

**ECONOMIC COMMISSION FOR EUROPE**

**EXECUTIVE COMMITTEE**

Ninety-first Meeting  
Geneva, 24 March 2017  
Item 5(b)

Informal Document No. **2017/16**

**Meeting with the Chair of the Inland Transport Committee**  
**Decisions on matters relating to the Inland Transport**  
**Committee**  
**(Resolutions endorsed by the ITC at its 79<sup>th</sup> session)**

## Note by the Secretariat

1. In the report of the Chair of the Inland Transport Committee (ITC) (Informal Document No. 2017/15, para 81), reference is made to several decisions taken by the ITC:

81. 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.

2. The above-mentioned resolutions are annexed to this document.

3. The ITC did not foresee any further decisions on these resolutions by the Commission. Accordingly, the Executive Committee is invited to consider submitting these items to the 67th session of the Commission for information.



# Economic and Social Council

Distr.: General  
5 December 2016

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

#### Seventy-ninth session

Geneva, 21-24 February 2017

Item 5 (c) of the provisional agenda

**Strategic questions of a modal and thematic nature:**

**Road safety**

## **Resolution of the Working Party on Road Traffic Safety on the occasion of the seventieth anniversary of the Inland Transport Committee\***

### **Note by the secretariat**

#### *Summary*

The Committee at its seventy-eighth session had invited its Working Parties to consider preparing resolutions for adoption on the occasion of the Committee's seventieth anniversary on topics that are important for their work and had expressed its wish that these Inland Transport Committee (ITC) resolutions would then be presented at the sixty-ninth session of the Economic Commission for Europe in 2017 (ECE/TRANS/254, para. 149). In response to this invitation, the Working Party on Road Traffic Safety (WP.1) adopted this resolution (ECE/TRANS/WP.1/155, Annex III). The Committee is invited to **endorse** this Resolution and have it **presented** to the sixty-ninth session of the Economic Commission for Europe in 2017.

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\* The present document is being issued without formal editing, as agreed upon by the Working Party on Road Traffic Safety (WP.1) (ECE/TRANS/WP.1/155, Annex III).

## **WP.1 Resolution to be submitted to the 2017 session of the Inland Transport Committee**

1. The UNECE Working Party on Road Traffic Safety (WP.1):
2. Recalling the last United Nations General Assembly Resolution on Improving Global Road Safety of 2016 (A/70/260);
3. Having considered the report of the United Nations Secretary-General on the global road safety crisis,
4. Noting that road safety targets remain as a high priority on the agenda of all the United Nations Regional Commissions;
5. Commending the work undertaken by the United Nations Secretary-General's Special Envoy for Road Safety in promoting the United Nations road safety international legal instruments,
6. Acknowledging the importance of encouraging countries to accede to the United Nations road safety international legal instruments;
7. Recognizing that some low and middle income countries which are experiencing a fast growing volume of traffic as well as peak rate of urbanization may have limited capacity to address these challenges;
8. Acknowledging that dedicated capacity building could assist national governments to improve road safety performance;
9. Reiterating the relevance of the 1949 Convention on Road Traffic and of the 1968 Conventions on Road Traffic and on Road Signs and Signals and necessity of keeping them regularly updated in a technologically fast changing world;
10. Noting the significant impact that shared binding principles and harmonized guidelines for road user behavior and advanced vehicle technology would have for safe future mobility in relation to the global strive to reduce road traffic injuries and fatalities, and to achieve the sustainable development goals of the Agenda 2030;
  - (a) Confirms its interest and commitment in honoring its mandate to update and improve the legal instruments falling within its competence;
  - (b) Reaffirms its role in providing best practice recommendations through the consolidated resolutions on road traffic and on road signs and signals, in particular by promoting the application of the safe system approach;
  - (c) Confirms its interest in promoting the road safety targets as stated in the Agenda 2030, and with particular attention being given to the special needs and demands of regions with road safety challenges;
  - (d) Renews its commitment to cooperate with other ITC subsidiaries bodies to encourage Contracting Parties and other road safety stakeholders to work towards safe and sustainable mobility;
  - (e) Reaffirms its role in enhancing and promoting road safety at the regional and global level;
  - (f) Commits to providing dedicated and expert capacity building to assist national governments to improve road safety policies;
  - (g) Confirms its ambition to further strengthen the international cooperation on road safety, taking into account both the challenges of the advances of technology, as well

as the desirability of low and middle income countries to attain a better quality of life and sustainable development, through road safety policies;

(h) Invites the ITC to facilitate cross regional strategic networking so that WP.1 could effectively share its expertise and experiences of the United Nations international road safety legal instruments at the global level;

(i) Invites ITC to endorse the new WP.1 name: Global Forum for Road Traffic Safety (WP.1).

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# Economic and Social Council

Distr.: General  
5 December 2016

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

#### Seventy-ninth session

Geneva, 21-24 February 2017

Item 5 (d) of the provisional agenda

**Strategic questions of a modal and thematic nature:**

**Road transport**

## **Resolution of the Working Party on Road Transport on the occasion of the seventieth anniversary of the Inland Transport Committee\***

### **Note by the secretariat**

#### *Summary*

The Committee at its seventy-eighth session had invited its Working Parties to consider preparing resolutions for adoption on the occasion of the Committee's seventieth anniversary on topics that are important for their work and had expressed its wish that these Inland Transport Committee (ITC) resolutions would then be presented at the sixty-ninth session of the Economic Commission for Europe in 2017 (ECE/TRANS/254, para. 149). In response to this invitation, the Working Party on Road Transport (SC.1) adopted this resolution (ECE/TRANS/SC.1/406, Annex III). The Committee is invited to **endorse** this Resolution and **present** it to the sixty-ninth session of the Economic Commission for Europe in 2017.

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\* The present document is being issued without formal editing, as agreed upon by the Working Party on Road Transport (SC.1) (ECE/TRANS/SC.1/406, Annex III).

## **SC.1 Resolution to be submitted to the 2017 session of the Inland Transport Committee**

### **The UNECE Working Party on Road Transport (SC.1):**

**Commanding** on the occasion of the 70<sup>th</sup> Anniversary Session of ITC, the work of the ITC, national governments and the UNECE secretariat in striving to develop sustainable road transport;

**Acknowledging** the importance of the existing United Nations international legal instruments related to road transport;

**Recognising** the role of road transport as a productive tool in the globalised economy and as an enabler of the United Nations Sustainable Development Goals;

**Taking note** of the ongoing efforts and activities to facilitate international road transport for passengers and goods by improving international road transport legal framework;

**Recognising** the continuous updates of the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) which offers the state of the art, an internationally-harmonized system to improve road safety, ensure fair competition and enhance social conditions of professional drivers;

**Welcoming** the opening of the AETR Agreement for accession to Algeria, Jordan, Morocco and Tunisia as a first step towards promoting the AETR Agreement as a suitable internationally-harmonized system of driving times and rest periods beyond the UNECE region;

**Welcoming** the work on the European Agreement on Main International Traffic Arteries (AGR) and the Trans-European-Motorway (TEM) Project, which continue to offer coordinated plans for the construction and development of roads of international importance in the UNECE region;

**Underlining** the importance of the Convention on the Contract for the International Carriage of Goods by Road (CMR) and the additional Protocol to the CMR concerning the Electronic Consignment Note to facilitate international road transport by providing harmonized contract conditions as well as the foundation for developing an electronic consignment note;

**Welcoming** the improvement of professionalism in the road transport industry through training programmes provided by national training institutes taking into account the best practice provided by the IRU Academy;

**Noting** the significant impact that shared binding international principles and harmonized guidelines have for the development of sustainable road transport, SC.1:

- 1. Commits** to the effective implementation and geographical expansion of the AETR Agreement and particularly to the use of the AETR-consistent control device for enforcing driving times and rest periods of professional drivers;
- 2. Reaffirms** its role in promoting AGR standards which have the purpose of enhancing regional integration, economic development, social inclusiveness and the decarbonisation of transport;
- 3. Encourages** the international community to work towards further developments for paperless cross border trade and facilitation of sustainable road transport services;
- 4. Invites** governments to accede to and support operationalising the Additional Protocol to the CMR concerning the Electronic Consignment Note;

5. **Invites** governments to accede to and fully implement tried and tested United Nations Conventions that facilitate sustainable transport and thus international trade;
  6. **Endeavours** to develop, if deemed necessary, new United Nations legal instruments relevant to sustainable international transport facilitation of passengers and goods.
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## Economic and Social Council

Distr.: General  
27 February 2017  
English  
Original: English, French and  
Russian

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### Economic Commission for Europe

#### Inland Transport Committee

##### Seventy-ninth session

Geneva, 21-24 February 2017

Item 5 (e) of the provisional agenda

**Strategic questions of a modal and thematic nature:**

**Rail transport**

### **Inland Transport Committee Resolution on International Rail Passenger Traffic on the route East-West\***

**Resolution No. 264**

**Revision**

**Note by the secretariat**

#### *Summary*

The Committee at its seventy eighth annual session had invited its Working Parties to consider preparing resolutions for adoption on the occasion of the Committee's seventieth anniversary on topics that are important for their work and had expressed its wish that these Inland Transport Committee (ITC) resolutions would then be presented at the sixty-ninth session of the Economic Commission for Europe in 2017 (ECE/TRANS/254, para. 149). In response to this invitation, the Working Party on Rail Transport (SC.2) adopted this resolution (ECE/TRANS/SC.2/226). The Committee **considered and adopted** this Resolution and was invited to **present** it at the sixty-seventh session of the Economic Commission for Europe in 2017.

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\* The present document is being issued without formal editing, as agreed upon by the Working Party on Rail Transport (SC.2) (ECE/TRANS/SC.2/226).

*The Inland Transport Committee,*

*Recalling* the main objectives of its decision during its seventy-eighth session requesting the Working Party on Rail Transport (SC.2) to hold a high-level conference concerning the current situation in, and taking a holistic approach on, international rail passenger traffic on the route East-West,

*Recalling further* the conclusions and recommendations discussed and proposed during the high-level workshop organized during the seventieth session of SC.2 on 22 November 2016 in order to increase rail passenger traffic on the route East-West,

*Invites* Governments to take efficient measures in order to support and improve international rail passenger traffic and cover passengers' needs for such services,

*Being conscious* that different legal regimes for passengers traffic by rail as well as insufficient cooperation among the railway undertakings on single services, time schedules, competitive and transparent tariffs on the route East-West increases costs, further decreases international rail passenger traffic, reduces competitiveness and impedes the development of effective rail transport operations and efficient railway business,

*Being conscious* that a competitive level playing field should be ensured among all transport modes,

*Convinced* that long distance East-West rail passenger traffic may significantly increase, if faster, reliable, seamless, affordable and high quality rail passenger services are developed,

*Aware* that globalization, railways reform and opening of transport markets provide railways with new options to reach out to transcontinental traffic and to turn East-West transport market opportunities into rail business,

*Aware* of the challenges posed by rail transport safety and security and taking account of the technical differences that should not become barriers to the development of East-West rail passenger transport,

*Welcoming* the work undertaken and draft Convention prepared by the Organization for Co-operation between Railways (OSJD) secretariat and informal Group of Experts on a new convention concerning the facilitation of crossing of frontiers for passengers and baggage carried by rail by taking into consideration good practices already implemented as well as comments, amendment proposals and suggestions prepared by all interested in this Convention stakeholders and competent bodies,

*Taking note* of the work undertaken by the Intergovernmental Organization for International Carriage by Rail (OTIF), the Committee of the Organization for Cooperation between Railways (OSJD) and International Rail Transport Committee (CIT) secretariats on legal interoperability between the Uniform Rules concerning the Contract for International Carriage of Passengers by Rail (COTIF-CIV), the Agreement on International Passenger Transport by Rail (SMPS) and the Rail passenger rights in the EU (Regulation 1371/2007/EC (PRR)) which would enable a better understanding of the state of art for better contractual solutions and possible future approximation of legal provisions and therefore:

*Invites* Railway Undertakings along the East-West route to cooperate on a regular basis in order to envisage, design and establish rail passenger services by agreeing single services, time schedules, competitive and transparent tariffs and itineraries,

*Proposes* that Governments of interested countries more actively attract mechanisms of Government support to preserve International rail passenger transport services by improving their regulatory framework conditions,

*Suggests* to Governments on the basis of profound market analysis of passenger traffic to apply the principles of economic responsibility in carrying out international traffic,

Following decision taken during the seventieth session of SC.2 on the road map towards finalization of the new convention concerning the facilitation of crossing of frontiers for passengers and baggage carried by rail, *invites* interested countries to take action and finalize the draft Convention as well as to inform the United Nations Economic Commission for Europe (UNECE) secretariat for their willingness to sign and ratify this new Convention when finalized,

*Invites* the UNECE secretariat to provide its good offices to facilitate such endeavors in particular to address on a regular basis in SC.2 agenda the topic of international rail passenger traffic,

*Requests* the UNECE Working Party on Rail Transport (SC.2) to report progress on the above mentioned issues as well as to suggest possible next steps of the efforts on increasing international rail passenger traffic along the East-West route at the eighty-first session (2019) of the Inland Transport Committee for its consideration and approval.

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