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**Report of the Inland Transport Committee
on its seventy-eighth session****Addendum****Contents**

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Annex I

Policy segment on "Innovations for Sustainable Inland Transport with Special Attention to Information and Communication Technologies" (23 February 2016)

Moderator's conclusions

I. Introduction

1. The High-Level Policy Segment was opened by Mr. Christian Friis Bach, Executive Secretary of UNECE. The opening statements were followed by the launch of the global study "Transport for Sustainable Development – The case of Inland Transport" by three of its key contributors: Ms. Eva Molnar, Director of the UNECE Sustainable Transport Division, Mr. Umberto De Pretto, Secretary-General of the International Road Transport Union (IRU), and Mr. Jean-Pierre Loubinoux, Director General of the International Union of Railways (UIC). The study is the result of cooperation among the five Regional Commissions of the United Nations and key global stakeholders, particularly IRU and UIC, and spearheaded by UNECE. The study examines issues, progress and challenges in global efforts to achieve the transition to sustainable inland mobility for both people and freight and is the first of this kind to take on a global perspective, examining best practices and challenges from every corner of the globe. The study highlights the five defining dimensions of sustainable transport – accessibility, affordability, safety, security and environmental performance.

2. The policy segment was moderated by Mr. Russell Shields, Chair of Ygomi, board member of the World ITS Congress, and founding board member of ITS America, and consisted of three sessions.

3. The first session "Access for all: The role of Governments in harnessing the full potential of transport innovations" was opened by a keynote speech from Mr. Bart van Bolhuis, Director for International Affairs at the Dutch Ministry of Infrastructure and the Environment, who spoke on the priorities of the Dutch EU Presidency. His speech was followed by Prof. Elmar Fürst, of the Institute for Transport and Logistics Management, Vienna University of Economics and Business. The second session "Connecting the dots: Connectivity and access for tomorrow's passenger mobility" was opened by Mr. Alain Flausch, Secretary-General, UITP, followed by Mr. Leon Rizzi, VP Sales EMEA, INRIX, and Mr. Hervé Richard, Director "Door to Door" SNCF. The third session "Connecting the dots: Connectivity and access – the logistics dimension" was opened by Mr. Peter Füglistaler, Director, Swiss Federal Office of Transport, followed by Mr. Claude Pfauvadel, Chef de la Mission du Transport des Matières Dangereuses, MEDDE and Chair of WP.15/AC.1, and Mr. Wim Van Geffen, Global Head of Physical Distribution of Nestlé.

4. The speakers were followed by scheduled interventions from the following delegates:

(a) Session I:

- Mr. Ion-Aurel Stanciu, Secretary of State, Ministry of Transport, Romania;
- Ms. Minna Kivimäki, Director-General, Ministry of Transport and Communications, Services Department, Finland;

- Ms. María Seguí Gómez, Director-General for Traffic, Ministry of the Interior, Spain;
- Ms. Theopisti Perka , Secretary General, Ministry of Infrastructure, Transport and Networks, Greece;
- Ms. Claire Depré, Head of ITS, DG MOVE; and
- Ms. Ermelinda Meksi, Deputy Co-ordinator / Head, Economic Activities, OSCE.

(b) Session II:

- Mr. Andrew McKellar, FIA Secretary-General for Mobility ;
- Ms. Karen Vancluysen, Secretary-General, Polis;
- Mr. Eduard Fernandez, Executive Director, International Motor Vehicle Inspection Committee (CITA); and
- Mr. Geert van Waeg, President, International Federation of Pedestrians (written address)

(c) Session III:

- Mr. Sergey Aristov, State Secretary – Deputy Minister, Ministry of Transport of the Russian Federation;
- Mr. Tadeusz Szozda, Chair, Committee of the Organization for Cooperation between Railways (OSJD);
- Ms. Regina Asariotis, Chief, Policy and Legislation Section, UNCTAD;
- Mr. Mircea Ciopraga, Secretary-General, TRACECA; and
- Mr. Marco Sorgetti, Director General, FIATA.

5. More than 200 participants from 51 countries, including 23 countries outside the ECE region, five United Nations Departments and Specialized Agencies, the European Union, and some 40 international and non-governmental organizations attended the event.

6. Sustainable mobility and transport have been at the core of the work of the Inland Transport Committee (ITC), which is a unique intergovernmental body specialized in inland transport (road, rail, inland water and intermodal transport, transport of dangerous goods, vehicle regulations, road safety, border crossing facilitation). As custodian to 58 legal instruments, it is also the centre of the United Nations inland transport conventions and agreements.

II. Main insights

A. Session I — Access for all: The role of Governments in harnessing the full potential of transport innovations

7. Participants at the first session of the policy segment agreed that we appear to be before the dawn of a new era for international and domestic transport and mobility. On the one hand, 2016 is the starting year of the implementation of the 2030 Agenda for sustainable development, with transport and mobility rooted in the Sustainable Development Goals (SDGs), which were adopted on 27 September 2015. The inclusion of a reference to transport-related issues in various SDGs reflects the importance of transport for sustainable development. Innovations in Information and Communication Technologies

(ICT) are going to define in fundamental ways the sector's relevance for sustainable development. On the other hand, participants also agreed that despite the explosive acceleration in the pace of innovation in transport and communications technologies, the benefits of this progress are not evenly shared. It is safe to conclude that there are numerous types of exclusions that undermine the realization of the aspirations of the global community enshrined in the SDGs. These exclusions are nowhere more exemplified than in landlocked economies (internationally), in the rural-urban divide (community level), and in the daily mobility of people with special mobility needs.

8. As Mr. Bart van Bolhuis pointed out, when outlining the Dutch EU presidency priorities, that closer cooperation in the pan-European region is needed and collaborating closely with UNECE and the Inland Transport Committee during the Dutch EU Presidency is a key to tackling these issue. We are on the brink of a new industrial era and innovation will help seize new opportunities to boost competitive strength. For example, innovation in automated and connected driving will have a huge impact on the challenges that we face today. In the field of transport and logistics, we will see more changes in the next twenty years than in the entire past century. In order to maintain – or boost – public support, we need to unite and take action: working together on smarter regulations, on good implementation and on strengthening competitiveness. What is needed is a common and unfragmented approach. To achieve that we will need to answer a lot of questions, including: compatibility of systems; harmonization of regulations; data ownership and privacy; large-scale testing across borders; and coordination of investments.

9. According to Prof. Elmar Fürst, accessibility in the sense of universal usability and functionality will — by definition — lead to benefits for all, not just for persons with reduced mobility. Thus, accessibility should no longer be restricted to a rather small target group but rather be seen as a chance for improving usability and functionality. In an aging society where mobility has more and more become a central factor for the quality of life and a civil right and with technological and social advances in mind, it becomes clear, that the need for taking care about needs and requirements of "persons with reduced mobility" in a broad sense is crucial. As this is still an ongoing process, many laws, standards and guidelines lack focus on universal functionality.

B. Session II — Connecting the dots: Connectivity and access for tomorrow's passenger mobility

10. Participants took the general view that in cities around the world, ICT technologies have the potential to revolutionize mobility, changing everything from the way people move and communicate to how transport legislation is designed and vehicles are regulated. This appears to be the case in developed and developing economies alike. Tomorrow's passenger mobility will be centred on information sharing to facilitate the development of alternative ways of moving people and goods in urban environments. Change is happening in vehicle sharing, i.e. car, scooter and bike, or ride-sharing which are rapidly becoming convenient via new technologies that some consider disruptive and others complementary to existing solutions. Regardless, much remains to be understood about the challenges, limitations and probability of the promised advantages and their impact on the modal split, behavioural aspects, regulatory regimes and investment priorities of nations and cities.

11. Mr. Alain Flausch underlined that urban mobility is a dynamic market and innovations create room for new services, new players and new business models that may have benefits for urban mobility: better matching supply and demand for mobility; allowing a more efficient use of the stock of vehicles; helping reducing car ownership; providing a solution for the first and last mile and encouraging a more rational and combined use of the different modes. Autonomous vehicles will bring benefits to urban mobility as long as they

are used as shared vehicles. However, a key issue in cities remains the lack of space. For areas and corridors with high demand for mobility, high capacity public transport (such as provided by urban rail and high capacity bus services) is and will remain the only viable solution. Investment and re-investment on high capacity / structuring public transport lines should be maintained and even prioritized. Policy measures should not be limited to the supply side but also focus on urban development policies. It is also crucial to act on the management of travel demand. The availability of data is essential for the success of integrated mobility apps and on-demand services and authorities should provide neutral platforms, build trust and encourage or facilitate exchange of data in both directions.

12. Mr. Leon Rizzi discussed how breakthroughs in technology, population analytics and big data are poised to transform urban mobility reducing energy consumption, pollution and the economic toll of traffic congestion along the way. By leveraging an unprecedented volume of data from connected cars, fleets and smartphones, transportation professionals gain extremely detailed insight into what's happening on every road in real-time thus transforming how people and commerce moves across the world's transportation networks and dramatically improving road network performance.

13. Mr. Hervé Richard showed the advantages of mobility integrators in developing and expanding the shared mobility market, with the goal of increasing shared mobility up to 30 per cent of all travel by 2030.

C. Session III — Connecting the dots: Connectivity and access - the logistics dimension

14. There was general agreement among participants of the third session that new technologies and investments in the logistics sector can increase the competitiveness of the different modes either through infrastructure or through vehicle innovations. ICT innovations can enhance the efficiency of freight transport across the board. Internationally they can contribute to reducing the cost of doing business across borders through efficiency gains in international freight transport. On the city-logistics side of the equation, E-Commerce is the fastest growing retail market in Europe and the United States of America, according to some studies. These shifts are associated with the growth of home deliveries or deliveries within newly implemented networks of pick-up points that dramatically alter the distribution patterns of economic activity and pose new and, as of yet, not fully understood logistics challenges for urban environments.

15. Mr. Peter Füglistaler showed the contribution of the new railway base tunnels in Lötschberg (35 km), Gotthard (57 km – the longest rail tunnel in the world) and Ceneri (15 km) to the transformation of the logistics map in Europe, by improving logistics flows between the dots in Europe and their advantages for the strengthening of railways operations and the development of combined transport. The new tunnels are expected to double rail capacity through the Alps from 30 million tons annually to roughly 60 million tons and to do so by observing new stringent safety requirements and in environmentally friendly ways. Specifically, the development of trade through trans-Alpine corridors has historically been associated with relatively high impacts on the lives of people and the environment along the corridors. Before the construction of the new tunnels, additional locomotives were needed for rail transport due to the steep slopes of existing infrastructure. Through the development of the new tunnels infrastructure, which is flat, one or two engines will suffice thus accelerating travel times, significantly reducing environmental and other impacts and lowering transport costs. This is consistent with the Swiss environment-friendly transport policy of shifting transport from road to rail and reducing the number of lorries crossing the Alps.

16. Mr. Claude Pfauvadel highlighted the role telematics can play in a very important and consequential subset of logistics, the transport of dangerous goods, arguing that although the technical elements are all available today, general use of ITS is not yet possible in the context of Transport of Dangerous Goods (TDG) regulations, especially for communication between private and public players. Development of a rather light interface architecture would make it possible. Benefits are expected for both public and private actors. UNECE may play a role in the deployment and maintenance of part of these interfaces that would benefit from their centralization.

17. Mr. Wim Van Geffen, showcased how utilizing ICT technologies, in the case of Nestlé through Transportation Control Towers, can contribute to improving the environmental performance of large logistics players in the transport of special cargoes, including perishable foodstuffs, together with increasing vehicle utilization, reducing empty legs of transport, strengthening multimodal transportation, utilizing truck innovations, and using alternative fuels.

III. Conclusion and the role of UNECE and the Inland Transport Committee in promoting ICT innovations in the transport sector

18. In conclusion, the policy segment underlined the following themes:

- Innovations in ICT Technologies are going to define in fundamental ways the sector's relevance for Sustainable Development and alter our daily lives along the way but the benefits of this progress are not yet evenly shared;
- What is needed is a common and not a fragmented approach: working together on smarter regulation, on good implementation and on boosting competitive strength;
- Access for all, i.e. universal usability and functionality, will – by definition – lead to benefits for all, no just persons with reduced mobility;
- Tomorrow's passenger mobility will be centred on information sharing to facilitate the development of alternative ways of moving people and goods in urban environments;
- Public transport remains at the forefront of the transition to sustainable transport and will therefore require investment both on the transport supply side, as well as in changing perceptions and behaviour of passengers;
- Change is happening via new technologies that some consider disruptive and others complementary to existing solutions;
- The availability of data is essential for the success of integrated mobility apps and on-demand services;
- New technologies create challenges but also unique opportunities.

19. The successful transformation of transport systems to meet the challenges of efficiently moving people and goods in the years to come requires learning from others, as well as an adaptation of this knowledge to specific local circumstances. For this, exchange and dissemination of good practices is needed.

20. The policy segment made clear the role that ITC can play as an international platform in providing assistance to policymakers, disseminating best practices, providing capacity-building and carrying out analytical activities. For these reasons, the ITC

underlined the need for regular policy dialogue on the transformation of the transport sector through increased use of ICT Technologies.

21. In more substantive terms, ITC plays a major role in supporting and promoting connectedness among member States as well as globally, through its multiple activities in inland transport and its range of trade facilitation and electronic business recommendations, standards and outreach programmes. ITC has contributed to reducing the cost of doing business across borders through efficiency gains in international freight transport resulting from the implementation of the International Convention on the Harmonization of Frontier Controls of Goods and the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention).

22. ITC also facilitates and strengthens the work on innovative transport systems through policy dialogue related to its regulatory and analytical activities. ITC spearheads the thinking about the deployment of Intelligent Transport Systems, e.g. through its publication on Intelligent Transport Systems for Sustainable Mobility in 2012; the World Forum for Harmonization of Vehicle Regulations of the ITC is the key body where governments ensure that new technologies are introduced in a harmonized way and serve vehicle safety and environmental performance, while international trade in vehicles is facilitated. For example, a Global Technical Regulation on Hydrogen and Fuel Cell Vehicles was adopted in 2013, and work is being undertaken on a Global Technical Regulation on Electric Vehicle Safety.

Annex II

Report of the sixth meeting of the Chairs of the Committee's subsidiary bodies and the Administrative Committees of United Nations legal instruments in transport serviced by UNECE (Governments only restricted meeting)

Submitted by the Chair of the Inland Transport Committee

I. Introduction

1. The sixth "Meeting of the Chairs of the Committee's subsidiary bodies and Administrative Committees of United Nations legal instruments serviced by UNECE" was held on 24 February 2016 as part of the seventy-eighth session of the Committee, as a restricted meeting for Government delegates only.
2. The Chairs of the Committee's subsidiary bodies and Administrative Committees of United Nations transport conventions serviced by the UNECE secretariat, the members of the Bureau and Government delegates of Contracting Parties participating at the seventy-eighth session of the Committee attended the meeting. In total, 70 representatives from 35 countries, including 11 non-UNECE member States, the European Commission and 12 Chairs participated.
3. This year's restricted meeting focused on improving the visibility of the Committee and on its communication strategy. In light of the need for improved positioning and branding of the Committee, consultations were also held on the preparations for its ceremonial seventieth anniversary that will take place in 2017.
4. This annex gives a summary and the conclusions of the meeting, based on the views exchanged.
5. Participants at the restricted session agreed that the summary of the discussion would take the form of the Chair's note to be annexed to the ITC report after approval by the participating delegates in the restricted session.

II. Visibility of the Inland Transport Committee

6. Participants reviewed the Committee's branding and communication activities, contained in Informal document ITC (2016) No. 1.Add.1 (restricted circulation). In terms of branding, it was noted that significant efforts towards branding ITC and its subsidiary bodies had been undertaken in the past couple of years through different channels and in very different ways, e.g. changing the rhetoric and speaking not only about the outputs, but also about the impact. Furthermore, the ITC leaflet (green) positioned ITC and the Division, for the first time, as the centre of the United Nations Conventions and also as a centre of inland transport.
7. Participants were informed about the passive and active communications products of the Transport Subprogramme. The former category includes a full range of analytical papers with new or consolidated material for professionals or information tools on good practices and issues. The active communications products include press releases, UNECE Weekly articles, media campaigns, videos and social media.

8. These successful branding and communications efforts were then considered by the participants in light of the broader context within which they are produced and disseminated. This broader context is defined by global processes of historic dimensions that range from the adoption of the Sustainable Development Goals to the recent agreement at the climate summit in Paris (COP21), and are taking place at the backdrop of tectonic shifts at the level of technologies that redefine the very core of the transport sector and bring to the forefront the importance of mobility choices in a sustainable way.

9. Participants unanimously agreed that the outlined global developments and the regional integration processes in the past decades had fundamentally altered the strategic environment within which the Committee operates today. These changes would ultimately impact the work of the Committee and thus the Committee would need to adapt to the new environment. Furthermore, due to the duality of the Committee's impact (regional and global) and the fast-changing environment, the participants observed that the Committee, in the past, had difficulties positioning itself vis-à-vis external institutional actors and non-specialized audiences, and in its efforts to actively contribute to areas which are directly linked to its work, especially when there are dense institutional players and networks.

10. The debate focused then on possible responses to the above-mentioned challenges.

11. One possible response that was debated among participants was to raise the visibility of the Committee and its Working Parties, which was generally agreed to be rather high when it comes to specialised professional clients. On the other hand, the Committee is not recognised, or even known or heard of, as we move to less specialised segments and that even within the transport community and institutions that are involved in transport to a lesser extent.

12. The major pathways identified that can raise the profile and visibility of the Committee include:

- (a) a shift in communication practices;
- (b) more leveraging on high profile publications;
- (c) giving more visibility to Committee "products";
- (d) using the opportunity given by the seventieth anniversary celebration; and last but not least
- (e) launching a strategic review of the Committee and its activities, as well as incorporating communication and outreach plans.

13. A shift in communication practices was considered through the different ways the Committee results can be reported about in the media. Press releases prepared by the secretariat and issued in the United Nations system do not always get the expected attention due to their non-political nature. On the other hand, working party participants may wish to use these press releases through their channels. It was also discussed if selecting a spokesperson from among the working party participants on a distinctive amendment of a convention, could help draw the attention to emblematic results, and through that, to the work of the Committee. At the same time, participants underlined that strengthening the Committee's communication and outreach activities must stay within the existing budget resources.

14. Leveraging on high profile publications was considered as good way of reaching out. It was noted that the "Orange Books", i.e. the publications on the transport of dangerous goods, had been the leading best sellers of the United Nation. It was generally agreed that UNECE transport publications are valuable and they are highly visible among specialized audiences. It was also pointed out that the analytical activities of the secretariat are primarily to support the work of the Committee and its subsidiary bodies and thus it is

understandable that they are very specific. Nonetheless, they can be relevant for a broader audience. The participants to the meeting regarded the joint publication with the other Regional Commissions, UIC and IRU on "Transport for Sustainable Development: The case of Inland Transport" as a good example, both because it showed cooperation with other United Nations departments and because of the relevance of the topic (see para. 22 of this report). In addition, the participants underlined that a global visibility of the Committee and its working parties is important to facilitate accession to the global United Nations transport conventions under the purview of the Committee.

15. Giving more visibility to Committee "products" and underlining their impact and benefits started already in the process of the ECE reform review and participants welcomed the series of publications (road maps, spectrum, etc.) and videos (road safety legal instruments, level crossings) released as a follow-up. At the same time, it was emphasised that it would be useful to present the benefits of the different conventions even more convincingly. Furthermore, it was recommended to explore the possibilities for the provision of new services. In this regard, the TIR Database was mentioned as a good practice example of rendering additional services to Contracting Parties and their businesses in the course of the implementation of the TIR Convention. Similarly, in the field of telematics of transport of dangerous goods, a database could be created in the UNECE secretariat. This database would be on accidents involving dangerous goods. The information in this database could be available also for researchers, thus raising the attractiveness of the Committee's websites for both specialised clients, as well as the broader professional public as source of high-quality data and information. In addition, the establishment of a platform of dangerous goods transport by road could offer real-time information to national authorities in case of an accident and thus increase their responsiveness capacity and mitigate the negative impact of such accidents. In addition, such a project would contribute to accelerate the entry of the transport authorities into the digital age.

16. The seventieth anniversary of the Committee could offer a splendid opportunity to raise awareness about its activities.

17. The participants felt that the celebration of the past seventy years should also be combined with a discussion of the Committee's future. This was raised not only for exploring ways of increased visibility, but also because of the recent post-cut in the Sustainable Transport Division. Following a proposal by Switzerland, participants discussed and agreed on the need for a strategic review of the Committee and its activities and priorities. Changes over the past seventy years in the external environment of the Committee — as well as the recently adopted 2030 Sustainable Development Agenda, the growing attention to climate change mitigation and adaptation, as well as to traffic safety and inland transport security, and even more the digitalisation of the sector and the exponentially growing importance of Intelligent Transport Systems (ITS) — all warrant the assessment or re-assessment of the key pillars of activities of the Committee. Delegates agreed that the 2004 review paper of the Committee should be taken as a starting point.. However, this should not be limited to the Committee, but to all activities of the Sustainable Transport Division together with the review of the availability of regular budget and capacity to raise and use extrabudgetary resources.

18. The Committee asked the secretariat to develop such a strategy in close collaboration with Governments, Chairs of Working Parties and Administrative Committees, and naturally with the Bureau of the Committee. The strategy paper could be one of the most important documents for the jubilee session of the Committee in 2017 which could form the basis for a Committee resolution marking the seventieth anniversary and setting the road map for its years to come.

19. As part of the exchange of ideas on the future strategy of the Committee and moreover as part of the debate on the visibility and communications strategy of the Committee, delegations brought up among others the following suggestions:

- It was pointed out that the Committee today has considerable "assets" and a healthy core to build on. It also possesses political and institutional mechanisms and possibilities to carry out current and new tasks also in the future and thus to contribute to the development of sustainable transport systems. It was considered important that the strategy paper addresses the global – regional nexus that is accentuated by administering both global and regional conventions and many of them with growing global impact. At the same time, it is fundamental to think not only bottom-up but also top-down reflecting on the big picture: what is the future vision for mobility and transport?; what is the future vision for the Committee? This back-casting analysis could start with defining a desirable future and then works backwards to identify policies and programmes that will connect the future to the present. This exercise could help better capture the key dimensions that will define the Committee's future priorities.
- Several delegates pointed out that the administration of Conventions and the technical "standard-setting" work are key priorities and should remain the core business of the Committee's work.
- Several delegates identified ITS policies and automated driving as a top priority. The need for smart regulations was raised several times. The digitalization of the transport sector was emphasized and questions raised on how the current international regulatory architecture supports these technological and market developments that are already happening. Furthermore, digitalisation and data collection, as well as the management of databases by UNECE and the Committee were considered as areas to be looked into. The question of inland transport security also received strong support. Staying cost-effective and value added did participants share as the two over-arching goals.
- It was pointed out by several delegates that Working Parties face delays in adopting modifications to legal instruments that are vital for keeping these instruments updated and relevant. This issue becomes even more important because of the pace of innovations and new technologies. This means that delays in the adaptation of instruments reduce their relevance.
- The issue of resources was emphasised, together with the recognition that it is a key dimension without which it is not possible to build a solid set of realistic but aspirational priorities for the Committee's work.

III. Preparation for the Seventieth Anniversary of the Committee

20. Participants unanimously supported the initiative of the secretariat for a publication on the history of ITC. In preparation for the seventieth anniversary of the Committee, the secretariat began a publication on historic events and results that will consist of the following information for each year of the seven decades: world history and events of importance to UNECE member States, cultural and scientific achievements, transport and communication innovations and events, ITC and its Working Parties' results. This should position the results of ITC in a broader historical context. The publication is planned to be launched on the first day of the ITC.

21. Currently planned as both an e-publication on the website and – subject to the availability of funds and a printing slot – a non-conventional "bag-sized" book, the publication might be a gift to each registered ITC delegate. Delegates to the seventieth

anniversary of Economic Commission for Europe (April 2017) may also receive the book as a tribute from ITC (if hard copies are feasible).

22. To ensure that all important transport achievements are included in the publication, Governments would have the opportunity to recommend information on emblematic transport events or innovations of their country under the Transport and Communications Innovations and Events of the anniversary publication. Similarly, Working Party Chairs would have the opportunity to review the draft list of ITC achievements in their relevant area and make recommendations for further improvements. The deadline for submissions is 31 March 2016.¹

23. The 2017 ITC exhibition (or its main part) then could be the display of the ITC history posters.

24. In addition, brief publications on historic results in thematic areas, such as railways and road safety are also under development and the relevant Working Parties are invited to review the drafts in due course.

25. Participants also discussed that a good way to mark the anniversary by the Committee would be the adoption of resolutions on special topics that could benefit from political support and the endorsement by the ECE Commission session in April 2017.

IV. Conclusions and next steps

26. On the basis of these deliberations, the Committee **welcomed** the organization of the sixth meeting of the Chairs of the Committee's subsidiary bodies, i.e. the restricted to Governments meeting, that had been dedicated to enhancing the role of the Inland Transport Committee in a fast-changing global environment. It **invited** the Working Parties to assess their regional and global activities, the enabling environment, and any potential changes that may be deemed necessary for increasing their impact on the ground towards sustainable mobility. It **decided** that the Committee's active communication efforts should be further strengthened, if additional resources from extrabudgetary sources are available. The Committee **took note** that the summary of the discussion, in the form of the Chair's note, would be annexed to the ITC report after having been approved by the participating delegates in the restricted session. In recognition of the need for the Committee to adapt to a fast-changing global environment, it **decided** that the secretariat should draft a strategy paper with priorities and main directions in consultation with the Bureau, the Chairs of ITC subsidiary bodies and the Administrative Committees of United Nations transport Conventions under the purview of the Committee. This draft strategy paper will then be submitted to the Committee at its seventy-ninth session in 2017. If adopted, it could take the form of an ITC resolution that could then be submitted for endorsement to the Commission at its jubilee session in 2017.

27. The Committee **welcomed** information about the ongoing preparations for the seventieth anniversary of ITC in 2017 and the newly-named Sustainable Transport Division, and invited the member States to provide input to the secretariat on the ceremonial publication by 30 March 2016, i.e. to send information on emblematic transport achievements in their country over the past seventy years, if possible together with a photograph.²

¹ For technical reasons, the deadline was extended to 31 May 2016 to facilitate communication with governmental and non-governmental stakeholders.

² For technical reasons, the deadline was extended to 31 May 2016 to facilitate communication with governmental and non-governmental stakeholders.