



Economic Commission for Europe
Inland Transport Committee
Working Party on Rail Transport
Seventy-seventh session

Geneva, 13–15 November 2024

**Report of the Working Party on Rail Transport on
its seventy-eighth session**
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I. Attendance

1. The Working Party on Rail Transport (SC.2) held its seventy-eighth session from 13 (p.m.) to 15 November 2024 in Geneva.
2. The session of the Working Party was attended by representatives of the following countries: Austria, Belgium, Czechia, Georgia, Germany, Hungary, Netherlands (Kingdom of the), North Macedonia, Poland, Romania, Russian Federation, Slovenia, Spain, Sweden, Switzerland, and United Kingdom of Great Britain and Northern Ireland. Representatives from the European Commission (DG MOVE), Transport Community and the European Union (Europe's Rail Joint Undertaking) were present. A representative from Zimbabwe was present.
3. The International Labour Organization (ILO), the Intergovernmental Organization for International Carriage by Rail (OTIF), and the Project Central Office of the Trans-European Railway (TER) were represented.
4. The following non-governmental organizations were represented: European Passengers' Federation (EPF), International Rail Transport Committee (CIT), International Rail Transport Committee and International Union of Railways (UIC).
5. Representatives of the following private and other sectors attended the session: OneGoal Initiative for Governance, Rail Working Group and TRA Consulting.

II. Adoption of the Provisional Agenda (agenda item 1)¹

Documentation: ECE/TRANS/SC.2/246, ECE/TRANS/SC.2/246/Corr. 1

6. The Working Party adopted the revised agenda as contained in ECE/TRANS/SC.2/246 and Corr.1.

III. Workshop: "Improving the performance of the rail sector" (agenda item 2)

7. A workshop on Improving the performance of the rail sector was convened on the first day of the Working Party on Rail Transport (SC.2). About 50 participants were present for the event. Speakers from national institutions as well as from the sector shared developments in their railways in relation to performance and what is being done nationally to improve the way the railways are operated. Presenters highlighted successes and challenges to improving performance as well as innovative processes that could be adopted going forward both for freight and passenger customers.
8. The secretariat concluded by summarizing the workshop. Member States and other delegates commented positively on the importance of this workshop which highlighted key actions that need to be taken to improve the performance of the railway for both passengers and freight.
9. The Working Party thanked the speakers for their interventions and asked that aspects of performance remain as a key agenda item of the Working Party also in light of the implementation of the Inland Transport Committee (ITC) Decarbonisation Strategy. The Working Party asked the secretariat to prepare a brief summary of the workshop and make it available for the next session.

¹ Information on the session is available at: <https://unece.org/info/Transport/events/392597>.

IV. Towards Unified Railway Law in the Pan-European Region and on Euro-Asian Transport Corridors (agenda item 3)

Documentation: ECE/TRANS/SC.2/2024/2

10. The Chair recalled that SC.2, at its seventy-seventh session, adopted the Convention on the contract for international carriage of goods by rail as a first Convention in a system of Unified Railway Law Conventions. The Convention was opened for signature on 12 January 2024.

11. The secretariat informed the Working Party that, to date, two countries signed the Convention: Netherlands (21 November) and Togo (27 June). Signature of the Convention remains open until 31 March 2025, after which it is open for accession. The secretariat informed SC.2 that, since adoption, it had started promoting the signature, ratification and accession to the Convention in line with standard practices for all previous Conventions. In particular, two dedicated workshops had been held, one as part of the Middle Corridor Coordinating Committee meeting in June 2024 in Astana, Kazakhstan and one organised by the TER Project in Berlin in September 2024. The secretariat plans to arrange other workshops in the next year on the Convention where resources allow.

12. The Working Party then moved on to discuss the next steps for Unified Railway Law. On this matter, the secretariat prepared document ECE/TRANS/SC.2/2024/2 collecting previous discussions on this topic within the Group of Experts on Unified Railway Law.

13. The Working Party noted discussions on the next steps for Unified Railway Law and asked the secretariat to prepare a questionnaire, in consultation with the Chair and Vice-Chair, based on document ECE/TRANS/SC.2/2024/2, to send to member States and other interested stakeholders to gather further information on possible options going forward. The Working Party also asked the secretariat to prepare a document for the next session summarising the results of the questionnaire.

V. European Agreement on Main International Railway Lines (agenda item 4)

Documentation: ECE/TRANS/63/Rev.4, C.N.83.2024.TREATIES-XI.C.3, C.N.84.2024.TREATIES-XI.C.3.a, ECE/TRANS/SC.2/2024/3, ECE/TRANS/SC.2/2024/11

14. The European Agreement on Main International Railway Lines (AGC) currently has 28 contracting parties.² Detailed information on the AGC, the up-to-date and consolidated text of AGC (ECE/TRANS/63/Rev.4), a map of the AGC network, the document ECE/TRANS/SC.2/2020/2 setting out the background, benefits and accession requirements for the AGC, an inventory of minimum standards stipulated in AGC and the Depository Notifications are available on the website of the Working Party.³ The Working Party noted the importance of having the current consolidated version of the AGC published and available in all official ECE languages.

15. The Working Party took note of the efforts of the secretariat to increase the number of contracting parties to the AGC.

16. The Working Party recalled that at its seventy-seventh session, Contracting Parties had requested the secretariat to proceed with the depository notification for the amendments set out in ECE/TRANS/SC.2/2023/11, ECE/TRANS/SC.2/2023/12 and ECE/TRANS/SC.2/2023/13. These amendments were notified to the depository in New York on 4 March 2024 (C.N.83.2024.TREATIES-XI.C.3). The secretariat informed the Working

² Albania, Austria, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czechia, France, Germany, Greece, Hungary, Italy, Latvia, Lithuania, Luxembourg, Montenegro, Poland, Republic of Moldova, North Macedonia, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Türkiye, Turkmenistan and Ukraine.

³ www.unece.org/trans/main/sc2/sc2_agc_text.html.

Party that no objections were received before the September 2024 deadline and thus the amendments would enter into force on 4 December 2024.

17. The Working Party recalled that, at the same session, Contracting Parties had asked the secretariat to submit the agreed amendment modifications relating to International Railway Passenger Hubs to the depository (ECE/TRANS/SC.2/2023/5 and C.N.84.2024.TREATIES-XI.C.3.a). The secretariat noted that entry into force for these amendments was different as they relate to changes to the main text and so would enter into force 12 months after they have been accepted by two-thirds of Contracting Parties.

18. The Working Party was informed that the secretariat had received amendment proposals to the annex I of the AGC from Bulgaria and the Russian Federation (ECE/TRANS/SC.2/2024/3 and ECE/TRANS/SC.2/2024/11). The secretariat further noted that the Bulgarian amendments were in line with similar amendments made by the member State to the European Agreement on Main International Combined Transport Lines and Installations (AGTC) and continued the work of the secretariats of SC.2 and the Working Party on Intermodal Transport and Logistics (WP.24) to ensure consistency and alignment between the AGC and the AGTC. The amendments were approved by Contracting Parties.

19. The secretariat noted that, since the last consolidation of the AGC, a number of significant changes had been made to it, firstly in annex I but also with the addition of the new annexes. The Working Party noted that it was time for a new consolidation to be prepared as Revision 5. Given the amendment proposals mentioned above and the structural changes to the AGC this would need to take place after they had entered into force at the end of 2025.

20. Finally, under this agenda item, the secretariat explained that work continues on the modernization of the AGC through the gathering of data in collaboration with the European Union Agency for Railways (ERA) in order to provide accurate information on the AGC network in GIS format. This work aimed at updating the AGC/AGTC parameters tool, carried out through a dedicated activity within the TER Project which was presented at the seventy-seventh session of SC.2.

21. The Working Party welcomed the updated information on the AGC including on accession and additional steps taken in the modernisation of the Agreement.

22. Contracting Parties noted that the amendments agreed in ECE/TRANS/SC.2/2023/11, ECE/TRANS/SC.2/2023/12 and ECE/TRANS/SC.2/2023/13 had been notified to the depository and would enter into force in December 2024. It noted that the amendment modifications agreed in relation to international railway passenger hubs had a different timeline for entry into force and asked Contracting Parties to confirm that they accept these changes. Contracting Parties agreed to the amendments included in ECE/TRANS/SC.2/2024/3 and ECE/TRANS/SC.2/2024/11 and asked the secretariat to send them to the depository. Finally, the Working Party asked the secretariat to prepare a newly consolidated version of the AGC containing all the changes that will have entered into force up to the end of 2025 and to publish it in 2026.

VI. The Revisions Committee of the Model Rules for the Permanent Identification of Railway Rolling Stock (agenda item 5)

Documentation: ECE/TRANS/SC.2/2024/4, ECE/TRANS/SC.2/RC.1/2024/2

23. The Working Party recalled that, at its seventy-seventh session, SC.2 adopted Revision 1 of the Model Rules on the Permanent Identification of Railway Rolling Stock (henceforth Model Rules) incorporating changes proposed by the Revisions Committee at its first session.

24. The secretariat reminded delegates that the Model Rules are global in nature and, as such, member States outside of the ECE region have full membership rights in decisions under this agenda item at the Working Party on Rail Transport, as enshrined in the Rules of Procedure for SC.2, where those member States have expressed an interest in the activities related to the Model Rules, in writing, to the Executive Secretary of ECE. To date, the

secretariat has not received any such expressions of interest but reminded member States that a template letter for doing so is available on the ECE website or can be obtained by contacting the secretariat directly.

25. The Working Party was informed that the second session of the Revisions Committee to the Model Rules met in September 2024. At this session, participants were informed of developments in relation to the implementation of the Luxembourg Rail Protocol to the Cape Town Convention on Mobile Equipment, in particular in relation to its entry into force in March 2024, as well as developments in relation to the Model Rules themselves. In addition, the Revisions Committee discussed and agreed the amendment proposals set out in ECE/TRANS/SC.2/2024/4 and asked that it be forwarded to SC.2 for approval. The Revisions Committee noted that, in the event that the amendment proposals were adopted, the Guidance Note should also be updated with the changes identified in annex III of ECE/TRANS/SC.2/RC.1/2024/2.

26. SC.2 was also informed about the two workshops held during the second session of the Revisions Committee. A first workshop: The role of Public-Private Partnerships (PPPs) in the financing of investment in the railways (a summary of this workshop is available in SC.2 No.1 (2024)) and a second workshop: Integrating the Unique Rail Vehicle Identification System (URVIS) number into digital solutions (a summary of this workshop is available in Informal document SC.2 No.2 (2024)). With respect to the second workshop, participants noted that there was significant work that needed to be done in this area and specifically within the framework of the Revisions Committee. Given this conclusion, the Revisions Committee decided to set up an Informal Group of Experts on digital aspects related to the Permanent Identification of Railway Rolling Stock. The terms of reference for this Group are set out in annex II of ECE/TRANS/SC.2/RC.1/2024/2. This informal group held its first meeting on 13 November 2024 and discussed how best to establish the framework for this Group. A summary of the first session will be made available on the website of SC.2 after the seventy-eighth session of the Working Party. The secretariat invited those delegates interested in this work to contact the secretariat to be added to the list of experts. A full summary of progress with this group will be provided at the seventy-ninth session of SC.2.

27. Following the decision at the seventy-seventh session of SC.2, ITC confirmed the request for the Revisions Committee to have documents for future sessions of the Revisions Committee made available in all official languages of the United Nations and that future sessions are made available in hybrid format. The secretariat informed that, given ECE-wide limitations, it will not be possible for meetings to be held in hybrid form, but it would most likely be possible to have documents made available in all United Nations languages from 2025 subject to final budget negotiations in New York.

28. The Working Party adopted the amendments proposed by the Revisions Committee to the Model Rules contained in ECE/TRANS/SC.2/2024/4, agreed that the amendment proposals enter into force at the time of publication of the report of the seventy-eighth session of SC.2 and asked the secretariat to prepare a consolidated, Revision 2, of the Model Rules containing these amendments and publish Revision 2.

29. The Working Party welcomed the discussions at the workshops on PPPs in railways, and on digital aspects related to the Permanent Identification of Railway Rolling Stock held at the Revisions Committee session.

30. The Working Party noted the creation of an informal Group of Experts on digital aspects related to the Permanent Identification of Railway Rolling Stock.

31. The Working Party also adopted the changes to the Guidance Note to the Model Rules.

VII. Passenger Information in Stations and Hubs (agenda item 6)

Documentation: ECE/TRANS/SC.2/2023/6, ECE/TRANS/SC.2/INFO/2024/2

32. The Working Party recalled that, at its last session, it had agreed to the proposal put forward by the Group of Experts on International Railway Passenger Hubs (GE HUBS) to renew its work and create a new Group of Experts on Passenger Information in Stations and

Hubs (GE INFO) (ECE/TRANS/SC.2/2023/6). These terms of reference were subsequently adopted by ITC at its eighty-sixth session and subsequently by the Executive Committee of ECE.

33. The secretariat explained that the Group had its first meeting in July 2024. Work had commenced on all the tasks of the mandate with wide stakeholder involvement. The Group agreed that the scope of applicability should be railway passenger hubs of international importance (as defined in the AGC), and it should focus on, for the moment, recommendations rather than formal resolutions or regulations, thereby allowing them to be used across the world. The previously mentioned new annex 4 to the AGC would form the basis of these recommendations. The Group will continue its work and meet twice in 2025. An update of progress with the Group will be presented at the next session of SC.2 in November 2025.

34. The Working Party thanked the secretariat for its update on the work of the Group of Experts and encouraged SC.2 focal points to actively participate in the activities of the Group.

VIII. Euro-Asian Rail Transport (agenda item 7)

35. The Working Party recalled that at its seventy-third session in 2019 a workshop was held on Making rail freight more competitive and the coordinated development of the rail network with a focus on how to work together at the government and sectoral levels on EATL.⁴ Following the seventy-third session, a summary publication was prepared by the secretariat and is available on the Working Party's webpage.

36. The Working Party was informed about new developments on Euro-Asian rail transport corridors, including recent developments in relation to the Coordinating Committees.

37. On this subject, the Russian Federation noted the importance of the use of mutual documentation with the Organization for Co-Operation between Railways (OSJD). The Russian Federation called upon the countries through whose territory the EATL route No. 1 passes to consider participating in the relevant Coordination Committee. The Russian Federation considers important the participation of the People's Republic of China in the Coordination Committee, given its cargo-forming role.

38. The secretariat noted that the Eurasian Rail Alliance Index representative was not available to present progress with the work of the Index.

39. The Working Party noted the developments in Euro-Asian rail transport and on the work of the Coordinating Committees and encouraged member States to share their experiences on Euro-Asian rail transport at the next session.

IX. Trans-European Railway Project (agenda item 8)

40. The TER Project Manager, Ms. M. Kopczyńska reported on the activities of the TER Project for 2024 (Informal document WP.5 No.2 (2024)). The work of the TER Steering Committee had focused on the implementation of the mandate with particular attention on the TER backbone network and the completion of relevant studies. Of particular importance was the TER workshop held in Berlin in September 2024 on the new Convention on the contract for international carriage of goods by rail and the workshop held in Krakow, Poland in May 2024 on stress tests for rail infrastructure.

41. The Working Party took note of the information provided by the TER Project Manager and welcomed the continued progress on the delivery of its mandate.

⁴ Euro-Asian Transport Linkages (EATL).

X. Railway Financing and Public-Private Partnerships (agenda item 9)

42. The Working Party recalled the discussions at previous sessions on good practices in implementing PPPs in railway infrastructure development, as well as the workshop on The role of PPPs in the financing of investment in railways mentioned under agenda item 5.

43. The Working Party took note of discussions and asked that aspects related to PPPs in railways remain on the agenda of the Working Party but combined within the item of Railway review, reform and investment.

XI. Rail Security (agenda item 10)

44. The secretariat introduced this agenda item by providing a summary of the proceedings of the Special Session of SC.2 held 18-19 June 2024 on vulnerable rail users and organised in collaboration with UIC. The session was divided into two key workshops on combatting human trafficking and on the security of women in the railways. The report of the session is available in document ECE/TRANS/SC.2/245. Both the workshops were attended by a number of high-level speakers who identified key areas that need further attention. Summaries of the workshops are available in documents ECE/TRANS/SC.2/2024/5 and ECE/TRANS/SC.2/2024/9. With regard to combatting human trafficking the working party agreed that follow-up work, in collaboration with UIC and UNODC, should focus on assistance on training of railway staff, on awareness raising on combatting human trafficking, on international cooperation between the railways and in the improvement of data availability. On the security of women in the railways the Working Party noted that there were many good practice solutions already being undertaken in the sector and that further work should focus on consolidating this work.

45. The Working Party noted the importance of combatting human trafficking in the rail environment and adopted the terms of reference for the informal working group on this subject as set out in ECE/TRANS/SC.2/2024/5. It asked the secretariat to initiate work with UIC, UNODC and industry stakeholders.

46. The Working Party noted the extensive discussions at the workshop on the security of women in the sector and asked that the secretariat, in collaboration with UIC, proceed with the preparation of a publication on best practice guidelines on the security of women on the railways.

47. The Working Party recalled that the secretariat had developed an advanced, web-based platform on rail security which can operate as an international observatory on rail security issues (henceforth the Rail Security Observatory). The secretariat presented the latest updates on the Rail Security Observatory.

48. During this agenda item UIC updated the Working Party on its work in the security field. The secretariat informed the Working Party that it is continuing to work with UIC on security matters as requested by ITC at its eighty-third session in February.

49. The Working Party thanked UIC for its update on their security platform and requested that the secretariat keep it updated on developments in this area and on the ECE Rail Security Observatory at future meetings.

XII. Innovation in Rail Transport (agenda item 11)

50. This agenda item was opened by the representative of Europe's Rail Joint Undertaking who highlighted the work that they are doing in facilitating innovation in the sector.

51. The secretariat informed SC.2 of the updated Rail Innovation Observatory freely accessible on the website of the Working Party. It recalled that it aimed at sharing with member States best practice innovations that could further help develop the competitiveness of the railways. The information that is shown on this observatory has been taken from public resources and member States are free to provide input into the observatory.

52. The secretariat reminded the Working Party of the finalised user-friendly AGC/AGTC inventory of technical standards as an important tool in the innovation of our activities in rail transport prepared with the support of the TER Project, highlighting its characteristics and how it can be used.

53. The Working Party noted under this agenda item the importance of ensuring that innovation does not create new barriers for rail movements within the ECE Region. It noted specifically that the current developments on the Digital Automatic Coupler (DAC) within the European Union could create such a barrier and, as such, noted the important role of SC.2 in relation to this subject in facilitating ECE-wide interoperability. The Working Party, following a proposal of the Chair, decided that a one-day, Special Session of SC.2 will be organised in the first half of 2025 to discuss DAC and how it can be developed in a harmonised manner across ECE.

54. The Working Party thanked Europe's Rail for updating SC.2 on its activities and noted developments in the rail innovation observatory and the AGC/AGTC parameters tool.

XIII. Productivity in Rail Transport (agenda item 12)

Documentation: ECE/TRANS/SC.2/2024/6

55. The Working Party recalled that, at its last session, it requested that the secretariat prepare an updated questionnaire for the rail productivity work considering additional sources of information and alternative approaches. In this regard, the Working Party considered document ECE/TRANS/SC.2/2024/6 setting out the proposed questionnaire and the modalities for gathering the necessary data.

56. The Working Party thanked the secretariat for preparing the questionnaire included in ECE/TRANS/SC.2/2024/6 and asked that it is sent to railway undertaking and infrastructure manager focal points in order to provide a full analysis for the next session of SC.2.

XIV. Climate Change and Rail Transport (agenda item 13)

Documentation: ECE/TRANS/SC.2/2024/7, ECE/TRANS/SC.2/2024/8

57. The secretariat proceeded to introduce the ITC Climate Change Strategy and document ECE/TRANS/SC.2/2024/7 providing information on the alignment of the activities of SC.2 with the Strategy. The Working Party noted that all rail activities are crucial for the achievement of environmental goals and therefore the work undertaken in SC.2 remains fundamental to the successful implementation of the ITC Climate Change Strategy.

58. The Working Party noted that document ECE/TRANS/SC.2/2024/7 confirms that the Terms of Reference and the activities of SC.2 are already well aligned with the requirements of the ITC Climate Change Strategy given that rail is at the core of all sustainable transport solutions. It suggested updating the Work Programme at its next review in 2025 to reflect the minor changes identified in section IV of document ECE/TRANS/SC.2/2024/7. The Working Party asked the secretariat to explore the possibility of inviting the Global Carbon Council to the next meeting of the Working Party to present its register of emissions. It also asked the secretariat to update the document for the next session of SC.2 in order to submit it to the 2026 session of ITC.

59. The Working Party recalled the work that had been initiated under this agenda item in relation to energy efficiency presented at the previous session of the Working Party. The secretariat informed the Working Party of the questionnaire prepared for this session included in ECE/TRANS/SC.2/2024/8.

60. The Working Party welcomed the questionnaire included in ECE/TRANS/SC.2/2024/8 and asked the secretariat to disseminate it amongst SC.2 focal points as amended during the session in relation to questions 1 and 2.

61. The Working Party thanked the secretariat for the updates on the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes and asked that it be updated on this at future meetings.

XV. Railway Reform and Review (agenda item 14)

62. The Working Party was informed about the developments on railway reform, building on the workshop held at the seventy-first session of the Working Party. In particular, SC.2 discussed the presentations made by Hungary (supported by Informal document SC.2 No.2 (2024)) and TRA Consulting on this issue.

63. The Working Party thanked Hungary and TRA Consulting for their interventions on railway reform. The role of different types of rail services was highlighted by speakers. In particular the importance of interconnectivity between different services was emphasised. The Chair noted developments on the Platform for International Rail Passenger Transport in particular the publication of the fourth progress report which is available on the website of the Working Party as Informal document SC.2 No.4 (2024). The Working Party reminded member States that they may want to update participants on similar work in respective countries at future meetings.

XVI. Facilitation of International Rail Transport in the Pan-European Region (agenda item 15)

Documentation: ECE/TRANS/SC.2/2022/10

64. The Working Party recalled that at its seventy-sixth session it had discussed the results of a questionnaire on the new annex 9 to the Harmonization Convention on facilitating rail border crossings in the pan-European region. The Working Party noted that no further information was available on this item.

65. The Working Party was informed that no information had been received on the OSJD/ERA Working Group on Interoperability.

66. The Working Party thanked the secretariat for the update on the facilitation of international rail transport in the Pan-European Region and asked that it be kept informed on this going forward.

XVII. Rail Statistics (agenda item 16)

67. The Working Party was informed by the secretariat about the ongoing work in rail statistics and its relevance to SC.2. In particular, the work of the Working Party on Transport Statistics (WP.6) and the data processing and visualisation efforts that had been undertaken since the last session of SC.2.

68. The Working Party noted the developments in rail statistics as set out by the secretary of WP.6 and asked that the secretariat keeps SC.2 informed at future sessions.

XVIII. Improving Safety in Rail Transport (agenda item 17)

69. The secretariat updated the Working Party on the developments related to the Code of Practice on the Packing of Cargo Transport Units (CTU Code) as a key element of railway safety with a particular focus on efforts to update the CTU Code.

70. The Working Party welcomed progress in the ongoing preliminary work in the updating of the CTU Code. It emphasised the importance of the upcoming joint SC.2/WP.24 meeting 16-17 December 2024 to finalise this preliminary process and invited delegates to actively participate in this meeting. It asked that the Working Party is kept informed on this and other safety related issues at future sessions of SC.2.

71. The Working Party noted information provided by EPF on slips, trips and falls. The secretariat noted that it would explore the possibility of gathering data on this with the secretary of WP.6 and with possible input from ILO.

XIX. Activities of Inland Transport Committee and its Subsidiary Bodies (agenda item 18)

Documentation: ECE/TRANS/SC.2/2023/8

72. The Working Party was informed about the activities of ITC, its Bureau, subsidiary bodies and other United Nations organizations on matters of interest to SC.2. In particular, the secretariat recalled earlier discussions on the ITC Climate Change Strategy and invited delegates to participate in the next session of ITC in February 2025.

73. The secretariat also reminded delegates about LearnITC – the Inland Transport and Trade Connectivity eLearning Platform – developed by the Sustainable Transport Division (learnitc.unece.org). LearnITC is the only United Nations platform to provide multiple training courses dedicated to inland transport. It has been designed and created to help government officials and other relevant stakeholders to understand, apply and implement United Nations Inland Transport Conventions and Legal Agreements as well as trade connectivity principles and standards. Currently, there are about one thousand enrolments in courses on the platform covering participants from about one hundred countries worldwide.

74. The Working Party noted developments with LearnITC and encouraged delegates to take the courses that could be of relevance to them and disseminate these results amongst their national stakeholders.

XX. Activities of the European Commission in Rail Transport (agenda item 19)

75. The Working Party was informed by the representative from the European Commission about its most recent developments. The Working Party noted the update provided by the European Commission.

XXI. Activities of International Organizations in Rail Transport (agenda item 20)

76. The Working Party was informed by OTIF and CIT of their recent and upcoming activities. ILO informed delegates of their upcoming “Technical meeting on the realization of decent work in the railways sector” on 1–5 September 2025. The Working Party welcomed the update provided by OTIF, CIT and ILO.

XXII. Other Business (agenda item 21)

77. No other business was discussed at this session.

XXIII. Date and Venue of the Next Session (agenda item 22)

78. The secretariat, under this agenda item updated the Working Party on the dates of the 2025 meetings of the next session of SC.2 as well as the next sessions of the various subsidiary bodies of SC.2. These are identified in the table below.

<i>Meeting</i>	<i>Dates</i>
Informal Group of Experts on the application of digital solutions to the marking of the URVIS identifier (second session)	21 January 2025 (Others TBA)
Informal Group of Experts on Combatting Human Trafficking on the Railways	(TBA)
Inland Transport Committee (not subsidiary to SC.2)	11–14 February 2025
Group of Experts on Passenger Information in Stations and Hubs (SC.2/INFO – second session)	7 (pm) – 8 May 2025
Special Session of SC.2 on Digital Automatic Coupler	9 May 2025
Revisions Committee on the Model Rules for the Permanent Identification of Railway Rolling Stock (SC.2/RC.1 – third session)	3–5 September 2025
Group of Experts on Passenger Information in Stations and Hubs (SC.2/INFO – third session)	8–10 September 2025
Working Party Rail Transport (SC.2 – seventy-ninth session)	12–14 November 2025

79. The Working Party confirmed these dates and asked the secretariat to share this calendar with all focal points.

XXIV. Adoption of Decisions and Report (agenda item 23)

80. As agreed, and in line with previous practice, the Working Party reviewed the report of the session as prepared by the Chair and the Vice-Chair. The Working Party adopted its Report.
