

ECONOMIC COMMISSION FOR EUROPE

EXECUTIVE COMMITTEE

Ninety-first meeting
Geneva, 24 March 2017
Item 5(a)

Informal Document No. **2017/15**

Meeting with the Chair of the Inland Transport Committee

Report by the chair

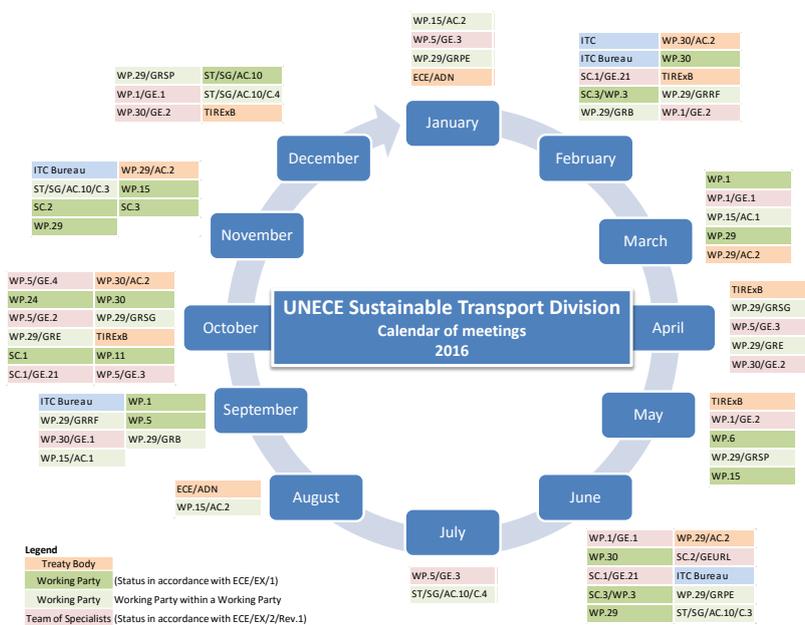
Report by the Chair of the Inland Transport Committee

I. Achievements over the past twelve months

INTRODUCTION

1. The Chair of the Inland Transport Committee (ITC) last reported to the ECE Executive Committee (EXCOM) on the annual meeting of ITC on 10 May 2016.
2. 2016 was the year in which the implementation of the 2030 sustainable development agenda began, comprising the 17 Sustainable Development Goals (SDGs), the Paris Climate Change Agreement and the New Urban Agenda. In this context, the High Level Advisory Group on Sustainable Transport initiated by the Secretary-General delivered its report, and the conference on Sustainable Transport was convened for the first time by the United Nations Secretary-General and hosted by the government of Turkmenistan.
3. The mandate of the United Nations Secretary-General’s Special Envoy for Road Safety, Mr. Jean Todt, was extended in April 2016 and again in 2017. UNECE provides secretariat services to the Special Envoy through extrabudgetary staff, and the secretariat facilitates regular consultations with relevant bodies, as well as reporting in the UN context. Mr. Todt appointment has led to dynamic steps towards raising awareness of the United Nations road safety legal instruments, of which UNECE is the custodian, as well as to more collaboration to boost political support in addressing issues relevant for road safety.
4. In 2016, the Sustainable Transport Division held 707 meetings (this indicator means 707 “half days”), servicing 81 sessions. The division also published 587 parliamentary documents, including series of documents measured as one output. This means that the division met its planned activities, having achieved at the midpoint of the biennium an implementation rate of 48 per cent of the planned 1363 outputs for the 2016-17 biennium. The schedule of meetings can be seen in Figure 1.

Figure 1: Schedule of meetings in 2016



Highlights of the achievements and challenges in 2016 and 2017

5. In 2017, the Inland Transport Committee (ITC) marks its seventieth anniversary. In seven decades, the Committee and its subsidiary bodies have faithfully served their mandate and mission, initially to support the reconstruction of post-World War II Europe, and thereafter to develop inland transport and its regulatory framework at both the pan-European and the global levels.

6. Transport Ministers from the UNECE region and beyond gathered for a Ministerial meeting on the “Past and Future of the UNECE Inland Transport Committee” in Geneva on 21 February 2017, as part of the seventy-ninth annual session of the ITC (21-24 February 2017) to celebrate the seventieth anniversary of the Inland Transport Committee, take stock of its past contributions, and to decide on the Committee’s future mission through 2030, at a time of profound changes, challenges and opportunities globally.

7. The main features of the 70th Anniversary week included:

(a) Around 40 Ministers and Deputy Ministers/Secretaries of State from around the world, as well as Commissioner for Transport of the European Commission and the transport minister of the Euro-Asian Economic Commission;

(b) More than 500 participants from 89 countries, 45 UNECE and 44 non-UNECE member States;

(c) 59 signatures on the Ministerial Resolution;

(d) Opening statement by the transport minister of the Russian Federation on behalf of the troika acting as the chair and vice-chairs to the ITC, as well as by the ambassador of Kazakhstan, as the chair of the Commission and EXCOM;

(e) Keynote speech by the Swiss Ambassador on behalf of the President of the Confederation;

(f) Extra-ordinary high-level panellists and scheduled interventions;

(g) Video message by transport minister of Malta, who holds the EU Presidency during the first half of 2017;

(h) A letter by the United Nations Secretary-General welcoming ITC delegates on the occasion of the 70th anniversary;

(i) Around 30 official documents and informal papers discussed at ITC, including a new series called *Country Infocards with Transport Statistics*;

(j) Ceremonial signing of “The Future Inland Transport we Want” poster;

(k) A successful Road Safety Film Festival with more than 200 films, a high level jury and many awards distributed;

(l) A joint UNECE-United Nations Environment Programme (UNEP) conference on the worrying quality of second-hand cars exported to developing countries;

(m) A High-level Conference on Inland Water Transport forging cooperation among countries with navigable waterways;

(n) In cooperation with the Islamic Development Bank, a capacity-building workshop on the United Nations Transport conventions under the purview of the ITC and its subsidiary bodies;

(o) An exhibition and brochure on the 70-year history of the ITC in the context of world events, scientific and cultural achievements, highlighting innovations and emblematic projects and events in transport and communication, and with around 80 video links included;

- (p) An autonomous bus driving from the Pregny Gate to door 40 and back;
- (q) The exhibit of a hybrid truck to demonstrate developments in vehicle technology towards greening the sector;
- (r) Three quizzes on inland transport, transport of dangerous goods and inland water transport increased the visibility of the work of the Committee and its subsidiary bodies.

8. The Ministerial meeting concluded with the signing of a ministerial resolution on “Embracing the new era for sustainable inland transport and mobility” (ECE/TRANS/2017/2), which was thereafter welcomed and endorsed by the Inland Transport Committee on 24 February 2017.¹ The resolution conveyed the appreciation of the highest level of constituency for the work carried out by the Committee and its subsidiary bodies. Most importantly, the resolution provided collective affirmation of the relevance of the Committee for the advancement of the Sustainable Development Agenda through paving the way toward sustainable inland transport and mobility.

9. Decision 1 of the Ministerial Resolution underlined the importance of ensuring globally harmonized regulatory governance through the United Nations transport Conventions administered under the purview of the Committee. As such, it included a request to the Economic Commission for Europe and the Economic and Social Council of the United Nations, to consider mandating the Committee to report on an annual basis to both the Commission and for information purposes to ECOSOC, while leaving the organisational structure of the UNECE secretariat as well as the programme-budgeting functions and oversight unchanged. This would enable the Committee to efficiently address the needs of inland transport, with special attention to global regulatory governance through the United Nations transport Conventions and other means.

10. The Committee held a governments-only session together with the chairs and vice-chairs of the Administrative Committees (AC) and of the ITC Working Parties (WP). The purpose of the meeting was to devise a future strategy for the Committee, namely how to further improve its capacity in support of the implementation of the 2030 Sustainable Development Agenda, the Paris Climate Change Agreement and the New Urban Agenda. It was agreed that the consultation will continue throughout the year in the Working Parties based on the papers developed by the secretariat in close consultation with the Bureau members and the AC and WP chairs and vice-chairs so that the final draft can be endorsed by the Committee in 2018. The Committee adopted a number of main decisions (see Annex I). The most relevant for EXCOM among them are:

- (a) ITC Decision 2 which welcomed and endorsed the Ministerial Resolution and ITC Decisions 3 and 4 that requested UNECE and ECOSOC, in line with decision 1 of the Ministerial Resolution, to consider mandating the Committee to report on an annual basis to both the Commission and, for information purposes, to ECOSOC;

- (b) ITC Decision 6 on the modalities of developing the strategy of the Inland Transport Committee until 2030;

- (c) ITC Decision 21 welcoming progress in completing phase III of the Euro-Asian Transport Links (EATL) project and requesting the secretariat to hold an international conference on operationalization of the EATL;

- (d) ITC Decision 22 reiterating the Committee’s support for hosting the Database for Exchange of Type Approval (DETA) at ECE;

¹ <https://www.unece.org/fileadmin/DAM/trans/doc/2017/itc/ECE-TRANS-2017-2e.pdf>.

- (e) ITC Decision 25 agreeing to the request of the Government of the Republic of Korea to become a full WP.1 participant with voting rights;
- (f) ITC Decision 26 endorsing the request of WP.1 to change its name to “Global Forum for Road Traffic Safety”;
- (g) ITC Decisions 27, 33 and 38 endorsing resolutions (part of documentation submitted to this meeting) by the Committee’s Working Parties prepared in response to the Committee’s invitation at its 78th annual session;
- (h) ITC Decision 28 welcoming preparations for establishing the United Nations Road Safety Fund as well as requesting information about the planned timetable and form of consultations, and asking WP.1 for detailed comments;
- (i) ITC Decisions 40 and 41 endorsing the new strategy of the Working Party on Inland Water Transport and adopting its new Terms of Reference;
- (j) ITC Decision 46 to hold in 2017 a round-table discussion on the challenging aspects of organizing and carrying out the transportation of perishable foodstuffs and to research political, technical and legal solutions to issues that remain unresolved with the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) Convention; and
- (k) ITC Decisions 23, 34, and 37 on the extension of mandates for three Groups of Experts (see section III in this report).

Detailed list of achievements and challenges in 2016

11. In 2016, the Committee and its subsidiary bodies continued to deliver concrete, tangible results, the most emblematic of which are mentioned in this report.

Regulatory governance and new accessions

12. The number of Contracting Parties increased to 1725 with fourteen new accessions in 2016. Nine out of these fourteen new accessions were to legal instruments related to road safety. This reflects growing global awareness of the importance of the issue. Regular capacity-building workshops on how to accede and how to implement these instruments, as well as the active promotion of Road Safety Conventions by the United Nations Secretary-General’s Special Envoy for Road Safety have begun to have an impact. Nonetheless, the rate of accessions, though increased, remains low compared to the need for a universally harmonised inland transport system.

Border crossing facilitation

13. After the entry into force of the TIR Convention for Pakistan on 21 January 2016, China acceded on 5 July 2016, bringing the total number of Contracting Parties to the Convention to 70. The entry into force of the Convention for China on 5 January 2017 is expected to further foster economic and trade cooperation among China, Central Asian countries and the European Union. China’s neighbours on its northern and western borders are already Contracting Parties to the TIR Convention, including Kazakhstan, Kyrgyzstan, Mongolia, the Russian Federation and Tajikistan. On 27 November 2016, Turkmenistan deposited its instruments of accession to the International Convention on the Harmonization of Frontier Controls of Goods, 1982. With this accession, the Harmonization Convention will have fifty-eight Contracting Parties.

14. Progress was made on increasing transparency in the TIR guarantee system by reinforcing the possibilities for the TIR Administrative Committee (AC.2) to examine the audited financial statements submitted annually by the international organization authorized

to manage the international guarantee system, and to print and distribute TIR Carnets, including the right to request additional examinations. At the same time, the requirements for the international organization with regard to record keeping and engaging an independent external audit have been further amended. AC.2 also established a procedure for countries to request copies of documents deposited with UNECE by the international organization in accordance with the provisions of Annex 9, Part III of the Convention.²

15. Efforts to computerize the TIR procedure gained further momentum in 2016. The pilot project on eTIR with Turkey and Iran (Islamic Republic of) as pilot countries has been extended to now involve more operators and customs offices from both countries as well as allowing to amend declarations for the purpose of partial loading and unloading.

Vehicle regulations

16. In 2016, a number of new United Nations Vehicle Regulations annexed to the 1958 Agreement were adopted or entered into force to further improve vehicles' safety and environmental performance. Specifically, two regulations that were adopted in November 2015 entered into force in 2016: the new United Nations Regulation No. 136 on electric powered two wheelers, electric vehicles of category L (EV-L)³ and the new United Nations Regulation No. 137 on Frontal Impact with focus on Restraint Systems (FIRS)⁴. Furthermore, the new United Nations Regulation No. 138 on quiet road transport vehicles (QRTV) adopted at the March 2016 session of WP.29 also entered into force in 2016.⁵

17. Existing UN Regulations were also updated with eighty-nine amendments, adapting the regulations to the most recent technological innovations and introducing more severe limits aimed at increasing both the safety and environmental performance of vehicles. Among these, WP.29 adopted in June 2016 an amendment to United Nations Regulation No. 127 (Enhanced Child Restraint Systems, ECRS), which introduces the concept of non-integral ECRS allowing for the use of in-vehicle restraint systems (safety belts) together with an ECRS by safeguarding enhanced protection for children.

18. Also in 2016, WP.29 continued its activities to develop performance requirements for intelligent vehicle systems and driver assistance systems for automated vehicles and, thus, to pave the way for future autonomous vehicles.

Traffic safety and especially road safety

19. The Group of Experts on Road Signs and Signals continued its work on the identification of inconsistencies and inadequacies between the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals and national legislation. This involved the review of some 6,000 road signs and signals along the roads of the Contracting Parties assisted by a UNECE developed web platform and the formulation of more than 100 recommendations aimed at improving the Convention and enhancing its implementation.

20. The Group of Experts on Safety at Level Crossings completed its assessment of the crucial safety issues at rail and road interfaces and made progress in formulating a strategy and an accompanying action plan for enhancing safety at level crossings.

² <http://www.unece.org/fileadmin/DAM/tir/handbook/TIRConventionENFRRU.pdf>.

³ <https://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29regs/2016/R136e.pdf>.

⁴ <https://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29regs/2016/R137e.pdf>.

⁵ <https://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29regs/2016/R138e.pdf>.

Transport of dangerous goods and of special cargo

21. In 2016, transposition of the provisions contained in the 19th revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations⁶ led to the publication of updated versions of international legal instruments regulating air, maritime and land transport of dangerous goods. This was done as follows by the international organisations involved in a coordinated way to ensure that the provisions may be applied simultaneously for all modes of transport as of 1 January 2017:

(a) For air and maritime transport, publication by ICAO and IMO of updated versions of the ICAO Technical Instructions and the IMDG Code;

(b) For road and inland waterways transport, publication by UNECE of the 2017 editions of the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN);

(c) For rail transport, publication by OTIF of the 2017 edition of the Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID).

22. Many countries have developed national legislation for domestic inland transport of dangerous goods fully or partially based on the United Nations Recommendations, e.g. in Australia, Brazil, Canada, Malaysia and the United States of America, and all EU countries are required by Directive 2008/68/EC to apply the requirements of RID, ADR and ADN to domestic traffic.

23. The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) is intended to ensure that deep-frozen and chilled foodstuffs are transported efficiently, safely and hygienically and do not pose a danger to human health. It also helps countries avoid the wastage of food through spoilage caused by poor temperature control during carriage by road and rail. Fifty countries are Contracting Parties to the ATP.

24. Entry into force of amendments to the ATP in 2016 to prohibit the use of Insulated bodies with non-rigid walls and a transitional provision for insulated bodies with non-rigid walls in service.

25. Adoption of a new definition for mechanically refrigerated and heated equipment, including provisions relating to the tests, checks and certificates for said equipment.

26. In 2016, an evaluation of the global-regional nexus of activities in the area of Transport of Dangerous Goods was completed.

Road Transport

27. In 2016, the Government of Slovakia (on behalf of EU AETR Contracting Parties) proposed to amend AETR articles 14 (eligibility to accede), 22 and 22bis (amendment procedures)⁷ as well to simultaneously adjust the relevant parts of the AETR Agreement to accommodate references to EU Regulations 165/2014 and 2016/799 (which introduce a new generation of 'smart' tachographs). Both EU Regulations, while making the work of AETR Group of Experts more essential, have created yet another complex dimension to amending AETR Article 22bis.

28. Two proposals submitted by Norway, and by Finland and Norway to amend Annex I of the AGR Agreement to (respectively) extend roads E134 and E45, were adopted by SC.1

⁶ https://www.unece.org/fileadmin/DAM/trans/danger/publi/unrec/rev19/Rev19e_Vol_I.pdf.

⁷ <https://www.unece.org/fileadmin/DAM/trans/doc/2016/sc1/ECE-TRANS-SC1-GE21-2017-2e.pdf>.

and will be forwarded to the Office of Legal Affairs once ECE/TRANS/SC.1/406 is available in French and English.⁸

29. A consolidated version of the AGR Agreement was prepared by the secretariat. This incorporates all amendments adopted to-date since the last consolidation in 2008 (ECE/TRANS/SC.1/2016/3/Rev.1).⁹

Rail Transport

30. In order to increase the effectiveness of rail transport from Asia to Europe and vice versa, the Group of Experts on Unified Railway Law managed during its mandate to prepare legal provisions concerning the contract of carriage and, in particular, the rights and obligations of the parties to the contract of carriage, documentation, liability, assertion of claims and relationship among carriers of a Unified Railway Law. It did so by taking into consideration good practices already implemented by the CIM-COTIF Convention and the Agreement on International Goods Transport by Rail (SMGS) Agreement as well as other International Transport Conventions. The Group also agreed on a set of pilot tests on the legal provisions along key Euro-Asian corridors. Finally, the Group prepared the main principles of an appropriate management system for the Unified Railway Law.

31. In 2016, a draft for a comprehensive legal instrument was prepared to accommodate all types of border controls related to the international movement of passengers and their baggage by rail by relevant and interested parties. This draft new Convention for facilitating the crossing of national frontiers by rail transport for passengers and their luggage is now under review by relevant ITC working parties according to a road map of actions.

Inland Water Transport

32. The new strategy of the Working Party on Inland Water Transport for 2016-2021 adopted in November 2016 is focused on a pan-European network of inland waterways of international importance with a sustainable and resilient infrastructure and services as an integrated part of inland transport networks and markets.¹⁰

33. In 2016 significant progress was achieved by member States on updating information on the European inland waterways of international importance, which resulted in the third revision of the Inventory of Main Standards and Parameters of E Waterway Network (the Blue Book), adopted in November 2016.¹¹

34. Following the adoption of the fifth revision of the European Code for Inland Waterways (CEVNI) in 2015, the UNECE Guidelines on waterway signs and markings (Resolution No. 59) were revised in cooperation with River Commissions and adopted as Resolution No. 85. The next step of this work will be the revision of the Signs and Signals on Inland Waterways (SIGNI) in 2017. In addition, the fifth revised edition of the CEVNI was published in both paper format and online, in English, French, Russian and Slovak (submitted by Slovakia).

35. Continuing the work on harmonization of technical prescriptions for inland navigation vessels, amendments to the Recommendations on harmonized Europe-wide technical requirements for inland navigation vessels (Resolution No. 61) were introduced regarding people with reduced mobility.

⁸ <https://www.unece.org/fileadmin/DAM/trans/doc/2016/sc1/ECE-TRANS-SC1-406e.pdf>.

⁹ www.unece.org/fileadmin/DAM/trans/doc/2016/sc1/ECE-TRANS-SC1-2016-03-Rev1e.pdf.

¹⁰ <https://www.unece.org/fileadmin/DAM/trans/doc/2016/sc3wp3/ECE-TRANS-SC3-2016-03e.pdf>.

¹¹ <https://www.unece.org/fileadmin/DAM/trans/doc/2016/sc3wp3/ECE-TRANS-SC3-2016-05e.pdf>.

Policy dialogue and analytical activities

36. Based on a three-year project financed by United Nations Development Account (UNDA), UNECE in collaboration with the Economic Commission for Latin America and the Caribbean (ECLAC) and the Economic and Social Commission for Asia and the Pacific (ESCAP) engaged in the preparation of Road Safety Performance Reviews for Albania, Georgia, the Dominican Republic and Vietnam to strengthen their road safety management capacities and effectively address and improve national road safety records. Capacity-building and policy dialogue to increase the effectiveness of the institutional framework in managing road safety will be one of the main features of the project. The UNDA projects are matched by the Special Envoy-sponsored Road Safety Performance Reviews in Africa thanks to the good cooperation of ECE with the Economic Commission for Africa (ECA).

37. Continuing its successful cooperation with the Environmental Performance Reviews (EPR) programme led by the UNECE Environment Division, the Sustainable Transport Division has in 2016 and 2017 been actively involved in the preparation, fact-finding missions and authoring of a review of the transport sector in the third EPR Review of Tajikistan. The chapter covered all transport modes and all types of transport (passengers and freight, including transport of dangerous goods). The transport sector analysis concluded with a section containing conclusions and recommendations to the national authorities.

38. The “United Nations Motorcycle Helmet Study” was published in 2016.¹² According to the study, evidence shows that once internationally harmonized helmet regulations, such as the United Nations Regulation No. 22 type-approval system for helmets, are in place and laws on helmet wearing are enforced, the negative trend in injuries and fatalities to reverse.

39. A short paper on “Child Restraint systems” was also published in January 2016. It focuses on United Nations Regulation No 129 and how to increase the safety of children in vehicles.

40. In 2016, the Sustainable Transport Division published the “Bulletin of transport statistics in the UNECE region” that provides statistics on the main indicators for road, rail and inland waterways for countries in the UNECE region, as well as the new edition of “Statistics of Road Traffic Accidents in Europe and North America” was e-released. In addition, an analysis was prepared on the SDGs and the United Nations Transport Conventions under the purview of the UNECE Inland Transport Committee.

41. “The United Nations Transport Conventions on border crossing facilitations – Benefits for governments (January 2016)” was also published in 2016. Prepared by the Sustainable Transport Division of the UNECE in cooperation with the International Road Transport Union (IRU), it highlights the importance and potential benefits to Contracting Parties of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets and the International Convention on the Harmonization of Frontier Controls of Goods.

42. In the series of roadmaps to facilitate accession to and implementation of United Nations transport conventions two more new papers were prepared, both in cooperation with the EU funded EuroMed project:

(a) “Food Safety and Transport” is a roadmap for accession to and implementation of the “Agreement on the international carriage of perishable foodstuffs and on the special equipment to be used for such carriage” (ATP)

¹²

https://www.unece.org/fileadmin/DAM/trans/publications/WP29/United_Nations_Motorcycle_Helmet_Study.pdf.

(b) Roadmap to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), of 1970, to help address fatigue of professional drivers.

Capacity building and technical assistance

43. In 2016, the Sustainable Transport Division organized a wide spectrum of technical assistance activities (capacity-building projects, advisory services and workshops) to contribute to strengthening national capacities to accede to and implement United Nations legal instruments administered by ITC. The Secretariat offered advisory services to member States on transport topics, co-organized workshops, continued with implementation of capacity-building projects and sub-regional infrastructure developments projects.

44. The global project “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration” was finalized on 30 June 2016. The project was led by UNECE and implemented in close collaboration with ESCAP, the United Nations Economic and Social Commission for Western Asia (ESCWA), ECA and ECLAC. In the framework of this project, UNECE assisted in launching the eTIR pilot project between Georgia and Turkey. The project was officially launched on 26 January 2016 by signing the Protocol on electronic data exchange in the framework of a joint eTIR Pilot Project, by Mr. Nodar Khaduri, Minister of Finance of Georgia, and Mr. Bülent Tüfenkci, Minister of Customs and Trade of the Republic of Turkey.

45. On 20 August 2016, the first step of the UNECE-International Road Transport Union (IRU) eTIR pilot project between Iran (Islamic Republic of) and Turkey was successfully concluded and the second step was started. In the course of the first step, 31 eTIR transports were conducted between both countries to the full satisfaction of all stakeholders. The second step of the project saw the inclusion in the pilot of additional transport operators and customs offices as well as the possibility to include multiple places of loading and unloading.

46. The following were organized in support of the training of customs officials as part of the TIR procedure implementation:

(a) A national workshop on the Mainstreaming of the Vienna Programme of Action for landlocked developing countries (LLDC's), Ulaanbaatar, 27-28 April 2016,

(b) The global seminar on the importance of key trade and transport Conventions, New York, 9 May 2016

(c) Workshops on World Customs Organization (WCO) Transit Guidelines, Abidjan (Ivory Coast), 27 June-1 July 2016, and Lusaka, 31 October-4 November 2016,

(d) Organization for Security and Cooperation in Europe (OSCE)-WCO Workshop on Enhancing Trade Facilitation through the improvement of regional transit in Central Asia, Astana, 27-29 September 2016.

47. Two on-going road safety capacity-building projects (SafeFITS and "Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition") aim to improve road safety in member States by developing key tools that can contribute to this goal.

48. The SPECA Sustainable Transport, Transit and Connectivity Thematic Working Group (TWG-STTC) meeting (Ashgabat, September 2016) discussed challenges in achieving the Sustainable Development Goals and targets related to transport, regional connectivity, transit and better integration of landlocked developing countries. The Working Group also discussed ways to strengthen the capacity of SPECA countries to improve national road transport and road safety statistics.

49. The SPECA Workshop on Road Transport and Road Safety Statistics (8-9 September 2016) sought to strengthen the capacities of SPECA and East-European countries in collecting reliable and comprehensive road transport and road safety statistics. A technical assistance workshop, under the SPECA TWG-STTC umbrella, gathered 35 participants from SPECA, East and South-East Europe countries to discuss the methodology for collecting road transport and road safety statistics, as well as how best to make this information available to decision makers, the road transport community and the general public. National representatives presented their data collection mechanisms and key successes/difficulties in data collection. The workshop allowed all to share and learn, and to confirm the mechanisms for exchanging vital transport information.

50. Studies and thematic workshops under the sub-regional infrastructure projects — Euro-Asian transport links (EATL), TEM and TER — as well as regional transport cooperation (BSEC, EuroMED, SEETO) aimed at improving intermodal transport and connectivity, facilitating border-crossing and promoting transport cooperation and integration.

51. EATL Phase III project was carried out with the objective to make the nine-road and nine-rail EATL routes identified in Phase II fully operational through enhanced international cooperation. Thanks to the financial support by the government of the Russian Federation, as well as by OSCE, the Europe-Asia Transport Links Project launched several tracks of cooperation the results of which are to be seen in 2017. In particular, the Group of Experts was able to identify main obstacles hampering the development of the Euro-Asia transport links. The Group was also able to formulate recommendations with the aim of addressing these obstacles and, through them, offer solutions to improving the operational capacity of the transport links between Europe and Asia. They will be provided in the Project's report together with findings and outcomes of analyses and reviews. The report is expected to be finalized in May 2017 and reviewed by WP.5 and an international conference dedicated to this.

52. A new era in TEM Project: Two workshops were held on Building information modelling (Warsaw, Apr 2016) and winter and summer routine motorway maintenance (Prague, Oct 2016). Two important documents were prepared and adopted by TEM Steering Committee: TEM Strategic Plan 2017-2021 and RSA/RSI on the TEM Network Report.

53. In September 2016 in Vienna, a TER workshop on railway high-speed lines provided impetus to the development of a TER High Speed Rail Network study that will be prepared this year.

54. In addition to promoting the United Nations road safety Conventions during country visits, the Special Envoy is hosting a series of road safety capacity-building workshops in cooperation with UNECE. One workshop was organized by the Special Envoy, ECA, ECE and the World Bank in Nairobi in December 2016, and another will be held for Latin America and Caribbean countries in cooperation with ECLAC, ECE, the Inter-America Development Bank (IDB) and the World Health Organization's Pan-American Health Organization in Buenos Aires, 13-17 March 2017. With the support of the Special Envoy, the roundtable on Road Safety titled "Current state and ways to improve" was organized in Astana, Kazakhstan on 15 September 2016.

55. Two capacity-building workshops that took place during the session of Working Party on Transport Trends and Economics (2016) were on "Transport Research and Innovations and on "Critical Transport Infrastructure and Cyber Security".

56. A workshop on International Rail Passenger Traffic on the route East-West, which was organized during the Working Party on Rail Transport annual session attracted the interest of numerous delegates from several countries and international organizations on 22 November 2016.

57. The UNECE Inland Transport Security Forum was held in Geneva on 17 June 2016, focusing on the security of the global transport chains.
58. The workshop “Safety and security in European inland navigation” was held on 17 February 2016 in conjunction with the forty-eighth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3).
59. The workshop on River Information Services (RIS) was held on 22 June 2016 in conjunction with the forty-ninth session of SC.3/WP.3.
60. The ITC secretariat and the European Boating Association jointly organized the workshop “Recreational navigation and water tourism: addressing challenges and exchanging the best practices” was held on 3 November 2016 in conjunction with the sixtieth session of SC.3. As a follow-up, SC.3 decided to establish an informal expert group on recreational navigation.
61. The 2016 Intermodal transport workshop focused on how innovation in intermodal transport can further contribute to Sustainable Development.
62. Awareness raising activities on the transport of dangerous goods in 2016 included:
- (a) Presentation on ADR during the ITC Road Safety Workshop;
 - (b) Participation of the secretariat in workshops on Transport of Dangerous Goods and GHS in Ecuador and Costa Rica;
 - (c) Participation of the secretariat in several EuroMed events intended to promote the accession to ADR and ATP of a few Mediterranean countries which are not yet parties;
 - (d) Participation of the secretariat in a workshop on Transport of Dangerous Goods organized by the IRU for the Arab League countries;
 - (e) Participation of the secretariat in a workshop on Transport of Dangerous Goods and Transport of Perishable Foodstuffs organized by the IRU for a Chinese delegation;
 - (f) Participation of the secretariat in a workshop on ADR for a Pakistani delegation in UNECE.
63. The International Telecommunications Union (ITU)/UNECE Symposium on the Future Networked Car 2016 was organized 3 March 2016 alongside the 86th International Geneva Motor Show;
64. In the area of vehicle regulations, a workshop on issues of importance in the implementation of 1958, 1998 and 1997 Agreements (Astana, Kazakhstan, February 2016) was attended.

THE PEP – Transport, Health and Environment Pan-European Programme

65. The Transport, Health and Environment Pan-European Programme (THE PEP) relay race was re-launched in Paris as one of the main mechanisms to implement the Paris Declaration on Transport, Health and Environment. In 2016 alone, three relay-race conferences were organized — the highest number ever — in:
- (a) Vladivostok, Russian Federation 12-13 October 2016 on “Sustainable transport planning - a modern perspective for the solution of transport problems big cities and agglomerations”;
 - (b) Vienna, Austria 13-15 July 2016 on “Decarbonisation - Zero emission mobility starts now!”;

(c) Petrozavodsk, Russian Federation 30-31 May 2016 on "Environmental burden of motorized transportation today and potential for and environmental and economic benefits of non-motorized mobility in cities".

66. The 2016 annual Symposium of THE PEP focused on the implementation of THE PEP Goal 1 "to contribute to sustainable economic development and stimulate job creation through investment in environment-and health-friendly transport". The Symposium focuses on two topics under the green economy theme: Topic 1: Green and health-friendly investment; Topic 2: Green jobs in transport. In this sense, the symposium was a follow-up to the "greening the economy" theme of the Eighth Environment for Europe Ministerial Conference (Batumi, Georgia, 8-10 June 2016). The Symposium addressed challenges and best practices in greening the economy, leading to a better environment and human health, while at the same time generating economic growth. In 2015, the implementation of The Paris Declaration "City in Motion – People First!" that was adopted at the Fourth High-level Meeting on Transport, Health and Environment (THE PEP) gained new momentum. The contribution of THE PEP to active mobility and cycling was recognized by the European Union (EU) ministers of Transport: THE PEP was explicitly mentioned in the Luxembourg Ministerial "Declaration on Cycling as a climate-friendly Transport Mode", due to its work on the development of a pan-European masterplan on cycling.

II. Major activities planned for 2017 and beyond

67. The major, over-arching goal of UNECE moving forward is to stay on course with the Sustainable Development Goals. In this regard, the highest-priority activity for the ITC is the development of an ITC Strategy which builds on past results and the current Ministerial Resolution, and that answers the call from the global agreements, i.e. the 2030 Sustainable Development Agenda, the Paris Climate Change Agreement, the New Urban Agenda and also the United Nations Decade of Action for Road Safety. The scale and ambition of this new universal agenda is such that its success will largely be determined by its operationalization and monitoring, in which UNECE ITC will endeavour to play a supportive role. 2017 will be the year to identify ways to strengthen its role of ITC in addressing global inland transport issues through the United Nations legal instruments under its purview and contribution in implementing the transport-related targets of the 2030 Agenda. Below is a selection of developments, events and activities planned for the upcoming year that can be of interest to EXCOM in this regard.

SPECA

68. A workshop on transport-related SDGs and progress towards their achievement is planned for September 2017, back-to-back with the 22nd session of the SPECA Sustainable Transport, Transit and Connectivity Thematic Working Group that is jointly serviced by ESCAP and ECE.

Transport of Dangerous Goods

69. The 20th revised edition of the Model Regulations will be considered by the Working Party on the Transport of Dangerous Goods (WP.15), as well as during its joint meetings with the Intergovernmental Organization for International Carriage by Rail (OTIF) and with the Central Commission for the Navigation of the Rhine (CCNR). This should lead to the adoption of a series of draft amendments to the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), the European Agreement Concerning the International Carriage of Dangerous Goods by Rail (RID) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

Transport Statistics

70. The inter-agency and expert group on SDG indicators (IAEG-SDG) managed by the Department of Economic and Social Affairs (DESA) and the Statistical Commission (UNSC) Friends of the Chair group plans to develop a statistical monitoring framework for SDGs using broader measures of progress. In addition, the World Bank has launched a Global Tracking Framework initiative with many stakeholders supportive of a tracking framework for transport to develop synergies and act at the global level. Furthermore, WHO has been promoting a detailed monitoring framework for road safety. The Working Party on Transport Statistics (WP.6) will continue to support developments in this area, while following up on its original mandate both on data collection and on transport statistics methodology.

Rail transport

71. The Group of Experts on Unified Railway Law will continue its work in 2017 focusing on the:

(a) Coordination of the preparation and/or review of the already prepared necessary documents for rail transport by the relevant international associations in the railway sector following the draft legal provisions;

(b) Monitoring of the results of draft legal provisions' pilot tests and preparation of recommendations accordingly.

Inland water transport

72. In the area of inland water transport, the following activities are planned:

(a) Preparation of amendments to the European Agreement on Main Inland Waterways of International Importance (AGN);

(b) Preparations for the Global Conference on Inland Water Transport in light of the 2030 Agenda for Sustainable Development;

(c) Revision of the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49);

(d) Signs and Signals on Inland Waterways (SIGNI);

(e) Continuing work on updating CEVNI;

(f) Continuing work on the harmonisation of technical requirements for inland vessels, including updating Resolution No. 61 in the light of ongoing work carried out in Europe and the recent developments of member States and the modernization of vessels.

Climate change

73. Activities planned to address climate change include:

(a) Further promotion of vehicle regulations that increase energy efficiency, thus reducing vehicles' emissions of CO₂ and pollutants;

(b) Development of best policy practices on adaptation of transport systems and infrastructure to climate change;

(c) Promotion of Intelligent Transport Systems that reduce emissions;

(d) Development of policy recommendations on the basis of the tool that assesses the impacts of transport policy options on CO₂ emissions (ForFITS);

(e) Promotion of cycling and walking under the Transport, Health, Environment Pan-European Programme (THE PEP).

Road Safety

74. Several activities are lined up for road safety, in particular:

(a) Continuation of the Safe Future Inland Transport Systems (SafeFITS) project and production of a draft SafeFITS model and application/user interface, which will be tested and verified through pilot tests throughout the year. In 2017, the SafeFITS model should be ready for public/external use;

(b) Continuation and completion of the Road Safety Performance Reviews in the framework of the UNDA project and also under the auspices of the Special Envoy;

(c) Acceleration of the implementation of United Nations Economic Commission for Europe Plan to implement the United Nations Decade of Action for Road Safety (2011-2020);

(d) The completed report on perceived inconsistencies and inadequacies related to the implementation of the 1968 Convention on Road Signs and Signals and the 1971 European Agreement supplementing the 1968 Convention on Road Signs and Signals and recommendations for actions will be presented to WP.1 for adoption;

(e) Finalization of a report describing key factors causing unsafe conditions at level crossings;

(f) Development of a strategy and an accompanying action plan for enhancing safety at level crossings;

(g) Finalization of the Strengthening the national road safety management capacities of selected developing countries and countries with economies in transition project. In 2017, two capacity-building workshops in each beneficiary country related to the most pressing road safety topics identified in the road safety performance reviews (RSPR) will be held. The workshops will be accompanied with policy dialogue on how to efficiently implement RSPR recommendations.

Border Crossing Facilitation

75. There are various activities proposed on border crossing facilitation as follows:

(a) Finalization of the extensive TIR Convention revision process, particularly on increasing the monitoring and transparency of the international guarantee chain and increasing the level of the guarantee per TIR Carnet;

(b) Continuation of the eTIR pilot project between Georgia and Turkey;

(c) Conclusion of the eTIR pilot project between Iran (Islamic Republic of) and Turkey, with concrete recommendations for next steps towards the full computerization of the TIR procedure;

(d) Conclusion of a new Memorandum of Understanding between UNECE and IRU in the field of computerization of the TIR procedure;

(e) Development of the first set of draft legal provisions for the eTIR legal framework;

(f) Finalization of discussions on the new Annex 10 to the Harmonization Convention on seaports;

(g) Finalization of discussions on a draft new Convention on facilitating the crossing of national frontiers by rail transport for passengers and their luggage.

Harmonization of Vehicle Regulations

76. Activities to support harmonization of vehicle regulations in 2017 include:

(a) Finalization of the discussion on the strategic direction of the establishment of future United Nations global technical Regulations under the 1998 Agreement on global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles has been finalized as Special Resolution, S.R.2 under the leadership of the three sponsor contracting parties, i.e. United States of America, Japan and European Union;

(b) Continuation of the work on automated/autonomous vehicles within the existing regulatory framework;

(c) Further strengthening of the system for periodic technical inspections as regulated under the 1997 Agreement on Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections and inclusion of passenger cars and light weight vans aiming at the introduction of new United Nations Rules and Resolutions until 2018;

(d) Continued consultations on a joint initiative by the Special Envoy and ECE for a voluntary commitment from the automotive industry to put only such vehicles on worldwide markets which comply with a defined minimum set of United Nations vehicle safety regulations is underway in 2017.

Database for the Exchange of Type Approval (DETA)

77. Finalization of draft amendment, Revision 3, to the 1958 Agreement on uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles and the conditions for reciprocal recognition of approvals, to provide the basis for International Whole Vehicle Type Approval which will request the establishment of a new United Nations Regulation as well as an electronic database entitled the Database for the Exchange of Type Approval (DETA) for the exchange of type approval documentation between all the Contracting Parties to the Agreement. Revision 3 to the 1958 Agreement, is envisaged to enter into force in September 2017 and Contracting Parties wish to have DETA operated by UNECE.

(a) DETA, as an online accessible database, is to provide access to all type approvals related to whole vehicles, their parts and components, and would thus be the information backbone for the International Whole Vehicle Type Approval (IWVTA) regime. Furthermore, with the introduction of the Unique Identifier (UI) generated by DETA, which is the basis for the simplification process of United Nations Regulations, the only link between the product and its type approval would be established through the information kept by DETA. With the Declaration of Conformance (DoC) document, generated by DETA, a clear link between the individual vehicle and the related type-approvals could be established. Activities to support DETA include:

(i) Following the decision of the ITC at its seventy-eighth session that the costs for DETA should be covered under the UNECE regular budget, the secretariat has explored possibilities beyond the “traditional regular budget”, such as the Programme Budget Implication (PBI), to gain the necessary additional regular budget within the upcoming biennium;

(ii) To provide for a timely availability of DETA as of the estimated entry into force of Revision 3 of the 1958 Agreement on 27 September 2017, during the seventy-ninth session of ITC, the secretariat has proposed a way forward for an interim solution — benefitting from XB funding — in order to install DETA within ECE;

(iii) Furthermore, for a fully operational system, additional software tools for generating the Unique Identifier (UI) and IWVTA Declaration of Conformance (DoC) would need to be programmed and they are estimated by the DETA Informal Group at 300 000 US\$. The recurring costs for licence, hosting and maintenance are expected at 75 000 US\$.

(b) ITC at its seventy-ninth session reiterated its decision to request ECE to cover the DETA related costs by its regular budget, not to seek for XB funding, and invited its chair to inform EXCOM about this decision.

III. Any proposed change to the subsidiary structure of the Committee

78. The Group of Experts on Safety at Level Crossings completed its work in December 2016 and the Committee will not seek renewal of its mandate.

79. In addition:

(a) The mandate of the Group of Experts on Road Signs and Signals is to be renewed to 31 December 2017;

(b) The mandate of the Group of Experts Towards Unified Railway Law is to be renewed until 31 December 2017;

(c) The mandate of the AETR Group of Experts is to be renewed until 30 June 2019.

80. Finally, EXCOM may wish to note that the Committee at its seventy-ninth session adopted the following decisions which include requests to the Commission, but without any budgetary implications:

(a) Decision 27: [The Committee] **further endorsed** a special resolution (ECE/TRANS/2017/13) prepared and adopted by WP.1 (ECE/TRANS/WP.1/155, Annex III) in response to the Committee invitation in 2016 (ECE/TRANS/254, para .147) and **expressed its wish that it be presented** at the sixty-seventh session of the Economic Commission for Europe in 2017;

(b) Decision 33: [The Committee] **endorsed** a special resolution (ECE/TRANS/2017/16) prepared and adopted by SC.1 (ECE/TRANS/SC.1/406, Annex III) in response to the Committee's invitation in 2016 (ECE/TRANS/254, para.147) and **expressed its wish that it be presented** at the sixty-seventh session of the Economic Commission for Europe in 2017;

(c) Decision 38: [The Committee] **adopted** Resolution "On International Rail Passenger Traffic on the route East-West" and **expressed its wish that it be presented** at the sixty-seventh session of the Economic Commission for Europe in 2017.

IV. Follow-up to the 2015 session of ECE

81. UNECE in its High-level statement on the post-2015 development agenda and expected sustainable development goals in the UNECE region (Annex IV, E/2015/37-E/ECE/1472), recognized that it is "ideally placed to continue to make a strong contribution to sustainable development by", *inter alia*, "increasing connectivity, which is essential for sustainable development in today's world and to maximize the benefits of globalization. To accomplish this, ECE will further strengthen and ensure the implementation of the 58 United Nations land-transport agreements to promote affordable, safe, clean, efficient and well

integrated inland transport systems and policies; further contribute to efficient border crossing facilitation and international freight transport; and continue developing vehicle regulations and standards to promote road safety, energy efficiency and intelligent transport systems.”

82. It is important to note that the General Assembly of the United Nations, at its seventieth session, upon recommendation of its Fifth Committee, decided on 23 December 2015 to cut 5 per cent of General Service (GS) posts in the United Nations departments, including ECE, in the budget for 2016-2017. As a result, resolution A/RES/70/247 called for cutting four GS posts from ECE, including 1 GS post from the Sustainable Transport Division with immediate effect as of 1 January 2016. The secretariat could not fully absorb this budget cut despite reallocation of staff time and cutting back of tasks.

V. Intersectoral activities: new activities and/or progress in existing ones

83. Upon invitation of the Government of France, the 4th High-level Meeting on Transport, Health and Environment (4HLM) was held in Paris (14-16 April 2014). High-level Meetings at the Ministerial level are convened every 5 years and are the governing body of the Transport, Health and Environment Pan-European Programme (THE PEP) administered jointly by the World Health Organization (WHO-Europe) and the Environment and Sustainable Transport Divisions of ECE. The 4HLM adopted the so-called Paris Declaration that defined THE PEP vision until 2019 including priority goals for action, adequate implementation mechanisms, THE PEP institutional framework and procedures to share responsibilities as well as financial and in-kind support for THE PEP.

84. On the basis of the Paris Declaration, participating member States developed in 2014 THE PEP work plan 2014-2019 as the operational tool to put the Declaration into practice and to facilitate implementation of the five THE PEP Priority Goals through the following mechanisms: National Transport, Health and Environment Action Plans (NTHEAPs), THE PEP Relay Race (staffette), THE PEP Partnerships and THE PEP Academy.

85. THE PEP work plan 2014-2019 is being implemented in close cooperation with national and international governmental and non-governmental stakeholders, including local and municipal authorities, youth organizations, research organizations and academia.

VI. Technical cooperation activities

86. See section II.

VII. Cooperation with other organizations

87. Providing secretariat services for the United Nations Secretary-General’s Special Envoy has created an important new space for raising awareness for road safety and also for the role of UNECE ITC in this respect. This cooperation has also led to new or reconfirmed partnerships, especially within the United Nations system, the United Nations country teams and UNDP.

88. In carrying out its activities and the work programme in transport, the Division cooperates and coordinates work with all the key international organisations relevant for inland transport, transport of dangerous goods and vehicle regulations. Among them the most frequent interactions and joint activities throughout the past year were with: the European Union (EU); UN DESA, UN OHRLLS, Regional Commissions, UNEP and other UN

departments and agencies; Multilateral Development Banks, especially the World Bank and the Islamic Development Bank, Organization for Security and Co-operation in Europe (OSCE); OECD and the International Transport Forum; Organization of the Black Sea Economic Cooperation (BSEC), International Maritime Organization (IMO), International Labour Organization (ILO); International Railways Union (UIC); International Road Transport Union (IRU); International Road Federation (IRF); River Commissions in Europe, i.e. Central Commission for the Navigation on the Rhine (CCNR), Danube Commission, International Sava River Basin Commission, Mosel Commission; Intergovernmental Organization for International Carriage by Rail (OTIF); Organization for Cooperation between Railways (OSJD); Economic Cooperation Organization (ECO); International Rail Transport Committee (CIT); World Road Association (PIARC); World Health Organization; European Boating Association (EBA); etc.

ANNEX I

Informal document ITC (2017) No. 11

Distr.: General
24 February 2017

Original: English

Economic Commission for Europe

Inland Transport Committee

Seventy-ninth session

Geneva, 21–24 February 2017

Item 17 of the provisional agenda

Adoption of the list of main decisions of the seventy-ninth session

List of main decisions¹

Note by the secretariat

At its seventy-ninth session, the Inland Transport Committee:

1. **Adopted** the provisional agenda (ECE/TRANS/269 and Add.1);
2. **Welcomed and endorsed** the Ministerial Resolution “Embracing the new era for sustainable inland transport and mobility”, **expressed its commitment to implement** the decisions in the Resolution, **endorsed** the draft contribution for the Commission session on decision 1 of the Resolution, and **decided to include the Ministerial Resolution and the draft contribution to the Economic Commission for Europe in April 2017 as an Annex** to the report of its seventy-ninth session;
3. Further **requested** the Economic Commission for Europe and the Economic and Social Council of the United Nations, in line with decision 1 of the Ministerial Resolution, to consider mandating the Committee to report on an annual basis to both the Commission and, for information purposes, to ECOSOC;
4. To that end, **invited the Commission to** (a) consider the (i) Ministerial Resolution, (ii) Committee report/decisions and (iii) draft ECOSOC resolution addressed by the Commission to ECOSOC for adoption “ECOSOC Resolution”, and (b) if decided favourably, **to invite** ECOSOC to adopt the ECOSOC Resolution;

¹ Adopted at the seventy-ninth Committee session.

5. **Took note** that the summary of the discussion, i.e. the Chair's note, would be annexed to the Committee's report after approval by the participating delegates in the restricted session;
6. **Welcomed** the discussion on increasing the Committee's role at the meeting of the Chairs of its working bodies on a rapidly changing global environment. **Considered** ways to increase the influence of the Committee and its working bodies in addressing current challenges and opportunities in a global context, in accordance with the resolution of Ministers of the seventy-ninth Committee session of 21 February 2017, including by inclusion in the terms of reference of the Working Parties on issues in implementing transport-oriented sustainable development goals. In this regard, the Working Parties should consider preparing contributions to the draft strategy of the Inland Transport Committee that will be considered by the Committee at its session in 2018, and, if necessary, also road maps for the implementation of the sustainable development goals. To this end, it decided to share the Executive Summary of the Strategy Paper (ECE/TRANS/2017/R.1) with all the Working Parties, and invited them to submit their comments and recommendations. When preparing a strategy paper or road maps, Working Parties should also bear in mind the limited availability of resources and recognize that new activities should be matched by a reduction or discontinuation of one or more activities, unless extrabudgetary funding is made available;
7. **Noted the importance** of a solid regulatory framework for an international inland transport, especially in light of the Sustainable Development Goals, by promoting the acceleration of accessions to and strengthening the implementation of United Nations transport conventions and agreements under the purview of the Committee;
8. To accomplish that, **invited** countries, which have not yet done so, to accede to the United Nations conventions and other legal instruments in inland transport administered by the Committee and its subsidiary bodies. **Noted with satisfaction** the United Nations Special Envoy for Road Safety's positive impact on raising awareness about the road safety legal instruments;
9. Once again, **expressed appreciation** and support for the analytical work carried out within WP.5 and the Division as a whole, and requested WP.5 to consider matters of linkages between transport and urban development, including appropriate changes to the programme of work of WP.5 and to continue active consideration of matters related to participation in THE PEP;
10. In line with the Ministerial Declaration, the Committee decided **to strengthen**, within the existing resources, its contribution to implement the transport-related targets of the 2030 Agenda, the Paris Agreement and the New Urban Agenda, the Sustainable Development Goals, and (a) **requested** its subsidiary bodies to (i) align the work accordingly (ii) further discuss, analyse and, if possible, prepare a road map on the contributions of member States in implementing the 2030 Agenda and report back to Committee, and (b) **encouraged** member States to follow up with the national coordinators of the 2030 Agenda;
11. **Requested** the secretariat to carry out more effective fund-raising in support of a wider use and further development of ForFITS;
12. **Expressed its continued support** for cooperation between the ECE Environment and Sustainable Transport Divisions on Environmental Performance Reviews; **welcomed**, as part of the third review of Tajikistan, the chapter on Transport and Environment that had been prepared by Sustainable Transport Division staff; **welcomed** also the Review of Albania;
13. **Welcomed** the outcome and recommendations of the United Nations Environment - UNECE/ITC Conference which addressed the impact of used cars on air quality and climate emissions and **requested** ITC and its subsidiary bodies to consider these recommendations and to follow up towards a harmonized approach to overcome this increasing problem;

14. **Welcomed** progress in the tripartite THE PEP programme, and **expressed its support** towards strengthening the presence of the transport sector in this cooperation. It also stressed an interest to contribute to the fifth High-level meeting in Vienna by actively contributing to the transport pillar of the partnership. Also, took note of cooperation of WP.5 and THE PEP cycling partnership in preparing the infrastructure module of the pan-European cycling master plan; furthermore asked the Group of Experts on Road Signs and Signals to accelerate its response to the initiative by THE PEP on possible amendments to the 1968 Convention on Road Signs and Signals, on the basis of the report on “Signs and signals for cyclists and pedestrians”;
15. **Considered** the status of ITS in its work and that of its subsidiary bodies, and **decided to** (a) **encourage** ITS activities linked to transport infrastructure and services, (b) **consider** ways to address ITS issues in a much more integrated manner (c) in line with the Ministerial Resolution “Embracing the new era for sustainable inland transport and mobility”, **scale up and speed up** regulatory and other initiatives in WP.1 and WP.29 on automated, connected and autonomous vehicles which aim to provide better road safety, environmental protection, energy efficiency and traffic management; (d) **welcome** the ongoing work undertaken in the Informal Expert Groups on Automated Driving; and (e) **consider** ways to address ITS issues in an inclusive approach that would address current road blocks, as well as potential risks with new technologies;
16. **Expressed its support** for the ongoing work to further harmonize ITS-related activities in the subsidiary bodies of the Committee with a holistic approach;
17. **Noted** information about future United Nations actions in landlocked developing countries and the expected role of the Regional Commissions following the adoption of the Vienna Programme of Action for 2014-2024, **invited** landlocked transition economies in the ECE region to share their vision for improving access to the sea;
18. **Invited** its subsidiary bodies to consider how to interact with UIC on rail transport security issues;
19. **Requested** the secretariat to reorganize a Transport Security Discussion Forum in 2017;
20. **Expressed its support** for the TEM Strategic Plan 2017-2021, RSA/RSI on the TEM Network Report and the status of the TER High-Speed Master Plan, and for the activities carried out in the two projects and **requested** SC.2 and the TER Project to intensify work on developing the TER High-Speed Master Plan in the TER region;
21. **Welcomed** progress in completing phase III of the Euro-Asian Transport Links (EATL) project. **Noting** the need to execute the project mandate (ECE/TRANS/WP.5/GE.2/2013/1), **urged** WP.5 to hold an international conference on operationalization of the Euro-Asian transport links, as stipulated in the mandate, including the implementation of the recommendations presented in the final report of the EATL phase III project, within existing resources or through extrabudgetary funds;
22. **Expressed its support** for the most recent developments in the work carried out by the World Forum for Harmonization of Vehicle Regulations (WP.29) and its six subsidiary Working Parties, as well as the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement, and the Executive Committee of the 1998 Agreement. **Endorsed** the activities listed in ECE/TRANS/2017/10. **Reiterated its support** for hosting DETA at ECE. **Requested the UNECE secretariat to allocate budget resources** from the United Nations regular budget earmarked for hosting DETA, starting with the 2018-2019 biennium. The Committee instructed the Chair to add the issue of the financing of DETA from the regular budget (approximately USD 45,000 p.a.) in his report to EXCOM,

and underline the legal obligations of the third revision of the 1958 Agreement and its possible negative impact on road safety, in case of any delays;

23. In order to allow the work of the Group of Experts on Road Signs and Signals to continue, **approved** the WP.1 decision to extend the mandate of the Group of Experts on Road Signs and Signals to 31 December 2017 (ECE/TRANS/WP.1/155, paras.22-26);

24. **Took note** of secretariat efforts to seek external funds to create an electronic version of the 1968 Convention on Road Signs and Signals (e-CORSS) and, in this regard, it **welcomed** an in-kind contribution by “The Late Easa Al-Yousifi Charity Foundation” of Kuwait;

25. **Welcomed** the interest of the Government of the Republic of Korea in becoming a full WP.1 participant with voting rights and **agreed to** the request (ECE/TRANS/2017/12);

26. **Endorsed** the request of WP.1 to change its name to “Global Forum for Road Traffic Safety” (WP.1) (ECE/TRANS/WP.1/155, para. 39), in order to better reflect the global scope of United Nations road safety conventions;

27. **Further endorsed** a special resolution (ECE/TRANS/2017/13) prepared and adopted by WP.1 (ECE/TRANS/WP.1/155, Annex III) in response to the invitation of the Committee in 2016 (ECE/TRANS/254, para. 147) and **expressed its wish that it be presented** at the sixty-seventh session of the Economic Commission for Europe in 2017;

28. **Expressed its strong support** for improving road safety and considered it important that finances for road safety are ensured. In this regard, welcomed the preparations for establishing the United Nations Road Safety Fund; **appreciated** the draft paper submitted by the UNECE Executive Secretary on the possible ways for doing so and (a) **asked** for more details on the concrete steps and their implications, (b) **invited** WP.1 to offer substantive and technical support to governments and other road safety stakeholders in their consultation and review of the draft proposal on establishing the United Nations Road Safety Fund. The Committee **welcomed** the **transmission** of the proposal to the Secretary- General for review and submission to the United Nations General Assembly after thorough consultations, and to facilitate it **invited participating delegates and all other road safety stakeholders** to stay engaged in the consultation process. The Committee **asked** for further information on the timetable;

29. **Took note** the initiative by the Special Envoy and ECE for a voluntary commitment from the automotive industry to only put vehicles on worldwide markets which comply with a defined minimum set of United Nations vehicle safety regulations;

30. **Took note** of ECE/TRANS/2017/15 and **welcomed** the extension of the appointment of the Special Envoy for another year, which will ensure a continuation of the important work and momentum built so far by the Special Envoy in improving road safety and promoting United Nations road safety legal instruments;

31. **Took note** of the presentations on road safety global targets (under different agenda items) that will be monitored at a global level by the United Nations Department of Economic and Social Affairs, and which focus on the Sustainable Development Goals, and also in the global tracking framework under development by the transport community led by the World Bank, as well as by WHO the meticulous collection of data for the series of the Global Status reports; **Requested** the secretariat and the relevant Working Parties, especially WP.6, WP.1 and WP.29 to provide substantive comments and continue contributing to all three initiatives, and in particular, to emphasize the importance of including targets related to the accession and effective implementation of United Nations road safety legal instruments administered by the Committee;

32. **Noting that** the number of Contracting Parties to the Additional Protocol to the CMR Convention (e-CMR) stands at 11, **encouraged** more States to accede to the Additional Protocol, in line with the Ministerial Resolution, and **urged** the current Contracting Parties to begin work on operationalizing e-CMR (Article 5 of the CMR Convention) and to share the experiences of the pilot projects;
33. **Endorsed** a special resolution (ECE/TRANS/2017/16) prepared and adopted by SC.1 (ECE/TRANS/SC.1/406, Annex III) in response to the Committee's invitation in 2016 (ECE/TRANS/254, para.147) and **expressed its wish that it be presented** at the sixty-seventh session of the Economic Commission for Europe in 2017;
34. **Agreed to extend** the mandate of the AETR Group of Experts until 30 June 2019;
35. **Urged** all involved governments to reach a quick and mutually beneficial resolution of all outstanding issues related to the AETR Agreement and the draft OmniBus agreement;
36. Was **informed** about work on railway transport in SC.2, i.e. developing an international rail security observatory, the action plan for implementing annex 9 to the Harmonization Convention, and the road map on finalizing the new convention on facilitating the crossing of frontiers for passengers and baggage carried by rail; On the road map, **gave the following guidance**: further to a substantial review of the draft by WP.30 at its 145th session (February 2017); (a) the secretariat, in March 2017, **should circulate** the amended draft to WP.30 and to the Treaty Section of the Office of Legal Affairs for further review; (b) WP.30 **should finalize** its comments on the draft by June 2017; (c) the secretariat **should circulate** the final text to WP.30 and SC.2 by July 2017; (d) so that WP.30 **could adopt** the final text at its 147th session (October 2017); (e) SC.2 **could adopt** the final text at its seventieth session in November 2017; and (g) the Committee **could consider endorsing** the final text at its eightieth session (February 2018);
37. **Approved** the request of SC.2 to extend the mandate of the Group of Experts towards Unified Railway Law based on the same Terms of Reference (ECE/TRANS/2016/18) for one more year, in order to finalize the draft legal provisions;
38. **Adopted as amended** the Resolution "On International Rail Passenger Traffic on the route East-West" and **expressed its wish that it be presented** at the sixty-seventh session of the Economic Commission for Europe in 2017; **Requested** SC.2 to regularly address in its agenda the topic of international rail passenger traffic especially on the route East-West;
39. **Requested** WP.24, as indicated in the Ministerial Resolution, to continue strengthening its activities on the important role of intermodality, logistics and digitalization of transport documents in sustainable transport, on the communication of innovative and cutting-edge good practices in the field, as well as on the promotion of the roles of countries in global supply chains by developing National Master Plans;
40. **Welcomed information** about the adoption of the SC.3 strategy for 2016-2021 (ECE/TRANS/2017/20) and **decided to endorse** it. It also **provided guidance** to SC.3 on implementing the strategy and on enhancing the role of SC.3 and its subsidiary bodies;
41. **Adopted** the revised Terms of Reference of SC.3, as at its sixtieth session (ECE/TRANS/2017/21);
42. **Welcomed** the outcome of the High-level Conference on Inland Water Transport held on 22 February 2017 and **invited** member States to contribute to preparing the forthcoming Global Conference on Inland Water Transport;
43. **Expressed its support** for continuing the eTIR project, and to this end: (a) **decided to prolong** the mandate of the Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) to the year 2017; and (b) **considered the issue of financing** the initial and development costs of the eTIR international system

(ECE/TRANS/WP.30/288, paras. 14 and 19); and (c) urged Contracting Parties and relevant stakeholders to make every effort to ensure that the required financing for operationalizing the eTIR project be in place in the shortest possible time;

44. **Expressed its concern** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the ADR, adopted by the Conference of the Contracting Parties on 28 October 1993, had not yet entered into force: not all Contracting Parties to the ADR have become Parties to the Protocol. It **urged** the remaining Contracting Parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Tajikistan, the former Yugoslav Republic of Macedonia, Tunisia and Ukraine) to take the necessary steps to allow the Protocol to come into force;

45. The Committee **invited** the Working Party on the Transport of Dangerous Goods to consider again the possibility to change the title of ADR (ECE/TRANS/2010/2, para. 1);

46. The Committee **proposed**, on the basis of a legal analysis prepared by the secretariat, subject to the availability of resources, to hold in 2017 a round-table discussion on the challenging aspects of organizing and carrying out the transportation of perishable foodstuffs and to research political, technical and legal solutions to issues that remain unresolved with the ATP Convention;

47. **Noted** the role and potential contribution of WP.6 in a global environment where the need for more and higher quality statistics is rapidly increasing;

48. **Discussed** the Annual Report (ECE/TRANS/2017/24) and **provided guidance** on improving visibility of the results;

49. **Approved** as a whole the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references in the complete Committee report on the basis of the annotated agenda (ECE/TRANS/269/Add.1);

50. **Noted** that the adoption of the report of the seventy-ninth session would be limited to a list of main decisions and that the complete report of the Committee would be circulated at a later stage;

51. **Gave guidance to** its Chair on the key messages in the report, to be prepared in consultation with the secretariat, which would be submitted to the ECE Executive Committee at one of its future sessions;

52. **Considered, endorsed and supported** the list of publications for 2018-2019 in the annex of ECE/TRANS/2017/26;

53. In light of the reduction of regular budget for consultancy at ECE, it **considered** alternative ways to support the analytical outputs of the subprogramme, which may emerge while implementing the subprogramme's work programme in 2018-2019;

54. **Considered and adopted** the preliminary list of meetings based on proposals made by the Committee's subsidiary bodies (ECE/TRANS/2017/27), however, **requested** the secretariat to make sure that the November meeting of the ITC Bureau takes place after that of SC.2;

55. **Noted** that its eightieth session is tentatively scheduled to be held in Geneva from 20 to 23 February 2018;

56. **Thanked** the secretariat for the work of preparing the seventieth anniversary of the Inland Transport Committee;

57. **Adopted** the list of main decisions of the seventy-ninth session.