solutions and the inland transport sector could be open to collaboration with other sectors, to address, among others, spatial and land-use planning, or reorganisation of supply chains, for example, from global to regional sourcing. Mobility management may help improve mobility services before developing new infrastructure. Work on developing and implementing sustainable or national urban mobility plans (SUMP and NUMP) can be a good example of achieving the necessary results by ensuring synergies between spatial planning and smart mobility solutions where equity and environmental justice is taken into account to provide better access to goods and services with less travel and where public engagement in this process is realized.

12. By shifting to low- and zero-carbon and sustainable modes of operations, transport will make the best use of existing low carbon modes and operations. This could comprise prioritizing intermodal or multimodal transport for both freight and passengers at different levels - international, national, regional or local, where appropriate. This could mean shifting long-distance passenger transport from road to rail and freight transport from road to rail or waterways or enabling intermodal transport while recognizing equity and public support to this action. At the regional and local level, this could mean giving priority to public transport in combination with cycling and walking for passenger transport and enabling new approaches to urban freight solutions again realizing it with full public support.

13. By improving vehicles, infrastructure and operations, including border crossing operations, inland transport sector will become more efficient. Targeting improve measures is expected to spur innovation to decouple transport use from GHG emissions.

14. The inland transport sector may also ensure that the work within the decarbonization framework is intrinsically linked with making transport systems resilient ('adapted') to the risks of climate change. This will prevent situations where transport adaptation investments are made in support of operations or modes whose use may be targeted for reduction under the climate change mitigation effort, where such a reduction is relevant/appropriate for Member States.

15. Against the above background, ITC will drive change in the transport sector and put it on the trajectory towards net zero.

16. In doing so, ITC will engage in improving the inland transport regulatory framework, promoting innovative policy instruments and providing and developing necessary guiding material and handbooks as well as providing targeted, demand driven, technical assistance to enable behavioural change towards low- and zero-carbon, sustainable mobility. ITC will support the adoption of new technologies and innovations, including Intelligent Transport Systems (ITS) and digital solutions.

III. Strategic objectives

A. Strategic objectives for the ITC and its subsidiary bodies

17. ITC, through its unique intergovernmental framework, provides comprehensive support to its members and Contracting Parties to United Nations inland transport legal instruments for amplified action to reduce GHG emissions from inland transport, making use, as necessary and where possible, of the full range of available decarbonization options, resulting in:

(a) Increased inter- and intra-regional governance

Strengthening and, where relevant, further elaborating the inland transport regulatory framework. This may include updating the international legal instruments under ITC's purview and developing additional legal instruments to incorporate the decarbonization of the inland transport sector already at design and planning of inland transport systems at any level.

(b) Enhanced and more coordinated climate actions by and among ITC subsidiary bodies

Providing enhanced support to their membership in climate change abatement, based on a regular assessment and reporting of their contribution to implementing this Strategy, by informing ITC on the progress to deliver on the actions set by this strategy (on a biennial basis). ITC provides guidance and direction on areas that benefit from enhanced cooperation, and by developing partnerships with other international, inter- and non-governmental organizations, academic institutions and the private sector to join forces, reap synergies and support multiplied climate action.

(c) Increased intergovernmental support for climate change mitigation and adaptation

- Fostering regular policy dialogue to promote cooperation among member States and Contracting Parties to the United Nations inland transport legal instruments;
- monitoring progress on the decarbonization of inland transport globally;
- providing technical assistance and advisory services, including awareness-raising, technical support, workshops, training and projects in support of climate change abatement including at transport system design and planning phase; and
- providing analytical support.

B. Strategic objectives for the implementation of the strategy by inland transport sector

18. ITC's work will support achieving the strategic objectives of the inland transport sector which encompass:

(a) Develop and enhance policies, legislation and measures and their monitoring, covering any combination (depending on national/regional circumstances) of the decarbonization measures. Countries and inland transport sector practitioners could support on a voluntary basis the deployment, where appropriate, of a range of measures that cover passenger and freight, strengthening the implementation of the United Nations inland transport legal instruments by:

- Where not yet existing, perform preliminary tasks to assess the feasibility and potential benefits to develop national strategies and setting inland transport GHG emission reduction targets for the short-, medium- and long-terms and communicating these in the format of designated "inland transport decarbonization action plans" to the ITC. Depending on the outcome of these feasibility exercises, and in respect of each participating Party, closely align with the UNFCCC Nationally Determined Contributions (NDCs) processes, if applicable, and its long-term low GHG emission

development strategy (LTS), if it has submitted one, to avoid duplication of efforts where not needed;

- Amplifying efforts to fully implement the United Nations inland transport legal instruments and actively engaging with Contracting Parties in improving and amending relevant legal instruments to support timely achievement of the targets, commitments and solutions on climate change;
- Continuing efforts to deploy carbon neutral technologies through, inter alia, investing in the expansion of needed infrastructure as a key enabler for decarbonization, ensuring that regulations, standards and protocols are harmonized across borders, for both vehicles and infrastructure, using energy that is clean and renewable, enabling balanced energy consumption, considering the capacity of the energy network;
- Facilitating modal shift, along with setting targets for countries, as appropriate to them, to shift passengers and freight from road to rail and inland waterways as well as to multimodal mobility, where appropriate, and by supporting corresponding infrastructure development;
- Promoting, in particular in urban and suburban environments, public transport as well as shared or active mobility options including through setting targets for countries, as appropriate for them;
- Easing the adoption of zero to low-carbon modes of transport by end-users via policy measures;
- Promoting data collection, for example on active mobility and baseline data on travel patterns to guide policy design and objectives;

Encouraging the use of globally harmonized indicators to monitor progress of inland transport decarbonization; member States are invited to support the development and use of the following recommended indicators and actions to effectively assess progress and support the implementation of the strategy. Key indicators and actions could include, but are not limited to:

Recommended key performance indicators for inland transport sector to monitor GHG emissions and its drivers

GHG emissions from inland transport (tCO₂eq by mode)

Traffic activity (total t, total p, v.km, p.km, t.km by mode)

Carbon intensity (gCO₂/tkm, gCO₂/pkm by mode)

Existing and new transport and digital infrastructure (km by infrastructure type, also by class if necessary)

Counts, location and power (where relevant) of public energy supply infrastructure for inland transport (by mode and energy type) /number and transport performance (supra-regional transport) or to the number of vehicles (regional/urban development)

Registered number of cars/number of inhabitants

Desired actions by inland transport sector to ensure ITC and its legal instruments promote and deliver on low- and zero-carbon mobility

Inland transport decarbonization plan prepared according to ITC guidelines, aligned with UNFCCC processes

Number of ITC guidelines, tools, courses used

Number of policy dialogues to promote accession to ITC legal instruments in and outside of ECE region

Supplementary indicators to be considered for additional information collection to support the implementation of the strategy

Well-to-Tank / Tank-to-Wheel carbon intensity (gCO₂/km by mode, by energy type)

Infrastructure fit for intermodal/multimodal transport (km)

Number of city terminals

Accessibility /inclusiveness (% of v.km, p.km accessible/inclusive by mode)

Counts of empty runs (by mode)

Average travel speed of freight trains (km/h)

(b) Foster the efficient use of energy through route optimization and optimized driving behaviour and the use of ITS and digitalization, the accelerated substitution of fossil-fuelled vehicles with zero emission vehicles, and the efficient use of transport networks, movement of people and freight;

(c) Promote research and development in cooperation with academia and non-governmental bodies, covering carbon-neutral energy technology and fuels, such as hydrogen, access to renewable energy and the switching of energy sources;

(d) Support circular economy related practices and in doing so determining the carbon footprint of all types of transport vehicles and transportation infrastructure through life-cycle analysis, as a basis to increase circularity of material use; replacing parts and retrofitting to extend the lifetime of automotive products; and promoting the use of sustainable fuels and ensuring effective recycling, e.g. of batteries.

C. Horizontal objectives

19. ITC, through its unique intergovernmental framework, provides comprehensive support to its members and Contracting Parties to the UN inland transport legal instruments in ensuring compatibility between actions aimed at decreasing GHG emissions and actions:

- (a) prioritizing transport affordability, safety and security;
- (b) aimed at avoiding negative environmental and health externalities;
- (c) fostering inclusive transport, and
- (d) ensuring resilience of transport by making transport infrastructure and operations adapted to climate change.

20. Reaching the above strategic and horizontal objectives, will assist in the implementation of the Sustainable Development Goals, in particular: (a) Reduced pollutant and GHG emissions (Sustainable Development Goals 3 and 13); (b) Improved urban mobility and achieving sustainable, inclusive, safe and resilient cities and communities (Sustainable Development Goals 3 and 11); (c) Improved industry innovation and infrastructure efficiency and connectivity (Sustainable Development Goal 9); (d) Affordable and clean energy (Sustainable Development Goal 7); (e) Contribution to economic and social stability by facilitating access to economic opportunities and strengthening connectivity (Sustainable Development Goal 16); (f) Revitalized multi-stakeholder partnerships and knowledge sharing for the achievement of the 2030 Agenda (Sustainable Development Goals 17) – recognizing that the scope of the Strategy extends well beyond 2030 until 2050.

IV. ITC-administered instruments to assist in mitigating climate change

21. Under the purview of the ITC lie 60 United Nations inland transport legal instruments, 49 of which are currently in force. At the time of preparation of this Strategy, 152 United

Nations Member States are Contracting Parties to at least one of these legal instruments. In recent years, the total numbers of accessions from outside the ECE region increasingly exceeded those from within the ECE region.

22. Many of the United Nations inland transport legal instruments under the purview of the ITC are instrumental in assisting the quest to curbing the GHG emissions from inland transport and in the transition to more climate friendly inland transport. They cover single or multiple (depending on the local context) areas included in the decarbonization framework.

AVOID

23. The ITC and its subsidiary bodies may contribute to the area of the “avoid” through the development of tools and resource materials such as toolkit, publications and guidelines on increasing transport efficiency. For example, advocating for more transport-oriented and compact urban development and better integration of residential, work and recreational neighbourhoods in cooperation with urban planning can significantly reduce the length of trips and the need for motorized travel in general, while making a positive contribution to active mobility.

SHIFT

24. The United Nations inland transport infrastructure agreements support or have the potential to support the shift to low- and zero-carbon, sustainable transport modes and operations. Agreements such as the European Agreement on Main International Railway Lines (AGC) or the European Agreement on Main Inland Waterways of International Importance (AGN) provide the prerequisites for the necessary infrastructure to enable the modal shift from road to rail and inland waterways. The European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) promotes multimodal transport to alleviate the burden on the European road network and mitigate environmental damages. The Model Rules on the Permanent Identification of Railway Rolling Stock aim at facilitating investment in railway rolling stock to increase the shift from road to rail.

25. Road traffic conventions such as the Convention on Road Traffic (1968) or the Convention on Road Signs and Signals are instrumental for ensuring that decarbonization policies do not simultaneously have a negative impact on road traffic safety. Expanding these legal instruments could further support the shift to cycling by providing a safe environment for cyclists in road traffic.

26. In terms of cycle infrastructure, a convention on cycle route network could be explored on the basis of the ongoing work of WP.5 and THE PEP.

IMPROVE

27. The globally-harmonized United Nations Vehicle Regulations, developed and adopted under the auspices of the Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations (1958 Agreement), as well as the Global Technical Regulations established according to the Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles (1998 Agreement) contribute to improving vehicles and their operation. Similarly, the infrastructure agreements under the purview of the ITC, such as the European Agreement on Main International Traffic Arteries (AGR) or the AGTC further contribute to improving inland transport infrastructure. Their climate change mitigation relevance could further be amplified through including additional parameters on the availability of e.g., EV charging infrastructure, including fast chargers, for road vehicles and heavy-duty vehicles, or hydrogen refilling stations.

28. ITC administered legal instruments in the field of border crossing facilitation, including the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975) and the International Convention on the Harmonization of Frontier Controls of Goods, not only provide guidance on streamlining administrative

procedures and remove cross-border technical barriers, but also refer to the infrastructure related lay-out of border crossings, which impact the levels of traffic congestion induced emissions at respective national borders and in border regions. The climate change mitigation relevance of these instruments could be strengthened through including additional provisions or recommendations related to the mandatory use of electronic documents and digital solutions as well as through infrastructure-related adaptations such as the introduction of fast lanes for heavy-duty vehicles (HDVs) equipped with low- and zero-carbon powertrain. Further, the implementation of the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road concerning the Electronic Consignment Note would mean that waiting and queuing times at borders for trucks would be reduced, hence reducing GHG emissions, with a great reduction in paper usage for the millions of paper consignment notes created annually.

WAY AHEAD IN CLIMATE CHANGE MITIGATION PROOFING OF THE INLAND TRANSPORT REGULATORY FRAMEWORK

29. In line with the strategic objective to strengthen and, where relevant, further elaborate the United Nations inland transport regulatory framework, the ITC subsidiary bodies should ask by all United Nations Member States, where feasible, aiming to further Contracting Parties to systematically apply climate considerations when considering amendments to the legal instruments, e.g., through regularly updated work plans and a standing agenda item on climate impact assessment in each relevant Working Party. The legal instruments can be updated by Contracting Parties with additional clauses and/or Protocols; and additional legal instruments can be developed in support of the inland transport sector's decarbonization. Opening the legal instruments up for accession/ratification can accelerate accessions from beyond the ECE region, will enable carrying further, along with their implementation, also their contribution to climate change abatement.

30. To support implementation of the legal instruments more widely and promote the benefits of accession, it is indispensable to provide, under the auspices of the ITC's institutional framework, capacity development and policy advice. In addition, ITC and its subsidiary bodies will aspire to further support the contribution of the legal instruments to climate change mitigation by developing respective analytical and technical guidance materials.

V. Initial ITC Climate Action Plan with milestones– ITC to help deliver on climate goals and priorities

31. The below action plan contains initial actions for ITC and its subsidiary bodies to drive the change towards achieving the vision, mission and strategic objectives for curbing GHG emissions from inland transport. It comprises actions for specific ITC bodies, including joint and coordinated action among them. The actions are organized according to and following the order of the strategic and horizontal objectives (arrows indicate subsequent actions, depending on the results of the previous action). Indicative target years for implementation of each action are provided, which ITC can adjust depending on progress achieved.

32. The action plan should serve as a living document. ITC will adjust and/or include therein additional actions during the plan’s biennial review based on proposals made by its subsidiary bodies while completed actions will no longer be reflected in it. Actions targeting feasibility assessments will be considered by ITC or its subsidiary bodies based on the results stemming from these assessments so that follow-up actions are either implemented or terminated. In this way, ITC will manage this action plan.

<i>Action number</i>	<i>Specific action</i>	<i>Target year</i>	<i>Related Objective(s)</i>	<i>ASI pillar addressed</i>	<i>Responsible bodies</i>
1	Assess regularly actions taken in support of implementation of this Strategy, and address climate change whenever feasible, through annual sessions or dedicated seminars or workshops and report it	From 2024, annually	A. / C.	Avoid/Shift/ Improve	ITC and all its subsidiary bodies
2	Assess the feasibility and potential benefits of traffic reduction measures towards provision of options for Member States to draw from in developing their own national strategies	2027	A.(a) / C.	Avoid	ITC / WP.5
3	Assess the feasibility and potential benefits of modal shift goals, if appropriate for individual Member States when developing their own national strategies, in cooperation with all relevant stakeholders (i.e. shippers and logistical companies)	2027	A.(a) / C.	Shift	WP.5 / WP.24 / SC.1 / SC.2/ SC.3
4	Take stock of existing policies or current efforts to reduce GHG emissions of vehicles. Explore the potential to harmonize regulatory tools among relevant markets, or to set tailpipe reduction targets for countries, if appropriate for them	2026	A.(a) / C.	Improve	WP.29
5	↳ If relevant, set tailpipe GHG emission reduction target	2028	A.(a) / C.	Improve	WP.29
6	Enable hybrid attendance and participation, including for decision making purposes	2027	A.(a)	Avoid	All subsidiary bodies
7	Provide analytical input to enhance infrastructure standards to make road, rail and waterways network resilient to climate change	2030	A.(a) / A.(c) / C.	Adapt	WP.5/GE.3

<i>Action number</i>	<i>Specific action</i>	<i>Target year</i>	<i>Related Objective(s)</i>	<i>ASI pillar addressed</i>	<i>Responsible bodies</i>
8	Consider additional parameters in the AGTC assisting electrification or use of alternative fuels or energy solutions at the network and amend the instrument if appropriate	2035	A.(a)	Improve	WP.24
9	Accelerate accession and implementation of the AGC/AGTC AGTC-Protocol so that intermodal transport infrastructure is developed enabling a shift to rail or inland waterways and monitor progress in infrastructure improvements	2040	A.(a)	Shift/ Improve	WP.24/SC.2/SC.3
10	Enable instruments similar to AGTC for use by United Nation Member States from outside of ECE region	2040	A.(a)	Shift/ Improve	WP.24/SC.2/ SC.3/WP.5
11	In terms of cycling infrastructure, consider, if appropriate, a new Convention on cycling route networks, taking into account the work of WP.5 and THE PEP	2027	A.(a) / C.	Avoid/Shift/ Improve	WP.5
12	Assess the feasibility and potential benefits of developing a succinct GHG template to be attached to decisions taken by WPs to assess the effect of decisions by the ITC and subsidiary bodies on GHG emissions	2026	A.(b)	Avoid/Shift/ Improve	ITC
13	↳ If implemented, provide an analysis of the expected contributions of decisions by the ITC and its subsidiary bodies on GHG emissions	2028	A.(b)	Avoid/Shift/ Improve	ITC
14	Establish partnership with GEF / GCF, among other United Nations funds to become an implementing agency	2028	A.(b)	Avoid/Shift/ Improve	ITC
15	Assess the feasibility of the preparation and benefits resulting from the availability of national, subregional/regional inland transport decarbonization action plans	2026	A.(b)	Avoid/Shift/ Improve	ITC
16	↳ Establish, if appropriate, partnership with UNFCCC on potential complementarities between "inland transport decarbonization action plans" and UNFCCC's "NDCs"	2028	A.(b)	Avoid/Shift/ Improve	ITC
17	Hosting the ITC events on climate change in the sidelines of the annual sessions, as appropriate and addressing climate change during high-level policy forums, as appropriate	From 2025 onwards	A.(c)	Avoid/Shift/ Improve	ITC
18	Elaborate and support implementation of policy recommendations surrounding low- and zero-carbon technologies, such as electric vehicles and their charging infrastructure for passenger, freight and intermodal movements	2028	A.(c)	Avoid/Shift/ Improve	WP.5/WP.24/ WP.29/SC.1
19	Elaborate policy solutions for Mobility as a Service (MaaS) for passenger movement	2030	A.(c)	Avoid/Shift/ Improve	WP.5

<i>Action number</i>	<i>Specific action</i>	<i>Target year</i>	<i>Related Objective(s)</i>	<i>ASI pillar addressed</i>	<i>Responsible bodies</i>
20	Elaborate policy solutions for minimizing ‘empty runs’ and to create incentives for transport users to make informed choices and for operators to optimize their services	2035	A.(c)	Avoid/ Improve	SC.1/SC.2/WP.24/ WP.5
21	Elaborate policy solutions for intermodal city logistics, urban physical internet	2035	A.(c) / C.	Improve	WP.5/WP.24
22	Assess the feasibility and potential benefits of defining intermediate targets (2030/2040) for achieving net zero GHG emission by 2050 by inland transport GHG emission reduction target	2026	A.(c)	Avoid/Shift/ Improve	ITC
23	<p>→ If relevant, explore and propose goals and pathways for GHG reduction in inland transport for the short-(2030), medium (2040)-, and moving towards net zero by 2050 and, if and where appropriate, include these, along with national policies, in inland transport decarbonization action plans to be shared at the ITC</p>	From 2026	A.(c)	Avoid/Shift/ Improve	ITC
24	Manage inland transport GHG emissions data (considering different modes and energy types)	2028	A.(c)	Avoid/Shift/ Improve	WP.6
25	Work towards efficient and seamless multimodal transport data and information digitalization and monitor progress	2040	A.(c)	Shift/ Improve	WP.24
26	Develop methodological and analytical tools to support national efforts further to and based on existing tools such as For Future Inland Transport Systems (ForFITS), Sustainable Inland Transport Connectivity Indicators (SITCIN), and the International Transport Infrastructure Observatory (ITIO-GIS)	From 2024 onwards	A.(c)	Avoid/Shift/ Improve	ITC and all its WPs
27	Develop and support uptake of guidance for vulnerability assessment/stress tests of transport asset to climate change hazard and for effective adaptation programmes e.g. adaptation pathways	2027	A.(c)	Adapt	WP.5/GE.3
28	Develop and support uptake of guidance on asset/network criticality assessment for adaptation	2027	A. (c)	Adapt	WP.5/GE.3
29	Optimize infrastructure networks by better utilization of ITS or traffic management system for road, rail, intermodal transport	2030	A.(c)	Avoid/ Improve	SC.1/SC.2/WP.24
30	Work towards reducing pathing conflicts by elaborating solutions for equal and fair use of the railway network by freight and passenger transport	2030	A.(c)	Improve	SC.2/WP.24
31	Ensure the safe and secure deployment of low- and zero-carbon modes, technologies for vehicles and their charging infrastructure	Continuous	A.(c) / C.	Shift / Improve	WP.15/WP.29, with contributions from WP.1, WP.5 and other WPs

<i>Action number</i>	<i>Specific action</i>	<i>Target year</i>	<i>Related Objective(s)</i>	<i>ASI pillar addressed</i>	<i>Responsible bodies</i>
32	Develop globally harmonized methodology to determine the carbon footprint of vehicles from cradle-to-grave	2025	A.(c) / C.	Improve	WP.29/GRPE, with support from other WPs
33	Elaborate possible solutions to improve material and resource efficiencies in the mobility value chains such as sustainable batteries, in the design, production, use and the end-of-life stages.	2027	A (c)	Improve	WP.5 / WP.29/GRPE

VI. Resource mobilization for the delivery of this Strategy

33. Regular budget resources provided by member States to the ECE Transport subprogramme will continue to fund staff to service and update the existing legal instruments under the ITC's purview and develop new ones. The Working Parties and the secretariat will schedule their activities to evenly distribute the workload according to the initial ITC Climate Action Plan as well as resources available. Taking experience from globalized WP.1, WP.29 and WP.30, no budget implications are foreseen with expansion of Contracting Parties to the legal instruments under the purview of those Working Parties. The intergovernmental support provided by the ITC and its subsidiary bodies will further support the exchange of information and experiences in support of this Strategy.

34. While the implementation of this Strategy in the Working Parties will be supported by regular budget resources, implementation action, in particular relevant research activities, could be accelerated through additional extrabudgetary resources to be raised, among others, from developed countries.

35. A strong response towards a low- and zero-carbon pathway would require small island developing states, least developed countries and land-locked developing countries to be provided with capacity building, voluntary technology transfer and access to climate change funding.

36. The availability of voluntary extrabudgetary resources, including additional staff for the expansion of capacity-building activities would facilitate the delivery of activities in line with strategic objective A.(c) of this Strategy. A process should be put in place, as relevant and appropriate, to enable accelerated research and analysis as well as capacity-building through voluntary extrabudgetary resources.

VII. Partnerships

37. The implementation of this Strategy will be pursued in close cooperation with partners, building on and enhancing existing partnerships with key stakeholders. More generally, the ITC will aim to provide a platform for successful collaborations between stakeholders inside and outside the inland transport sector to make use of the knowledge acquired within the sector and in other sectors and to identify effective, innovative and tailored solutions for mitigating climate change by the sector.

38. In pursuing decarbonization efforts, ITC and its members will seek to enhance global partnerships with **other United Nations organizations, departments and bodies** engaged in transport, including but not limited to the UNFCCC; United Nations Environment Programme, World Health Organization and its European Centre for Environment and Health, including the Transport, Health and Environment Pan-European Programme (THE PEP), World Meteorological Organization, International Telecommunication Union, International Labour Organization by exchanging information, mutually participating in events, considering synergies and possible joint or coordinated actions.

39. Partnership with the UNFCCC will be pursued in particular through the exchange of information and the provision of guidance and reports in connection with the actions and KPIs of the Strategy. The inland transport decarbonization action plans, containing national strategies and GHG emission reduction commitments by ITC members will be a means to guide United Nations Member States on enhancing GHG emission reductions, by covering the full range of available mitigation options, along the "avoid, shift and improve" pillars as appropriate. The information contained in these plans can be included by Member States in their NDCs and LTS under the framework of the UNFCCC. Moreover, the policy discussions during the ITC events on climate change, which may take place during the annual ITC sessions in February will provide guidance on topical inland transport climate policy issues to be addressed at the UNFCCC meetings of the Conferences of the Parties, held towards the end of each year.

40. Within the **United Nations secretariat**, enhanced partnership will be sought with the **Department of Economic and Social Affairs (DESA)**, and all **other United Nations regional commissions**. ITC and its subsidiary bodies will also aim at further building upon existing cooperation with **other ECE Sectoral Committees**, incl. the Committees on Urban Development, Housing and Land Management, Environmental Policy and Sustainable Energy. For example, ITC might engage urban mobility actors, via the ECE Forum of Mayors, to trigger wide policy change to reach GHG emissions reduction. The need for low-/zero-carbon energy, the joint deployment of vehicles and infrastructure to use and distribute such low- and zero-carbon energy and global standard-setting that supports interaction between transport and energy to ensure a future proof legislative framework, which helps to unlock the potential of solutions in the mobility-energy interface, will require closer collaboration with energy sector specialists, including experts under the Committee on Sustainable Energy, for example through activities of the Working Party on Trends and Economics (WP.5).

41. Cooperation with **ICAO and IMO** will also be further explored in view of exchanging information and seeking mutual inspiration in the implementation of respective climate change mitigation strategies and approaches to emission reductions, across the inland transport, aviation, and maritime sectors.

42. Partnerships with the **international financial institutions** will also be developed, in particular to gain access to additional funding sources for inland transport decarbonization capacity-building and technical assistance projects in specific countries or regions. Such partnerships will be further explored by the ITC with the Global Environment Facility (GEF), the Green Climate Fund (GCF), the World Bank Group or other international and regional financial institutions.

43. Naturally, the ITC will continue to pursue its close cooperation with **regional integration organizations** such as the European Union and the Eurasia Economic Union.

44. In fostering implementation of the Strategy, ITC will continue to cooperate closely with **intergovernmental transport organizations/forums**, including the Group of Seven (G7), the Group of 20 (G20), the International Transport Forum (ITF), the International Organizations for International Carriage by Rail (OTIF), the Organization for Cooperation of Railways (OSJD) and the river basin commissions.

45. Furthermore, partnerships will be developed with **non-governmental/civil society organizations**, such as International Road Transport Union (IRU) and International Union of Railways (UIC)¹. At the ITC sessions, a new agenda item for pursuing a dialogue with non-governmental organizations will be introduced. This will provide a means for non-state actors to share information on efforts to support decarbonization, in addition to the regular inter-governmental dialogue under the Committee's purview. Working Parties and Administrative Committees will equally continue their regularly information-exchange with relevant organizations and initiatives to consider and where feasible, enhance synergetic action.

46. ITC and its subsidiary bodies will partner with several decarbonization initiatives, aiming to amplify the impact of this Strategy, namely:

(a) **Breakthrough Agenda**² launched at the UNFCCC twenty-sixth meeting of the Conference of the Parties (CoP-26), with its priority actions, agreed at the twenty-seventh meeting of the Conference of the Parties (CoP-27), which comprises various actors of international road transport sector decarbonization initiatives;

(b) **Accelerating to Zero Coalition**³ launched at CoP-27, working towards all sales of new cars and vans being zero emission globally by 2040 and by no later than 2035 in leading markets.

¹ Editorial change made by the secretariat.

² More information is available from: <https://climatechampions.unfccc.int/system/breakthrough-agenda/>

³ More information is available from: <https://acceleratingtozero.org/>.

47. Implementing the Strategy will naturally imply a continued close engagement with **transport companies and vehicle manufacturers** – for example, Electric Vehicle manufacturers, who are best suited to implement procedures which are carbon neutral and determine efficient ways to repurpose, reuse, or recycle batteries at the end of life.

48. Involving more **academic researchers**, who understand climate change, transportation resilience, and the need for mitigation, as well as innovation, R&D and targeted economic instruments with the Committee's Groups of Experts, will also be conducive to furthering their climate change related activities supportive of this Strategy's implementation.

VIII. Periodic review

49. This Strategy will be subject to a five-yearly review, with the first review due in 2029.

50. The ITC will centrally coordinate the review, including defining its scope and terms of reference. On this basis, ITC will review the Strategy to take stock of the progress made in implementing the strategic objectives and action plan, consider setting new objectives, and determine new actions and targets. The Strategy shall be adapted to the latest knowledge available (e.g. from the latest reports of the Intergovernmental Panel on Climate Change) on the decarbonization of the inland transport sector, based on biennial in-depth reports on climate change and inland transport.

51. ITC's subsidiary bodies will regularly monitor the implementation of this Strategy and consider opportunities for enhanced actions by themselves, and in cooperation with other Working Parties or Administrative Committees. They will report on such actions taken biennially to the ITC, to inform ITC on progress achieved in the actions assigned. Such a role on cross-cutting themes could be played by WP.5 in cooperation with other relevant WPs or Administrative Committees.

Annex II

High-level Statement of Support to the adoption of the Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions from Inland Transport

Please refer to [ECE/TRANS/2024/2](#).

Annex III

List of countries endorsing the High-level Statement of Support to the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport as of 23 February 2024

Austria	Netherlands (The)
Belarus	Nigeria
Denmark	Portugal
Finland	Russian Federation
France	Spain
Georgia	Sweden
Germany	Switzerland
Ireland	Türkiye
Italy	United Kingdom of Great Britain and Northern Ireland
Kazakhstan	Zimbabwe

Total number of countries: 20

Annex IV

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

Documentation: ECE/TRANS/2024/3, ECE/TRANS/2024/4, ECE/TRANS/2024/5, ECE/TRANS/2024/6, ECE/TRANS/2024/8, ECE/TRANS/2023/4/Rev.2, ECE/TRANS/2024/9

I. Introduction

1. The Fourteenth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies was held on 21 February 2024 in Geneva.
2. In total, 11 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 adoption of the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport, the implementation of the ITC's revised Terms of Reference (TOR) and the ITC Strategy until 2030 as well as the fourth cycle of reviews of Working Parties' mandates.
4. This annex summarizes and provides conclusions from the meeting based on the views exchanged.

II. Adoption of the Inland Transport Committee Strategy for Reducing Greenhouse Gas Emissions from Inland Transport

5. The secretariat presented the ITC Strategy for Reducing Greenhouse Gas Emissions from Inland Transport (the Strategy), as contained in ECE/TRANS/2024/3. The Director of the Sustainable Transport Division noted that after the eighty-fifth ITC session, the secretariat had consultations through correspondence with the Chairs and Vice-Chairs of the Working Parties, consultations with the Bureau in June and November, and an additional informal consultation with the Bureau after the regular Bureau sessions. The secretariat further communicated with all the Working Parties and Administrative Committees and also consulted with UNFCCC. In the framework of WP.5, the secretariat organized a dialogue with other intergovernmental organizations, NGOs and the private sector. Following the consultations, the secretariat prepared the zero draft and circulated it to all UNECE member States as well as contracting parties to UN legal instruments on inland transport under the purview of the ITC. Comments received were consolidated and included in the draft. The secretariat then circulated a revised draft with the comments to all UNECE member States and contracting parties again and received further comments. The secretariat organized further consultation among the member States that had proposed changes to the draft. Finally, all the member States who provided comments on the draft reached full consensus on the draft Strategy. This final version is contained in ECE/TRANS/2024/3.
6. The secretariat presented two supplementary documents containing in-depth reports on climate change and inland transport (ECE/TRANS/2024/4 and ECE/TRANS/2024/5) as well as ECE/TRANS/2024/6, which contains a report on the activities of ITC's subsidiary bodies and their input to the Strategy.
7. France recognized that the Strategy bridges a gap, as the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO) already have a clear commitment and strategy for decarbonizing activities in their respective sectors. France emphasized that a similar strategy for inland transport, spearheaded by an

international organization, was missing. Referencing the results of COP28 in Dubai, France emphasized the importance to start moving away from fossil fuels, yet inland transport still heavily relies on them. France stressed that moving away from fossil fuels and oil in particular will determine the success of reducing carbon emissions from inland transport. The adoption of the Strategy is a coherent and ambitious approach which strikes a balance between the need to decarbonize inland transport and the need to adapt transport and transport infrastructure to climate realities. France emphasized that its decarbonization policies are in line with the Strategy, and that it will be well equipped to contribute to the work of the Committee and help states that need capacity building. Lastly, France emphasized its strong advocacy for decarbonizing inland transport.

8. Sweden welcomed the Strategy and supported its adoption. Sweden took note and supported that the Strategy clearly states that there is no one-size-fits-all solution for reaching the targets, as the Strategy covers matters that, to a large extent, depend on national decisions, which must be able to take national circumstances into account. Sweden further encouraged the Committee to focus on the ITC subgroups' core business in the ongoing work with the Strategy and to adjust the subgroups regular instruments to better meet the climate reduction targets.

9. Italy supported the adoption of the Strategy and thanked the Chair and the secretariat for the work done. Italy further acknowledged the important inputs by the Working Parties.

10. The Russian Federation supported the adoption of the Strategy and emphasized the importance of striking the right balance between social and economic growth and environmental sustainability when developing the joint goals and the scale of these goals. The Russian Federation stressed that, for many countries, environmental sustainability cannot be achieved without economic and social growth. The Russian Federation emphasized that the entire transport sector needs to be decarbonized without transferring emissions to other sectors of the economy. A clear framework and standards to calculate emissions are important to carry out sustainability assessments and to ensure the use of fuel does not have unforeseen consequences in other sectors. The Russian Federation expressed its concern in regard to the reference in the Strategy to the hybrid format of events and emphasized its preference for in-person meetings for intergovernmental decision-making. The Russian Federation further noted that the Group of 7 mentioned in paragraph 46 of the Strategy is not inclusive nor comprehensive on transport issues, and that the Russian Federation does not consider its recommendations or decisions to be a basis for the work of the Committee. The Russian Federation emphasized that the fight against climate change and efforts to expand fair and just energy transitions in the transport sector should be carried out through a balanced and consistent approach which leverages many low emissions technologies and types of fuels, on the basis of national capacities and priorities. The Russian Federation emphasized that such a reference should be included in the Strategy.

11. The United Kingdom expressed its support for the adoption of the Strategy and thanked the secretariat for its dedicated efforts. The United Kingdom emphasized that the Strategy will be an important resource in making progress in the reduction in emissions from road transport and transitioning away from fossil fuels in energy systems. The United Kingdom endorsed the comment made by Sweden on the Strategy considering different national circumstances.

12. The Netherlands also expressed its support to the Strategy. The Netherlands highlighted the importance of the ITC supporting the decarbonization of inland transport, as ITC is well-equipped because of the overarching role for different transport modalities. The Netherlands emphasized that the Strategy will provide opportunities for innovation and prosperity and promote energy security. The Netherlands stressed the importance of promoting cooperation between WPs and monitoring progress on the overall sectoral level. The Netherlands appreciated that inputs by the Working Parties have been taken into account and emphasized the importance of ITC starting its work on the implementation of the Strategy. The Netherlands was pleased by the number of countries endorsing the High-level Statement of Support to the adoption of the ITC Strategy on Reducing Greenhouse Gas Emissions from Inland Transport and encouraged other countries to endorse it as well.

13. Belarus supported the adoption of the Strategy, which corresponds to the goals of the Paris Agreement and the UNFCCC. Belarus emphasized the importance of ensuring joint responsibility and appropriate goals when implementing the Strategy to account for the different capabilities of States. Belarus further drew attention to ensuring appropriate funding when implementing the goals and called for the equal application of measures to all member States. Lastly, Belarus thanked the secretariat for its work.

14. The Strategy was adopted with strong support by member States.

III. Implementation of the ITC Strategy until 2030

15. The secretariat presented ECE/TRANS/2024/8 which provides updates on the implementation of the ITC Strategy resulting from the work undertaken by the Working Parties and the secretariat until 30 November 2023. 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 secretariat noted that many actions were undertaken by the Working Parties in 2023 with many outputs. No changes were proposed to the next steps, but the reporting format may require some changes to simplify it.

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

17. The Committee welcomed the preparation of the document and discussed it.

18. The representative of the United States of America requested clarification on two issues. The first one related to the hosting of the DETA database by UNECE, as contained under 5.1.3 on next steps on page 30 of ECE/TRANS/2024/8. The United States of America thanked Germany for hosting the database and stressed that there was no agreement on UNECE hosting the database. The second query related to the development of training courses, as outlined under 5.10 on page 28 of ECE/TRANS/2024/8. The United States of America inquired about the determination of which courses are important and requested further information on the additional courses. In particular, the United States of America inquired about courses on the 1998 Agreement.

19. The secretariat provided clarification on the questions raised by the delegation of the United States of America. The secretariat emphasized that the section on next steps was already included in previous versions of the document and formulated in a way that efforts are to be continued. As visible in the document, there was no progress in that regard in 2023. On the topic of training courses, the secretariat explained that training courses are being discussed and developed following discussions in the Working Parties. The secretariat confirmed that there is a desire to develop a course on the 1998 Agreement and explained that new courses are being developed in collaboration with the Working Parties. As soon as new courses are ready, they will be added to the e-Learning platform.

20. The United States of America emphasized that their delegation had raised this point in the past and had requested that it should be deleted. The representative suggested an update by the Working Parties. The representative further highlighted that it would be good to have a list of future courses that are in the process of being developed as well as courses that have been developed in the document.

21. The secretariat provided further clarification on the requirement of hosting DETA database at ECE and emphasized that this could not be changed within the Working Parties that are tasked with implementing the ITC Strategy until 2030. As this element is included in the ITC Strategy until 2030, it would rather need a revision of the Strategy, i.e. by wording the element on DETA differently. The secretariat stressed that the issue is the financing of running this database at ECE, as other sources than UN regular budget would be needed to implement this request.

22. The United States of America stressed that ECE/TRANS/2024/8 is lengthy and requested it to be updated particularly in terms of its relevance to a specific Working Party. It was suggested to have some of the experts in the Working Party contribute to the language. The representative emphasized that the United States of America had made the point that the

DETA database should not be under UNECE during the development of the ITC Strategy. The representative asked the secretariat to clarify what member States needed to propose to make that change.

23. Italy thanked the United States for raising the point on the DETA database. The representative of Italy, the Chair of WP.29, explained that DETA was created on the basis of the revision of the 1958 Agreement. The Chair of WP.29 emphasized that further efforts should be made to manage the database under UNECE. He expressed his gratitude to Germany but stressed that this should not preclude the Committee from trying and finding a proper location under UNECE.

24. In line with the decisions at its sessions since the adoption of the ITC Strategy until 2030, and further to information provided in ECE/TRANS/2024/8, the Committee **welcomed with satisfaction** the progress achieved during 2023 by the Committee and its Working Parties in implementing the ITC Strategy until 2030, and **invited them** to update the respective sections by the relevant Working Parties, explore other options for presenting the information, and continue implementing the next steps.

25. The Committee also **invited** the secretariat to continue monitoring the implementation of the Strategy, propose adjustments to the next steps when suitable by the Working Parties or their Bureaus, and report at its next annual meeting on progress made using a new reporting format.

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

26. The secretariat presented ECE/TRANS/2023/4/Rev.2, which contains an updated account and analysis of the current state of the ITC's Working Parties' TOR and ROP. The document examines areas of divergence and potential for future harmonization based on ITC's governance framework.

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

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

29. 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; **encouraged all Working Parties and their subsidiary bodies to review and align** their ToRs and procedures to those of the Committee, as appropriate and **requested** those Working Parties and their subsidiary bodies that did not have the opportunity to do so yet, to inform the Committee at latest at its 87th plenary session in 2025 about the plan of their alignment.

V. Fourth Cycle of Reviews of Working Parties' Mandates

30. The secretariat presented ECE/TRANS/2024/9, which contains the submissions by the Committee's subsidiary bodies, outlining, inter alia, their mandate, objectives and activities.

31. The document was prepared by the secretariat in consultation with the Bureau, based on submissions of the Working Parties.

32. The Committee welcomed the preparation of the document.

33. The Chair of WP.1 expressed gratitude to the secretariat's work and asked the secretariat to clarify the relevance of the submissions of the Working Parties to ITC.

34. The secretariat elaborated on the relevance of the contributions contained in ECE/TRANS/2024/9 for ITC as resource for a potential cross-sectoral analysis to be carried out by the secretariat to support the Committee with further consideration of possible decisions or guidance and submission to the Commission.

35. **Noting that** 2023 marked the fourth cycle of reviews of Working Parties' mandates by their parent sectoral committees, in line with the outcomes of the 2005 reform of the Economic Commission for Europe (ECE) and the ensuing guidelines for the establishment and functioning of Working Parties within ECE (ECE/EX/1), and **taking into consideration** the submissions by the Working Parties as contained in the annexes to ECE/TRANS/2024/9 as well as the review and analysis contained in ECE/TRANS/2023/4/Rev.2, the Committee **requested** the secretariat to conduct a cross-sectoral analysis and formulate recommendations on the future ITC work priorities to be submitted for consideration and possible adoption by the Committee at its eighty-seventh session in 2025.
