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Report of the Inland Transport Committee on its eighty-first session

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I. Chair

1. The Inland Transport Committee (ITC or Committee) held its eighty-first session from 19 to 22 February 2019, with Mr. K. Schockaert (Belgium) as Chair.

II. Attendance

2. Representatives of the following ECE countries participated: Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Israel, Italy, Kazakhstan, Latvia, Luxembourg, Malta, Montenegro, Netherlands, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Turkmenistan, Ukraine, and United Kingdom of Great Britain and Northern Ireland.
3. Representatives of the following countries attended under Article 11 of the Terms of Reference of ECE: Afghanistan, Algeria, Barbados, Cambodia, China, Egypt, Indonesia, Iran (Islamic Republic of), Iraq, Jamaica, Japan, Jordan, Kenya, Kuwait, Lao People's Democratic Republic, Lebanon, Madagascar, Malaysia, Mexico, Mongolia, Morocco, Nepal, Nigeria, Oman, Pakistan, Qatar, Republic of Korea, Sudan, Syrian Arab Republic, Thailand, Tunisia, Uganda, United Arab Emirates and Viet Nam.
4. The European Union was represented.
5. Representatives of the following United Nations departments and specialized agencies attended: International Civil Aviation Organization (ICAO), International Labour Organization (ILO), International Telecommunication Union (ITU), United Nations Conference on Trade and Development (UNCTAD), World Bank Group (WBG) and World Trade Organization (WTO). The United Nations Secretary-General's Special Envoy for Road Safety attended. The Trans-European Motorway (TEM) and Trans-European Railway (TER) projects were also represented.
6. Representatives of the following intergovernmental organizations took part: Danube Commission (DC), Eurasian Economic Commission (EEC), Intergovernmental Organization for International Carriage by Rail (OTIF), International Transport Forum (ITF-OECD), Organization for Co-operation between Railways (OSJD), Organization of the Black Sea Economic Cooperation (BSEC), Parliamentary Assembly of the Black Sea Economic Cooperation (PABSEC).
7. The following non-governmental organizations were represented: American Automotive Policy Council (AAPC), Centre for Transportation Studies for the Western Mediterranean (CETMO), Conference of European Directors of Roads (CEDR), Coordinating Council on Trans-Siberian Transportation (CCTT), European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA), European Garage Equipment Association (EGEA), European River-Sea-Transport Union e.V. (ERTSU), European Transport Safety Council (ETSC), Foreign Trade Chamber of Bosnia and Herzegovina, Hellenic Federation of Road Transports (OFAE), International Association of Public Transports (UITP), International Motor Vehicle Inspection Committee (CITA), International Motorcycle Manufacturers Association (IMMA), International Organization of Motor Vehicle Manufacturers (OICA), International Rail Transport Committee (CIT), International Road Federation (IRF), International Road Transport Union (IRU), International Transport Workers' Federation, International Union of Railways (UIC), Les Routiers Suisses, Road Safety Institute (RSI) "Panos Mylonas", Road Safety Pioneers (RSP) NGO, Road Safety Russia, Towards Zero Foundation, Union of Road Transport Associations in the Black Sea Economic Cooperation Region (BSEC-URTA) and World Road Association (PIARC).

8. Representatives of the following academia were present: Consiglio nazionale delle ricerche, Massachusetts Institute of Technology, Università degli Studi di Genova, University of Groningen, University of South Carolina. Representatives from the private sector attended: Joint Stock Company "Federal Passenger Company", SenecoGaz Trading Company (Switzerland) GmbH, VIATRANS SA.

9. The following representatives also attended at the invitation of the secretariat: "PLASKE" JSC, 51Biz_PPMB Luxembourg - Applied System R&D Institute, Aurora Labs, Chamber of Commerce and Industry of Serbia - Association for Transport, China Transport Telecommunications and Information Centre, Etat de Genève - Département des infrastructures - Office cantonal des transports, ETS Consulting - International Organization for Standardization (ISO), EuroMed Transport Support Project, European Investment Bank, Federal Roads Office, Fédération Internationale de l'Automobile (FIA), FIA and World Economic Forum (WEF) Global Road Safety Partnership, Georgian Railway, Hellmann Worldwide Logistics GmbH & Co KG, Hupac Intermodal SA (Intermodal Transportation), International Cargo Handling Coordination Association (ICHCA International), ITS Ireland National Association of Automobile and Urban Passenger Transport Enterprises, New Technology Planning team, Marketing department, Bicycle Component Division - Shimano Inc., Toyota Research Institute, USER - Freight Forwarders Association of Romania, World Bicycle Industry Association (WBIA).

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/287 and Add.1

10. The Committee **adopted** the provisional agenda.

IV. Automation in Transport (agenda item 2)

Documentation: ECE/TRANS/2019/1, ECE/TRANS/2019/2

11. Building on recommendations by the ITC and Bureau debates, the high-level policy segment's theme in 2019 was on "*Automation in Transport*". This theme created space for reflection of the Committee's achievements, current performance and future trajectory, highlighting its value added and underlining its future potential. The high-level policy segment consisted of two panels (concise report in ECE/TRANS/288/Add.1, Annex I):

(a) Panel I: Role and trends of Automation in Transport: Safety, efficiency and sustainability;

(b) Panel II: Challenges and synergies in advancing automation for all modes of transport.

12. At the end of the meeting, the resolution on: "*Enhancing Cooperation, Harmonization and Integration in the Era of Transport Automation*" (Annex I) was adopted by Ministers and Heads of delegations of Contracting Parties (for the list of countries adopting the resolution see Annex II). The Ministerial Resolution highlights the relevance of the Committee in ensuring that the accelerated pace of innovation in transport automation and digitalization will be characterized by harmonization and interoperability, as well as safety, equitable access and intermodal integration, as essential preconditions for the achievement of the Sustainable Development Agenda (ECE/TRANS/2019/2).

13. The Committee **welcomed and endorsed** the ministerial resolution "Enhancing Cooperation, Harmonization and Integration in the Era of Transport Digitalization and Automation", **expressed its commitment to implement** the decisions in the resolution, **and**

decided to include the ministerial resolution as an annex to the report of its eighty-first session (annex I).

V. Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies (agenda item 3)

Documentation : ECE/TRANS/2019/R.1 (restricted), Informal document No. 1

14. In line with the decisions of the 2017 Ministerial Resolution “Embracing the new era for sustainable inland transport and mobility” (ECE/TRANS/270, para. 13 and Annex I) and its decisions at its eightieth session (ECE/TRANS/274, para. 17), the Committee had the opportunity to **consider** the draft ITC strategy, Action Plan and revised ITC Terms of Reference (ToR), as contained in ECE/TRANS/2019/R.1 during the restricted to governments-only segment of its eighty-first session. The Committee **welcomed** the organization of the Ninth Meeting for Government Delegates only with the Participation of the Chairs of the Committee's Subsidiary Bodies, i.e. the meeting restricted to government participation, on the Committee's strategy until 2030. It **agreed** that the summary of the discussion in the form of the Chair's note, would be annexed to the Committee's report (ECE/TRANS/288/Add.1, Annex II), after approval by the participating delegates in the restricted session.

15. Following the deliberations during the restricted session, the Committee:

(a) **Considered and adopted by acclamation** the ITC strategy until 2030, as contained in ECE/TRANS/2019/R.1, including vision, mission, strategic objectives, action plan, list of priorities and resource mobilization and partnership, and **requested** the secretariat to annex this document to the report of the Committee;

(b) **Considered and adopted** the Committee's revised terms of reference, as contained in Annex I of ECE/TRANS/2019/R.1, and **requested** the Economic Commission for Europe to consider endorsement at its sixty-eighth session;

(c) **Requested** its subsidiary bodies to take follow-up actions to align their work with the strategy;

(d) **Requested** the secretariat to explore closer cooperation with the other Regional Commissions, special United Nations agencies, the Department of Economic and Social Affairs (DESA) and other relevant organizations and institutions, to benefit from each other's experience and knowledge;

(e) **Expressed its support** for demand-driven synergies and collaboration within ECE with other subprogrammes, as appropriate;

(f) **Agreed to review and, if necessary, adjust** the strategy and its priorities, keeping in mind the United Nations budgetary cycles, and **requested the secretariat** to report to ITC about new developments, if necessary;

(g) **Requested the secretariat**, in order to facilitate the translation into action of the new ITC strategy and terms of reference, in close cooperation with the Bureau, to (a) consider and, if necessary, propose for adoption by the Committee at its eighty-second session, adjustments of the Rules of Procedure followed by the Committee, (b) take necessary actions to promote the implementation of the strategy; and (c) elaborate necessary adjustments in the organization of the Committee's annual session.

16. The Committee **thanked** the Working Parties that have contributed to the development of the draft ITC strategy.

VI. Strategic questions of a horizontal policy nature (agenda item 4)

A. Status of accession to international United Nations transport agreements and conventions

Documentation: ECE/TRANS/2019/3

17. The Committee **took note** of ECE/TRANS/2019/3 on the status of signatures, ratifications and accessions to United Nations legal instruments on inland transport administered by the Committee and its subsidiary bodies as of December 2018. This document also includes the accessions registered since the last session of the Committee. Furthermore, the Committee **discussed** ways to strengthen the regulatory governance of inland transport internationally, especially in light of its strategic role in supporting the implementation of the Sustainable Development Goals.

18. At the end of the discussion, the Committee **emphasized the urgency of accelerating accessions to and implementation** of the United Nations transport conventions and agreements under its purview that form the framework for regulatory governance of inland transport internationally. Furthermore, the Committee **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.

B. Policy dialogue and technical assistance to countries with economies in transition and developing economies

Documentation: ECE/TRANS/2019/4

19. The Committee was informed about activities in the field of Technical Assistance (TA) to the member States in achieving transport-related Sustainable Development Goals (ECE/TRANS/2019/4). In particular, the Committee was updated on the TA activities on sustainable transport development in the framework of the United Nations Special Programme for the Economies of Central Asia (SPECA) and the rail transport connectivity in South-East Europe. The Committee **took note** of activities in the field of technical assistance to the member States and **strongly supported** the continuation of capacity-building activities in achieving transport-related Sustainable Development Goals and improving inland transport connectivity, especially in SPECA and South-East European member States.

C. Analytical work on transport

Documentation: ECE/TRANS/2019/5, Informal document No. 2

20. The Committee was informed by Mr. P. De Wildt, Chair of the Working Party on Transport Trends and Economics (WP.5) about the analytical work undertaken by WP.5 (ECE/TRANS/2019/5). More specifically, he briefed the Committee about:

- the work of two Groups of Experts — on benchmarking transport infrastructure construction costs and on climate change impacts and adaptation for transport networks and nodes — working under the Working Party.
- the project on International Transport Infrastructure Observatory.

- the preparation of an analytical output on “Mobility as a Service” (Informal document No. 2).
- another output that was issued in 2018 on “Innovative ways for financing transport infrastructure”.

21. The Chair further informed the Committee about the outcomes of the international conference on “Making Euro-Asian transport corridors operational” and the workshop on “Integrated transport and urban development including environmental, health, and quality of life perspective” that took place during the 31st session of WP.5. The workshop made a notable progress in developing a handbook on good practices and case studies in the field of sustainable transport and urban planning to be launched at THE PEP Ministerial in October 2019. The Chair also reminded that the report of the phase III of the EATL project was launched at the start of the eighty first session of the Committee.

22. The Committee **took note** of the ongoing analytical work in the Working Party on Transport Trends and Economics and the Sustainable Transport Division (ECE/TRANS/2019/5) and **expressed its support** for continuing this work on the following open themes: Transportation Asset Adaptation to Climate Change; Benchmarking Transport Infrastructure Construction costs; Mobility as a Service; Operationalization of Euro-Asian Transport Corridors and also other transport corridors; Integration of Transport and Urban Development; establishment of the International Transport Observatory.

23. Finally, the Chair reported that the time initially planned for the delivery of all outputs by the Group of Experts on Benchmarking Transport Infrastructure Construction Costs was insufficient and that one more year would be needed to finalise the assessments and prepare the final report. To this end, he reported that the Working Party supported the extension of the group’s mandate for one more year and invited the Committee to approve this extension. The Committee **approved** the extension of the mandate of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs for one more year based on the same terms of reference (ECE/TRANS/2016/4). This extension of one more year should be realized after the final approval by the Executive Committee (EXCOM) in 2019 so that the experts can meet at least four times before submitting their final report to the thirty-third session of the Working Party on Transport Trends and Economics in 2020.

D. Environment, climate change and transport

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

Documentation: ECE/TRANS/2019/6

24. The Committee **was informed** about progress in implementing the Sustainable Development Goals and major global processes/initiatives to track progress, including the targets and indicators of the Sustainable Development Goals, the Sustainable Mobility for All (SuM4All) initiative, and the initiative to develop voluntary global road safety performance targets and indicators (ECE/TRANS/2019/6). The delegation of the Netherlands emphasized the value added of the “Global Mobility Report 2017” of SuM4All in clarifying that the transport sector is not on track to meet the goals of the Paris Agreement or the Sustainable Development Goals, and praised the continued work of SuM4All in preparing a common road map on accessible, efficient, green and safe mobility. The delegation of the Netherlands encouraged SuM4All to deliver a new Global Mobility Report in 2020.

25. The Committee **reiterated its wish to strengthen** its contribution to implement the transport-related targets of the 2030 Agenda, the Paris Agreement, the New Urban Agenda, the Vienna Programme of Action for Landlocked Developing Countries and the Decade of Action for Road Safety (2011-2020) and **requested** its subsidiary bodies to align their work

accordingly. **Strongly supported** the engagement of the Committee in the SuM4All initiative and **invited its members** to consider contributing to the consultations on the refinement of the SuM4All Global Roadmap of Action (GRA). The Committee **invited** the secretariat to prepare a working document on achievement of the SDGs for consideration at the upcoming WP.5 session in 2019.

2. Decarbonisation and mitigation of environmentally harmful effects of inland transport

Documentation: Informal document No. 3

26. The Committee **was informed** about the For Future Inland Transport Systems (ForFITS) tool¹ in the activities to support governments to mitigate the negative impacts of transport on the environment (Informal document No. 3). ForFITS is a modelling and assessment tool for CO₂ emissions mainly from inland transport, including a transport policy converter to facilitate climate change mitigation.

27. The Committee **welcomed** the updated workplan for the further development and deployment of ForFITS; **encouraged its members** to support its application in the post-COP 24 period to assist member States in reaching their goals and obligations; and **requested** the secretariat to continue its efforts for effective fundraising in support of a more widespread use and further development of ForFITS.

3. Impacts of climate change on international transport networks and adaptation requirements

28. The secretariat informed the Committee about the progress of the work of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes. In particular, the Committee was informed about the preparation of the Group's final report with main chapters on: (i) climate information and infrastructure networks that should identify, based on the developed methodology, the areas of potentially higher risk for infrastructure due to climate changes, and (ii) case studies from countries presenting national approaches to assessing potential impacts from climate change on transport infrastructure and showcasing socioeconomic impacts from climate change linked to transport. The secretariat informed the Committee that, while the elaboration of the report was an important and helpful step for promoting the climate change adaptation work for transport infrastructure, it should be seen as an initial step that would require a follow-up by using it to raise awareness and build expertise locally for the adaptation work, to promote and use the developed methodology and to identify hotspots locally in the areas of the higher risks.

29. The Committee **appreciated** the update on the progress in the work of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes.

E. Transport, Health and Environment Pan-European Programme

Documentation: ECE/TRANS/2019/7, Informal document No. 4

30. The Committee **took note** of the report of THE PEP Steering Committee on its sixteenth session (12-14 December 2018, Geneva) (ECE/AC.21/SC/2018/2) and **welcomed** the election of Mr. R. Thaler as Chair of the Steering Committee for 2018-2019. The Committee also **took note** that, as part of its initiative to engage the three sectors and, that following the fourth High-level Meeting and the adoption of the Paris Declaration, the Steering Committee had organized a symposium specifically on Goal 3 of THE PEP entitled

¹ Originally developed by ECE with funding from the United Nations Development Account.

“Achieving multiple benefits through active mobility: reduced emissions and noise, better environment and improved human health” (12 December 2018, Geneva).

31. The Committee **was informed** by THE PEP Chair, about the preparations for the upcoming fifth High-level Meeting on Transport, Health and Environment that will take place in Vienna in October 2019, including the preparation of a Declaration to be supported at the High-level Meeting. The Committee **took note** of the preparation of the third study on green jobs in transport, the study on eco-driving and the finalisation of a masterplan for cycling promotion. The Committee also **took note** of the progress made, in the framework of WP.5, of a handbook on good practices and case studies in the field of sustainable transport and urban planning to be launched, and possibly adopted, at the Transport, Health and Environment Pan-European Programme (THE PEP) Fifth High-Level Meeting in Vienna from 22 to 24 October 2019.

32. The Committee **reiterated its support for** the fifth High-level Meeting on Transport, Health and Environment (Vienna, 2019) and **encouraged** its members to (a) participate actively at the fifth High-level Meeting and (b) consider designating national THE PEP focal points from the transport sector and inform the secretariat. The Netherlands stated its continued support for the work of THE PEP and commended Austria for its contribution to the success of the 5th High Level Meeting. The Netherlands recommended to the Steering Committee of THE PEP to invite WHO and ECE to prepare a state-of-the-art overview of the current situation on health effects of air pollution, noise abatement, physical activity and accidents ed., in a way that would encourage strengthened cooperation and policies and actions aimed at greening the sector.

F. Intelligent transport systems

Documentation: ECE/TRANS/2019/8

33. The Committee **was informed** by the secretariat about the status of implementation of the Intelligent Transport Systems (ITS) Road Map that was launched at its seventy-fourth session (ECE/TRANS/2019/8) **and** about the outcome of the 2018 ITS flagship event that was co-organized with IRF on the theme "Governance and Infrastructure for smart and autonomous mobility".

34. Mr. C. Pfauvadel, Chair of the RID/ADR/ADN Joint Meeting, Ms. Iorio, Chair of the Global Forum for Road Traffic Safety (WP.1) and Mr. Erario, 2018 Chair of the World Forum for the Harmonization of Vehicle Regulations (WP.29) **informed** the Committee about achievements of their respective Working Parties in the area of Intelligent Transport Systems.

35. The Committee **considered** the status of ITS in its work and that of its subsidiary bodies, and, in light of the high-level policy segment on automation in transport, **decided to** (a) **encourage** ITS activities linked to infrastructure and all transport modes and to consider ways to address ITS issues in an integrated approach; (b) **encourage** continuation of the work of SC.1² on smart roads; of SC.3³ on smart shipping, RIS,⁴ and innovative technologies in the recently adopted SIGNI;⁵ of WP.1 on the safe deployment of automated vehicles in traffic; of WP.15⁶ on telematics for the transport of dangerous goods; of WP.29 on regulating autonomous/automated and connected vehicles; and of WP.30 on eTIR, as fostering

² Working Party on Road Transport.

³ Working Party on Inland Water Transport.

⁴ River Information Services.

⁵ Signs and Signals on Inland Waterways.

⁶ Working Party on the Transport of Dangerous Goods.

regulatory and other activities in these areas would ensure the benefits that ITS could provide in terms of safety, environmental protection, infrastructure development, energy efficiency and traffic management.

36. The Committee was **informed** about the outcome of the joint WP.1-WP.29 event held on 18 February 2019, **welcomed** the actions taken by WP.1 and WP.29 in the area of automated driving such as organizing the joint event on the “Safe deployment of automated vehicles in traffic”, which resulted in a high profile and productive occasion to identify priority areas in the field of automated driving. It **invited** WP.1 and WP.29 to continue their close cooperation to facilitate the safe deployment of automated vehicles.

G. Continued support to land-locked countries: the Vienna Programme of Action

37. The Committee **was informed** about the outcomes of the Vienna Programme of Action Regional Midterm Review Conference for the Euro-Asian and Asia-Pacific region(s) co-organized by ECE, OHRLLS and ESCAP (11 and 12 February 2019, Bangkok) and the ongoing preparations for the High Level Comprehensive Mid-term Review to be held in the fourth quarter of 2019. The Committee **was also briefed** on the United Nations Development Account-funded project entitled “Sustainable transport connectivity and implementation of transport-related Sustainable Development Goals in selected landlocked and transit/bridging countries.

38. The Committee, **noting** 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.

H. Inland transport security

39. The Committee **was briefed** on the results of the railway safety and security workshop that was organized jointly by ECE, UIC and ITF, held during the ITF Annual Summit on 23 May 2018. The Committee **called upon** the secretariat to organize a transport security forum discussion meeting in 2019.

I. Partnerships and activities of other organizations of interest to the Committee

1. Transport developments in the European Union

Documentation: ECE/TRANS/2019/9

40. The Committee **was informed** by a representative from the Directorate-General for Mobility and Transport of the European Commission about the most important legislative and policy initiatives in transport undertaken by the European Union in 2018.

2. Developments related to the work of the International Transport Forum

41. The Committee **was informed** by a representative of the International Transport Forum about the latest developments in the work of the Forum.

3. Activities of other organizations of interest to the Committee

42. The Committee **was informed** by representatives from CETMO, ICAO and ILO about their recent activities of interest to the Committee.

VII. Strategic questions of a modal and thematic nature (agenda item 5)

A. Project related activities: Trans-European Motorway and Trans-European Railway Projects

Documentation: Informal document No. 5

43. The Committee **was informed** about the recent developments in the Trans-European North-South Motorway (TEM) and the Trans-European Railway (TER) projects. The Committee **noted** that the TEM reports “TEM Network Report 2018”, “Business Models for Road Sub-Sector” and “TEM road and motorway maintenance standards” had been prepared (Informal document No. 5).

44. The Committee, **noting** that three TEM reports (on building information modelling for road infrastructure, on tools and processes for asset management and on motorway tolling) and the TER High-Speed Master Plan Phase II report would be finalized in 2019, **expressed its strong support** for the publication of these reports to facilitate their dissemination and thus strengthen their impact in relevant countries.

45. The Committee **expressed its appreciation** to the Republic of Serbia for the extension of the agreement on hosting TER PCO for another two years and the Russian Federation for supporting TER with a project manager.

B. Harmonization of vehicle regulations

Documentation: ECE/TRANS/WP.29/2018/1/Rev.2, ECE/TRANS/2019/10

46. Mr. A. Erario (Italy), the 2018 Chair of the World Forum for Harmonization of Vehicle Regulations (WP.29) **informed**, the Committee about 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 (GRB/GRBP, GRE, GRPE, GRRF/GRVA, GRSG and GRSP), the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement and the Executive Committee of the 1998 Agreement.

47. The Committee **endorsed** the activities listed in document ECE/TRANS/2019/10. **Endorsed** the transformation of the Working Party on Brakes and Running Gear (GRRF) to the Working Party on Autonomous/Automated Vehicles (GRVA), implementing the relevant ITC decision (ECE/TRANS/274, para 52). **Endorsed** amendments to the WP.29 terms of reference and rules of procedure, reflecting the transformation of GRRF to GRVA and other consequent adaptations, including the renaming of the Working Party on Noise (GRB) to Working Party on Noise and Tyres (GRBP), and the request for an additional session for GRVA in 2019. **Reiterated** its support for hosting the Database for the Exchange of Vehicle Type Approvals (DETA) at ECE; and **requested** financing of DETA under the United Nations budget.

48. The Committee **was also informed** about the activities of the World Forum and its Working Parties as reflected in ECE/TRANS/WP.29/2018/1/Rev.2 which provides a detailed overview of the distribution of the areas of work among the different groups.

49. The Committee **noted** that over 40 informal groups worked during 2018 in parallel to the World Forum and to its subsidiary bodies to assist them in developing new vehicle regulations and updating the 147 existing UN Regulations annexed to the 1958 Agreement, 20 UN Global Technical Regulations associated to the 1998 Agreement and 4 UN Rules annexed to the 1997 Agreement with 100 amendments.

50. The Committee **noted** the number of contracting parties to the 1958 Agreement (56), to the 1998 Agreement (36), and to the 1997 Agreement (15).

51. The Committee **was informed**, that the new UN Regulations on International Whole Vehicle Type Approval, on Accident Emergency Call systems and on ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions had entered into force on 19 July 2018 and that the new UN Regulations on Hydrogen and fuel cell vehicles of category L, and on Mechanical coupling components of combinations of agricultural vehicles had entered into force on 2 January 2019.

52. The Committee **noted** that the Administrative Committee of the 1997 Agreement established new Rules on the periodic technical inspection of CNG/LPG/LNG⁷ powered vehicles and on periodic technical inspection of vehicles with electric and hybrid-electric propulsion.

53. The Committee **noted** that the Executive Committee of the 1998 Agreement established a new Global Technical Regulation No. 20 on the Electric Vehicle Safety (EVS) and amendments to Global Technical Regulations No. 9 (Pedestrian protection), No. 15 (Worldwide harmonized Light vehicle Test Procedure) and to new Global Technical Regulations No. 19 on evaporate emission test Worldwide harmonized Light Duty Test Procedure.

54. The Committee **was informed** about the status of establishing the type-approval database DETA following the entry into force of Revision 3 to the 1958 Agreement.

C. Road safety

Documentation: ECE/TRANS/2019/11, ECE/TRANS/2019/12, ECE/TRANS/2019/13

55. Ms. L. Iorio (Italy), the Chair of the Global Forum for Road Traffic Safety (WP.1), **informed** the Committee about the most important developments in the work of WP.1. This included information about subject areas such as automated vehicles and the non-binding guidance titled “Global Forum for Road Traffic Safety Resolution on the deployment of highly and fully automated vehicles in road traffic” which was adopted at the seventy-seventh session of WP.1, international driving permits, vulnerable road users, Sustainable Development Goals, and the Consolidated Resolution on Road Traffic (R.E.1).

56. The Committee **was also informed** about the work and achievements of the Group of Experts on Road Signs and Signals (GERSS) which is expected to complete its mandate in June 2019. The Committee **approved** the extension of the mandate of the Group of Experts on Road Signs and Signals to 30 June 2019 to make it possible for the group to submit its final report to WP.1 in September 2019.

⁷ Compressed natural gas (CNG), Liquefied Natural Gas (LNG) and Liquefied Petroleum Gas (LPG).

57. The Committee **was informed** about the progress of developing e-CoRSS which is an electronic version of the 1968 Convention on Road Signs and Signals.
58. The Committee **took note** of annex II of ECE/TRANS/WP.1/165 on the contribution of WP.1 to the draft ITC strategy until 2030.
59. The Committee **was informed** about the fiftieth anniversary of the 1968 Conventions on Road Traffic and Road Signs and Signals (8 November 2018).
60. The Committee **took note** of the progress in implementing the ECE Road Safety Action Plan (ECE/TRANS/2019/11).
61. The Committee **was informed** about results of the United Nations Development Account-financed Road Safety Performance Reviews (RSPR) in Albania and Georgia (ECE/TRANS/2019/12). RSPR assess the current road safety situation to help the beneficiary countries identify the most critical road safety issues and recommend actions to be taken. Based on the critical issues identified, capacity-building workshops for national road safety stakeholders were organized. The project raised public awareness on road safety issues and sensitized national experts and the non-government sector to the need to set ambitious road safety targets and take specific measures to improve road safety.
62. The Committee **recognized** the importance of the road safety-related policy and analytical work undertaken by the Division, especially in the framework of RSPRs and the development and application of the Safe Future Inland Transport Systems (SafeFITS) tool, **welcomed** the RSPR project and SafeFITS results, **expressed its** support for the upcoming RSPR in Kazakhstan, and **encouraged** its members to support substantively the ongoing road-safety policy and analytical work as a foundation for the development of sound national road safe systems in the region and beyond.
63. The Committee **was informed** about the main developments in the activities of the United Nations Secretary-General's Special Envoy for Road Safety, Mr. Jean Todt, and areas of cooperation with the Committee (ECE/TRANS/2019/13). The Committee **noting** the concern from Member States in United Nations resolution 72/271 that the Sustainable Development Goal target 3.6 to halve the number of road deaths by 2020 will not be achieved, and **recognizing** the significant contribution of the Special Envoy for Road Safety in effectively mobilizing sustained high-level commitment to road safety by advocating adherence to and raising awareness of the United Nations legal instruments on road safety, sharing good practices, including through participation in global and regional conferences, and advocating for increased funds for road safety: (a) **invites Member States to consider requesting** from the United Nations Secretary-General, to maintain the institution of Special Envoy for Road Safety through to 2030 to ensure continued attention on road safety, and (b) invites Member States to **express and strengthen** their support, as appropriate, for the activities of the Secretary-General's Special Envoy for Road Safety.
64. The Committee **expressed its concern** for the limited progress globally in meeting the Sustainable Development Goal targets on road safety and those of the United Nation Decade of Action for Road Safety. In this regard, **welcomed the global response to address more effectively the ongoing road safety crisis by establishing** the United Nations Road Safety Trust Fund (UNRSTF), with ECE as its secretariat, and progress in operationalizing it. Furthermore, the Committee **expressed its strong support for the regional and global work of UNRSTF** for improving road safety and ensuring adequate financing for road safety. The Committee **also welcomed** the appointment of Sweden to the Fund's Advisory Board,⁸

⁸ The Fund's Advisory Board consists of member State representatives from the five United Nations regional commissions, United Nations agencies, government and private sector donors, multilateral development banks, civil society and academia, which reflected the Fund's broad partnership-based approach to improving road safety.

as representative of the ECE region, and **requested Sweden** to convey the regional messages to the Advisory Board. The Committee **expressed its thankfulness** to those members, namely Cyprus, France, Monaco, Russian Federation, Slovakia and European Commission, that were added to the list of donors to the fund and **encouraged** all member States to extend their cooperation in support of the fund's mission and consider contributing financially to the fund. The Committee **expressed appreciation** to WP.1 for contributing its Chair to the Advisory Board of UNRSTF as its pioneering Chair.

D. Road transport

65. Mr. R. Symonenko (Ukraine), the Chair of SC.1 and the Chair of the Group of Expert on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) **informed** the Committee about the latest developments in their work.

66. In particular, the Committee **was updated** on the progress of the proposal by the Government of Slovakia to amend AETR Article 14 (eligibility to accede), 22 and 22bis (amendment procedures) as well to simultaneously adjust the relevant parts of the AETR Agreement to accommodate references to Regulations 165/2014, 2016/799 and 2018/502 (Appendix 1C) of the European Union, largely via an amendment proposal of the Government of Estonia.

67. The secretariat **also informed** the Committee about the reconciliation of the differences in "AETR regimes" in European Union and non-European contracting parties that will result after the compulsory adoption of the smart tachograph by the European Union AETR contracting parties after 15 June 2019. The Committee **noted** that the AETR Group of Experts, at its twentieth session on 18 February 2019, had agreed on a set of high-level principles to reconcile the AETR regime in the European Union and non-European Union AETR contracting parties after 15 June 2019 and also noted that non-European Union AETR contracting parties were to provide in writing to the secretariat their agreement or objection to the high-level principles by 15 March 2019. The Committee **encouraged** all AETR contracting parties to reconcile the differences in technical specifications of digital tachographs, and **noted** the adoption of "smart" tachograph in the European Union on 15 June 2019.

68. The secretariat **also informed** the Committee about the status of proposals to amend Article 14 (eligibility to accede) in order to make Lebanon eligible to accede to the AETR Agreement. The Committee **noted** the request by the Government of Egypt to seek the opening of the AETR agreement, so as to enable Egypt to accede to it.

69. The Committee **took note** that the mandate of the AETR Group of Experts would expire on 30 June 2019 and **decided** to extend the mandate of the AETR Group of Experts until 30 June 2021.

70. The Committee **was informed** about the number of contracting parties to the Additional Protocol to the CMR Convention (e-CMR), the special session SC.1 session which took place on 4 April 2018 on the operationalization of e-CMR, and a "without prejudice" guidance note on the legal aspects of the e-CMR prepared by the secretariat. The Committee **noted** information about the number of accessions and ratifications to 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 (e-CMR), and **encouraged** SC.1 to increase its efforts to advocate and raise awareness of the benefits of being a contracting party to the CMR, Protocol to the CMR, and e-CMR. The Committee **expressed its support** for SC.1 being the main platform for multilateral dialogue and exchange of best/emerging practices by contracting parties implementing e-CMR, and **requested** SC.1, with the support of the secretariat, to: (a) **prepare a paper** detailing the

research and other actions needed and/or recommended for the operationalization of e-CMR, to be tabled at a future ITC session and (b) to **report back** to the Committee at its eighty-second session on progress achieved.

71. The Committee **was also informed** about the SC.1 workshop on digital/smart road infrastructure which took place on 5 April 2018 and about the progress in developing a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus) since SC.1 resumed this task in 2018.

E. Rail transport

72. Mr. R. Groot, the Chair of the Working Party on Rail Transport (SC.2) The Committee **informed** the Committee about the results of the seventy-second session of SC.2 (ECE/TRANS/SC.2/230), and the workshop on “Innovation in the railways - making the railways of the future for the region” at the session. The Committee **noted** that further modifications to AGC had been accepted and a consolidated version of the agreement was currently in production. The Committee **was informed** about progress on the second phase of the master plan on high-speed trains for the TER region and the cooperation with the TER project. In addition, the Committee was updated on progress with the rail review.

73. The Committee **noted** the successful workshop on rail security co-organized by ECE/ITF/UIC held at the ITF Annual Summit as well as the positive outcome to the workshop on “Innovation in the railways” held during last session of SC.2 and **requested** the secretariat to continue raising the profile of these activities.

74. Mr. A. Druzhinin (Russian Federation), the Chair of the Group of Experts towards Unified Railway Law (URL) and the secretariat updated the Committee on the progress by the Group in implementing its mandate. In particular, information was provided on the preparations of real pilot tests on URL and on the ongoing deliberations as to which should be the content of a future URL legal instrument: convention on contract for carriage of goods by railway in international traffic versus railway framework convention. The Committee was also informed that far fewer countries were attending the sessions of the Group than those who signed the 2013 declaration. The Russian Federation informed the Committee that, in their view, URL should govern all aspects of carrying out international rail transport and was therefore in favour of developing URL as a framework railway convention. The Russian Federation also recommended that the business community should be engaged before pilot tests on URL were performed. Finally, the Russian Federation urged for a greater participation in the deliberations of the Group of Experts towards URL.

75. The Committee **welcomed** the work of the Group of Experts on Unified Railway Law, in particular, on preparing real pilot tests to verify the unified railway law provisions in practice, **urged** member States in cooperation with railway undertakings and relevant business community and railway organizations to intensify their efforts and to explore the possibility to carry out pilot tests and **encouraged** all member States who signed the 2013 Ministerial Declaration to participate in the work of URL, following the Terms of Reference adopted by ITC.

F. Intermodal transport and logistics

Documentation: ECE/TRANS/2019/14

76. Mr. M. Costa (Italy), the Chair of the Working Party on Intermodal Transport and Logistics (WP.24) and Ms. J. Elsinger, vice-Chair of WP.24, **informed** the Committee about the work carried out by the Working Party (ECE/TRANS/WP.24/143). In particular, they reported on activities related to:

- (a) mapping of intermodal transport terminals;

- (b) preparing national master plans on freight transport and logistics;
- (c) enhancing the Code of Practice for Packing of Cargo Transport Units (CTU Code) through a review by a newly established group of experts;
- (d) reviewing the national policy measures to promote intermodal transport;
- (e) intermodal issues along Euro -Asian Transport Links.

77. They also informed the Committee about the outcomes of the 2018 workshop on “Operational challenges of regional intermodal transport and innovative solutions” and highlighted a number of such challenges as well as possible solutions for overcoming those challenges.

78. The secretariat presented ECE/TRANS/2019/14 with the terms of reference for a new Group of Experts on the CTU Code. The Russian Federation emphasized that the rapid growth of container traffic on the East-West-East routes strongly necessitates the application of the CTU Code provisions (standards, requirements) on packing and securing of cargo in containers, which would significantly contribute towards ensuring traffic safety.

79. The Committee **took note** of the progress in the work of WP.24. The Committee **considered** ECE/TRANS/2019/14 which contains the terms of reference for a proposed new Group of Experts on CTU Code agreed by the Working Party at its sixty-first session, and decided to, **approve in principle the establishment of** the Group of Experts on CTU Code and **endorse in principle** its terms of reference, subject to the consideration and positive decisions to this effect by the administrative bodies and procedures of the other two partners, ILO and IMO. The Committee requested the secretariat to send the draft ToR to ILO and IMO without delay. Once all partner organizations have decided favourably, the Committee **requested the secretariat** to forward the decision for establishing the new Group of Experts to EXCOM for endorsement.

G. Inland water transport

Documentation: ECE/TRANS/2019/15, ECE/TRANS/2019/16, ECE/TRANS/266, ECE/TRANS/SC.3/144/Rev.3/Amend.1, ECE/TRANS/SC.3/115/Rev.5/Amend.2, ECE/TRANS/SC.3/208, ECE/TRANS/NONE/2018/5

80. Mr. B. Van Acker (Belgium), the Chair of the Working Party on Inland Water Transport (SC.3) **informed** the Committee about the latest activities of SC.3. The Committee **was informed** about the outcome of the international conference on inland water transport “Connecting by Inland Navigation”, organized jointly by ECE and the Ministry of Maritime Economy and Inland Navigation of Poland, and the adoption of the ministerial declaration “Inland Navigation in a Global Setting”.⁹ The Committee **adopted** the resolution No. 265 “Facilitating the Development of Inland Water Transport” (ECE/TRANS/2019/15), prepared by SC.3 at its sixty-second session in support of the ministerial declaration “Inland Navigation in a Global Setting” adopted at the international ministerial conference on inland water transport (18-19 April 2018, Wroclaw, Poland) — see Annex III. Furthermore, it **encouraged** member States that had not yet become signatories to the ministerial declaration but have a vested interest in inland water transport, to do so. The Committee **took note** of the progress made by SC.3 in 2018 (adoption of the ITC resolution).

81. The Committee **was informed** about the progress reached by SC.3 and its subsidiary bodies in 2018:

⁹ The text of the Ministerial Declaration is available at www.unece.org/fileadmin/DAM/trans/doc/2018/sc3/Ministerial-declaration_e.pdf.

- (a) the adoption of addendum No. 1 to the third revision of the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”) by the sixty-second session of SC.3 (ECE/TRANS/SC.3/144/Rev.3/Amend.1);
- (b) the updated version of the map of the European Inland Waterway Network;
- (c) ongoing work on the European Code for Inland Waterways (CEVNI) and the publication “Implementation of CEVNI Revision 5” (ECE/TRANS/266);
- (d) the adoption of the European Code for Signs and Signals on Inland Waterways by SC.3 as resolution No. 90;
- (e) the adoption of the second revision of resolution No. 61 as resolution No. 91;
- (f) the promotion of recreational navigation, including the activities of the Informal Working Group on Recreational Navigation, the adoption of the second revision of the European Recreational Inland Navigation Network (resolution No. 52) as resolution No. 92 and the publication “Guidelines to resolution No. 40, International Certificate for Operators of Pleasure Craft” (ECE/TRANS/NONE/2018/5).

82. The Committee **was further informed** about the current work on automation, smart shipping and digitalization on inland waterways in Europe:

- The workshop “Autonomous shipping and Inland Navigation” held on 14 February at the fifty-second session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), organized jointly by ECE and De Vlaamse Waterweg nv (ECE/TRANS/2019/16).
- The workshop “Digitalization in inland water transport” held on 4 October 2018 at the sixty-second session of SC.3.

83. The Committee **welcomed** the actions taken by SC.3 and SC.3/WP.3 in the area of autonomous and smart shipping and digitalization in inland water transport, such as organizing the workshop “Autonomous shipping and Inland Navigation” and follow-up activities.

H. Strengthening border crossing facilitation (Harmonization Convention, TIR Convention, eTIR Project and other Customs transit facilitation measures)

Documentation: ECE/TRANS/2019/17, ECE/TRANS/2019/18

84. The Committee **was informed** about the main outcomes of the 148th, 149th and 150th sessions of the Working Party on Customs Questions affecting Transport (WP.30) (ECE/TRANS/WP.30/296, ECE/TRANS/WP.30/298 and ECE/TRANS/WP.30/300) and **took note** of the activities of the TIR Administrative Committee (AC.2) in the year 2018, including, but not limited to, amendments adopted (ECE/TRANS/WP.30/AC.2/137 and ECE/TRANS/WP.30/AC.2/139), as contained in document ECE/TRANS/2019/17. The secretariat **further informed** the Committee about the most recent accessions to the TIR Convention.

85. In particular, the Committee **was informed** about progress in the discussions at WP.30 on the eTIR legal framework. The Committee **welcomed** progress in the discussions at WP.30 on the eTIR legal framework and **expressed its support** for continuing the eTIR project. To this end, it: (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 2019, (b) **encouraged** countries to express an interest or engage in eTIR pilot projects, thus paving the way for a smooth transition to the full implementation of eTIR, (c) **urged** contracting parties and relevant stakeholders to secure the funds required to

operationalize the eTIR project and (d) **urged** contracting parties to expediently **hold additional consultations** in order to **adopt** new Annex 11 to the TIR Convention, introducing eTIR into the legal text of the Convention.

86. The Committee **was informed** about the latest developments in the application of the International Convention on the Harmonization of Frontier Controls of Goods (Harmonization Convention, 1982), and about issues in the application of the Customs Convention on the Temporary Importation of Private Road Vehicles (1954) in Egypt and Jordan. Against this background the Committee urged all stakeholders to respect the provisions of the Convention in order to ensure that the Carnet de Passage en Douane (CPD), can continue to exist for Egypt and Jordan.

87. Finally, the Committee **was informed** about the drafting of a new convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail. In this context, the Committee **considered** the text of the new convention on the facilitation of border-crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail, as agreed by WP.30 at its 151st session, and **adopted, with the abstention of European Union member States**, document ECE/TRANS/2019/18 and its Corr. 1 containing the latest agreed text of the new convention and **requested** the secretariat to transmit the text to the depositary to be opened for signature. The Committee congratulated the drafters and main stakeholders for their hard work and tenacity in finding a compromise text for the convention, whose main aim is to provide high-quality service to passengers, while reducing the running time of international trains.

I. Transport of dangerous goods

Documentation: Informal document No.6, ST/SG/AC.10/C.3/106 and Add.1, ST/SG/AC.10/C.3/108, ST/SG/AC.10/C.4/70, ST/SG/AC.10/C.4/72; ST/SG/AC.10/46 and Add.1-3; ECE/TRANS/WP.15/240 and Corr.1 and Add.1; ECE/TRANS/WP.15/242, ECE/TRANS/WP.15/244; ECE/TRANS/WP.15/AC.1/150 and Add.1; ECE/TRANS/WP.15/AC.1/152 and Add.1; ECE/TRANS/WP.15/AC.2/68; ECE/TRANS/WP.15/AC.2/62; ECE/ADN/44; ECE/ADN/45 and Corr.1 and Add.1; ECE/ADN/47; ECE/TRANS/275; ECE/TRANS/276

88. Ms. A. Roumier, Chair of WP.15, Mr. C. Pfauvadel, Chair of WP.15/AC.1 Joint Meeting, and Mr. H. Langenberg, Chair of WP.15/AC.2, informed the Committee about the accomplishments of their Working Parties during the past year.

89. The Committee **noted** that the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council met from 25 June to 4 July 2018 (see report ST/SG/AC.10/C.3/106 and Add.1) and from 26 November to 4 December 2018 (see report ST/SG/AC.10/C.3/108). The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 4 to 6 July 2018 (see report ST/SG/AC.10/C.4/70) and from 5 to 7 December 2018 (see report ST/SG/AC.10/C.4/72).

90. The Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals held its ninth session on 7 December 2018, to consider the work of both Sub-Committees over the 2017-2018 biennium (see report ST/SG/AC.10/46). It adopted recommendations (ST/SG/AC.10/46/Add.1-3) that will be reflected in publications to be prepared by the secretariat in 2019 (twenty-first revised edition of the Recommendations on the Transport of Dangerous Goods, Model Regulations; seventh revised edition of the Manual of Tests and Criteria; and the eighth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals).

91. The Committee **was informed** that IMO, ICAO as well as the ECE bodies dealing with land transport of dangerous goods, would begin work in 2019 on transposing the

recommendations made by the ECOSOC Committee into their respective legal instruments, to ensure their simultaneous application for all modes of transport as of 1 January 2021.

92. The Committee **noted** that Nigeria had acceded to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) in October 2018 bringing the number of contracting parties to 51. The Committee **expressed its concern** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), adopted by the Conference of the Contracting Parties on 28 October 1993, had not yet entered into force: not all contracting parties to 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, Nigeria, North Macedonia, Tajikistan, and San Marino) to take the necessary steps to allow the Protocol to come into force; and **reiterated its invitation** to all United Nations Member States intending to accede to ADR to deposit both an instrument of accession to ADR and to the Protocol of 1993.

93. The Committee **also noted** that the Working Party on the Transport of Dangerous Goods (WP.15) had examined at its 104th session, a proposal to delete the word “European” from the current title of the ADR (see ECE/TRANS/WP.15/242, paras. 45-49), to encourage accession from additional non-European countries. The proposal had not raised any objection. Consequently, the Government of Portugal submitted, in accordance with paragraph 1 of article 13 of the agreement, a request to convene a conference of the parties to amend the title of the agreement that was circulated by the secretariat on 12 October to all contracting parties. The Committee **noted** that, in accordance with paragraph (1) of article 13 of the ADR, the minimum number of notifications of concurrence from Contracting Parties to ADR with the request from Portugal to convene a Conference of the Parties to delete the word “European” from the title of the Agreement had been reached; and that a Conference of the Parties would be convened on 13 May 2019 during the 106th session of the Working Party on the Transport of Dangerous Goods (WP.15).

94. The Committee **took note** of information provided by the representatives of South-Mediterranean countries about the importance of the availability of ADR in Arabic, following the 2-years cycle of amendments to its provisions, to facilitate accession to and implementation in Arabic-speaking countries. The Committee noted efforts by the EuroMed Transport Support Project to achieve this goal.

95. The Committee **noted** that the draft amendments to annexes A and B of the ADR adopted in 2016, 2017 and May 2018 (as reproduced in ECE/TRANS/WP.15/240 and Corr.1 and ECE/TRANS/WP.15/240/Add.1) had entered into force on 1 January 2019. It was also noted that the secretariat had published the 2019 consolidated edition of ADR (ECE/TRANS/275, Vols. I and II) that takes account of these amendments.

96. The Committee **noted** that draft amendments to the Regulations annexed to ADN adopted in 2016, 2017 and 2018 (as reproduced in ECE/ADN/45, ECE/ADN/45/Corr.1 and ECE/ADN/45/Add.1), had entered into force on 1 January 2019. It was also noted that the secretariat has published the 2019 consolidated edition of ADN (ECE/TRANS/276, Vols. I and II) that takes account of these amendments. The number of contracting parties to ADN remains at 18.

97. The Committee **noted** that other draft amendments to ADR, RID and ADN had been adopted by the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods, by the Working Party itself and by the Joint Meeting of Experts on the Regulations annexed to ADN, which are intended to enter into force on 1 January 2021.

98. The Committee **noted** that the Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) (WP.15/AC.2) and the ADN Administrative Committee

held their thirty-fourth and twenty-second sessions, respectively, from 21 to 25 January 2019 and on 25 January 2019.

J. Transport of perishable foodstuffs

Documentation: ECE/TRANS/WP.11/237, ECE/TRANS/WP.11/239

99. Mr. Telmo Nobre (Portugal), the Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11) **informed** the Committee about the status of proposed amendments to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) which were adopted at the seventy-third and seventy-fourth sessions of WP.11 in 2017 and 2018 (ECE/TRANS/WP.11/237, Annex I and ECE/TRANS/WP.11/239, Annex I).

100. The Committee **noted** that the number of contracting parties to the agreement remains at 50.

101. The Committee **noted** that WP.11 had held a round table discussion on the ways to improve the functioning of the Working Party during its seventy-fourth session and had decided the following:

- (a) To explore the possibility of including non-legally binding provisions for the transport of fresh fruits and vegetables;
- (b) To increase the number of sessions from two to three per biennium, with one session on the first year and two sessions on the second year;
- (c) To extend the cycle of amendments to two years with the possibility of notifying amendments dealing with urgent matters at any time during the cycle;
- (d) Not to change the Rules of Procedure of the Working Party or article 18 of the ATP agreement to remove the consensus requirement. The Working Party:
 - (i) considered that there are other ways of increasing the number of amendments adopted and keeping the agreement relevant;
 - (ii) encouraged members to work harder between sessions to negotiate proposals and to explain clearly the reasons for rejection, so proposals can be improved;
 - (iii) suggested to consider making a clear distinction between the articles of the agreement and its technical provisions/conditions of use, to facilitate the adoption of amendments of technical nature.

102. The Committee **endorsed** the decision of the Working Party on the Transport of Perishable Foodstuffs (WP.11) to increase the number of its sessions from two to three per biennium and **agreed to** review this decision in two years.

103. Other topics of importance to keep the agreement up to date and in sync with economic, technological and political developments/challenges, were forwarded for further discussion:

- (a) Agree on a clear definition of the scope of the ATP including an opening clause/extension clause to provide flexibility to extend the scope of application if necessary;
- (b) Include in the agreement a definition of “perishable foodstuffs”;
- (c) Seek a common interpretation of the preamble of the agreement, particularly related to the quality versus safety issue;
- (d) Agree on the elaboration of a list of goods covered by the scope of application;

(e) Adapting ATP standards and requirements to the climatic and technical conditions encountered during the carriage of perishable foodstuffs in different climatic zones.

104. Overall, it was agreed that further steps to increase harmonization on the implementation of the agreement should be taken:

(a) A single database containing ATP model certificates may be created to help reduce forgery, misuse and to simplify the procedure for issuing new ATP certificates in the case of transfer of special equipment to another State;

(b) Contracting parties should strive to homogenize procedures for enforcement, checks and penalties across countries. WP.11 was encouraged to analyse the way other Working Parties deal with similar problems of harmonization and implementation and take note of best practices.

K. Transport statistics and data

Documentation: ECE/TRANS/2019/19, Informal document No. 7 (Actual infocards), ECE/TRANS/2019/20, ECE/TRANS/WP.6/2018/11, ECE/TRANS/WP.6/2018/8

105. Mr. Peter Smeets (Netherlands), Chair of the Working Party on Transport Statistics (WP.6) **informed** the Committee about the latest activities in transport statistics and the status of the 2015 E-Road and E-Rail Traffic Census Programmes in accordance with resolutions Nos. 261 and 262 that had been adopted at its seventy-sixth session in 2014.

106. The Committee **was informed** that during its sixty-ninth session, WP.6 had held a workshop on promoting data quality in inland waterway statistics, where discussion topics included innovative data collection techniques such as the use of Automatic Identification System (AIS) data for statistics production, the common challenge of measuring foreign vessels' movements, and the importance of disaggregating inland waterway statistics by type of good.

107. The Committee **was informed** that the secretariat had recently prepared a number of publications including Inland Transport Statistics for Europe and North America, Statistics of Road Traffic Accidents in Europe and North America, and the Transport Statistics Infocards which summarize key transport statistics for ECE member States (ECE/TRANS/2019/19 and Informal document No. 7). The Committee **noted** that WP.6 continued to be actively involved in the production of data relevant to monitoring the transport-related Sustainable Development Goals and had been increasing the visibility of these data in a number of ways. In particular, the Secretariat's new discussion papers on the transport-related Sustainable Development Goals were noted, and its continuing efforts in managing data flows for Sustainable Development Goal indicator 9.1.2 were presented.

108. The Committee **took note** that WP.6 in 2018 had endorsed a draft fifth version of the Glossary for Transport Statistics, in cooperation with Eurostat and the International Transport Forum, and that publication of the final document could be expected in 2019.

109. The Committee **considered and approved** the recommendations to Governments on the 2020 E-Road Traffic Census (ECE/TRANS/WP.6/2018/11) and the corresponding draft resolution No. 266 (ECE/TRANS/WP.6/2018/11, Chapter XIII) that were adopted by WP.6, noting the potential usefulness of the visualized census data as elaborated upon in ECE/TRANS/2019/20 — see Annex IV. At the same time the Committee **expressed its concern** about the decline of the response rate in recent years and **encouraged** its members to address this. Furthermore, it **invited its member States** to encourage their national statistics offices, infrastructure agencies and other key actors to cooperate in order to provide the necessary data for 2020 to the secretariat in both a tabular format as well as in GIS files (preferably Shapefile format).

110. The Committee also **considered and approved** the recommendations to Governments on the 2020 E-Rail Traffic Census (ECE/TRANS/WP.6/2018/8) and the corresponding resolution No. 267 (ECE/TRANS/WP.6/2018/8, Chapter XII) that were adopted by WP.6 — see Annex V.

VIII. Matters arising from the United Nations Economic Commission for Europe (ECE), the Economic and Social Council (ECOSOC) and other United Nations bodies and Conferences (agenda item 6)

A. ECE, ECOSOC, and other United Nations bodies and Conferences

111. The Committee **was informed** by the secretariat about recent matters arising from ECE, ECOSOC and other United Nations bodies and Conferences of interest to the Committee.

B. Dialogue with United Nations Regional Commissions on ongoing activities related to inland transport

112. In respect of the adopted ITC strategy and given the global coverage of many conventions under the purview of ITC, the Committee **requested** the secretariat to hold consultations on the issues of building cooperative relationships with other UN regional commissions.

113. The Committee **took note** of the latest information of the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP)'s proposal on the interregional coordination committee on transport between Asia and Europe as briefed by the secretariat.

114. Convinced that sustainable transport connectivity is a major contributor to inclusive and sustainable development, reiterating its support for interregional coordination to further enhance transport connectivity between Europe and Asia, mindful of various activities undertaken by ECE and ESCAP, building upon the respective decisions taken by ITC with regard to transport connectivity, the Committee **requested the secretariat** to continue to seek cooperation from ESCAP secretariat to explore together with the ITC Bureau possibilities to co-organize consultations in Geneva in the most cost-effective manner between ECE and ESCAP member States and open to all ECE and ESCAP member States on sustainable transport connectivity and ask the secretariat, in cooperation with the ITC Bureau, to present the results to the 82nd session of the ITC and formulate proposals for future cooperation.

IX. Draft Annual Report of activities undertaken by the Committee's subsidiary bodies in 2018 (agenda item 7)

Documentation: ECE/TRANS/2019/21/Rev.1, Informal document No. 8

115. The Committee **was presented** with a comprehensive report of activities undertaken by the Committee's subsidiary bodies during 2018 in administering the 58 United Nations conventions, agreements and other types of legal instruments which shape the international legal framework for road, rail, inland waterway, intermodal transport, dangerous goods transport and vehicle construction (ECE/TRANS/2019/21/Rev.1). These activities contributed to achieving the Sustainable Development Goals and took the form of policy dialogue and regulatory work, analytical activities, capacity-building and technical assistance. The draft annual report presented concise information to ITC delegates in a form

suitable for broader publicity. The polished version with photos of the draft annual report was also presented to the Committee in Informal document No. 8.

116. The Committee **took note of** the annual report (ECE/TRANS/2019/21/Rev.1).

X. Issues for approval by the Committee and of an informative character: Approval of the reports of the Committee's subsidiary bodies (agenda item 8)

Documentation: ECE/TRANS/WP.1/165, ECE/TRANS/WP.1/163; ECE/TRANS/WP.5/64, ECE/TRANS/WP.6/175, ECE/TRANS/WP.11/237, ECE/TRANS/WP.11/239, ECE/TRANS/WP.15/240 and Corr.1 and Add.1; ECE/TRANS/WP.15/242, ECE/TRANS/WP.15/244; ECE/TRANS/WP.15/AC.1/150 and Add.1; ECE/TRANS/WP.15/AC.1/152 and Add.1; ECE/TRANS/WP.15/AC.2/68; ECE/TRANS/WP.15/AC.2/62; ECE/ADN/45 and Corr.1 and Add.1, ECE/ADN/47, ECE/ADN/44; ECE/TRANS/275; ECE/TRANS/276, ECE/TRANS/WP.24/143, ECE/TRANS/WP.29/1137, ECE/TRANS/WP.29/1139 and Add.1, ECE/TRANS/WP.29/1142, ECE/TRANS/WP.30/296, ECE/TRANS/WP.30/298, ECE/TRANS/WP.30/300, ECE/TRANS/WP.30/AC.2/137, ECE/TRANS/WP.30/AC.2/139 and Corr.1, ECE/TRANS/SC.1/408; ECE/TRANS/SC.1/410, ECE/TRANS/SC.2/230, ECE/TRANS/SC.3/207

117. The Committee **approved** as a whole the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate the related references in the complete ITC report on the basis of the annotated agenda (ECE/TRANS/287/Add.1).

XI. Results of the meetings of the Bureau of the Inland Transport Committee (agenda item 9)

Documentation: ECE/TRANS/2019/22

118. The Committee **considered** document ECE/TRANS/2019/22, containing the results of the meetings held by the Bureau of the Inland Transport Committee in 2018. The Committee referred to the decisions of the Bureau under the relevant items of its agenda.

119. The Committee **noted** that the adoption of the report of the eighty-first session will be limited to a list of main decisions and that the complete report would be circulated at a later stage.

XII. Activities of the Commission and report of the Committee to the Executive Committee (agenda item 10)

120. The Committee **requested** the Chair to deliver the key messages in the report (to be prepared in consultation with the Bureau and the secretariat), which would be submitted to EXCOM at one of its future sessions.

XIII. List of publications for 2020 (agenda item 11)

Documentation: ECE/TRANS/2019/23

121. The Committee **expressed its support for and endorsed** the publications programme for 2020.

XIV. Programme Plan for 2020 (agenda item 12)

Documentation: ECE/TRANS/2019/24

122. The Committee **noted** that, in line with information provided at its eightieth annual session (ECE/TRANS/2018/27), in December 2017, the seventy-second session of the General Assembly had adopted resolution A/72/266 “Shifting the management paradigm in the United Nations.” In this resolution, Member States approved the proposed change from a biennial to an annual budget period on a trial basis, beginning with the programme budget for 2020, and requested the Secretary-General to conduct a review of the budgetary cycle in 2022, following the completion of the first full budgetary cycle. The General Assembly also decided to review at its seventy-seventh session, with a view to taking a final decision, the implementation of the annual budget.

123. The Committee **reviewed** the Programme Plan for 2020 for the transport subprogramme. (ECE/TRANS/2019/24), **expressed its support** for the efficient and impactful work of ITC, its subsidiary bodies and the full transport subprogramme and **stressed the importance of ensuring** that resource and budget allocations in the United Nations system should be mindful of and adequately responsive to the subprogramme’s high performance and increased needs.

124. **Noting** that starting in 2020, the annual programme of work of the Committee would replace the equivalent document with biennial coverage, the Committee **requested** the secretariat to **discontinue** the preparation of programmatic documents with a biennial coverage previously adopted by the Committee, including on evaluation and monitoring, since they will no longer be relevant for the new programmatic cycle.

125. The Chair thanked the UNOG Conference Services for servicing the work of the Committee, and its Working Parties and Groups of Experts, by providing meeting rooms, interpretation, and document processing and translation.

XV. Schedule of meetings in 2019 (agenda item 13)

Documentation: ECE/TRANS/2019/25

126. The Committee **adopted** ad referendum the preliminary list of meetings, based on proposals from the Committee’s subsidiary bodies, as contained in ECE/TRANS/2019/25.

XVI. Any other business. Date of next session (agenda item 14)

127. The Committee **noted** that its eighty-second session is tentatively scheduled to be held in Geneva from 25 to 28 February 2020.

XVII. Adoption of the list of main decisions of the eighty-first session (agenda item 15)

128. The Committee **adopted** the list of main decisions of the eighty-first session.

Annex I

Ministerial Resolution on Enhancing cooperation, harmonization and integration in the era of transport digitalization and automation

We, the Ministers and their representatives¹ attending the eighty-first plenary session of the Inland Transport Committee,

Fully aware of the new era in international cooperation, marked by the adoption of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals,

Recalling General Assembly Resolutions 72/271 on road safety, 72/212 on intermodality and 70/197 on connectivity and corridors,

Affirming our commitment to implement the 2017 Ministerial Resolution on “Embracing the new era for sustainable inland transport and mobility”, and in particular decision 7, endorsed on the occasion of the seventieth anniversary of the Inland Transport Committee,

Bearing in mind the Ministerial Declaration on “Inland Navigation in a Global Setting”, in particular Strategic Action 22, adopted at the International Ministerial Conference on Inland Water Transport, held on 18 and 19 April 2018, in Wroclaw, Poland,

Acknowledging the unique role of the Inland Transport Committee as the specialized intergovernmental body for inland transport and as the centre of United Nations conventions that provide the platform that forms the international regulatory framework for inland transport and thus a key actor to achieve globally interoperable solutions for future transport,

Recognizing that digitalization, including of transport documents, the availability and exchange of essential data without compromising business secrets, and the deployment of new technologies, such as intelligent transport systems, automated/autonomous and connected vehicles, e-navigation and smart shipping, taking into account the e-navigation strategy and activities to enable maritime automation in the International Maritime Organization (IMO), improve the efficiency of transport and should therefore be accelerated,

Recognizing also that the accelerated, efficient and safe development and use of cutting-edge technology undergirds the strategic rethinking of the work of the Committee,

Aware that harnessing the full advantages of technological innovations and changes, while maintaining future-readiness, requires global interoperability and technology neutrality delivered through appropriate harmonized national and international regulatory frameworks and common specifications as well as facilitating exchange of decentralized transport data,

Recognizing that technical harmonization and common specifications for performance and availability of essential data are key factors in facilitating the interoperability of intelligent transport systems, thus paving the way for seamless mobility of people and goods between countries, reducing administrative barriers and promoting multimodality,

Aware that the effective development and successful deployment of digital solutions for transport require cross-sectoral, intermodal and multi-stakeholder collaboration, and appropriate intergovernmental platforms that facilitate that collaboration,

¹ The names of States are listed in Annex II.

Recognizing the global relevance of the work of the Committee and its subsidiary bodies,

Acknowledging the Committee as a unique United Nations centre providing comprehensive regional and global platforms for the consideration of all aspects of inland transport development and cooperation, including digitalization of transport documents and data, and automation,

Decide to:

1. *Reaffirm* our commitment to strengthen the role of the Inland Transport Committee as the United Nations platform for inland transport and, therefore, to support the development, use and safe integration in transport systems of digital and other relevant technologies and innovations in all transport modes and in particular in the areas of TIR, CMR and AETR, and in general of transport data and documents, automated/autonomous and connected vehicles, e-navigation, river information services, and Intelligent Transport Systems, including smart infrastructure and smart mobility, as a main pillar of the Committee's Strategy until 2030,² thus improving traffic safety, environmental performance and efficient provision of transport and mobility services;

2. *Express* our resolve to ensure that the Committee's relevant regulatory functions, its greatest asset and top priority, keep pace with the cutting-edge technologies supporting transport innovation and remain open, inclusive and available to all United Nations Member States;

3. *Urge* Member States to promote the full use of information and communication technologies in inland transport, with particular emphasis on the computerization of procedures established under the United Nations transport conventions administered by the Committee and its subsidiary bodies, and to strengthen cooperation with International Financial Institutions to attract funding for innovative project;

4. *Pledge* to work towards the full implementation of the e-TIR system, the rapid entry into force of Annex 11 to the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), including by ensuring the required financing for and implementation of eTIR at the national level, and to promote accession to and the operationalization of e-CMR;

5. *Express* our conviction that harmonization, supported by common specifications and transparency of the criteria for decision-making on-automated/autonomous and connected vehicles, is the cornerstone of trusted and interoperable transport systems, and that the greater use of new technologies in inland transport has vast potential to provide solutions that improve efficiency, prevent road accidents, increase intermodality and reduce pollution and greenhouse gases.

² ECE/TRANS/2019/R.1.

Annex II

List of countries adopting the resolution as of 22 February 2019

Albania	Mongolia
Armenia	Montenegro
Azerbaijan	Morocco
Belgium	The Netherlands
Bosnia and Herzegovina	Poland
Bulgaria	Portugal
China	Romania
Czech Republic	Russian Federation
Finland	Slovenia
France	Sweden
Germany	Switzerland
Greece	Turkey
Hungary	Turkmenistan
Italy	Ukraine
Kazakhstan	United Arab Emirates
Mexico	United Kingdom of Great Britain and Northern Ireland

Annex III

Facilitating the Development of Inland Water Transport

Resolution No. 265

(adopted by the Inland Transport Committee on 22 February 2019)

The Inland Transport Committee,

Reaffirming the commitment to achieving the Sustainable Development Goals which are relevant to inland water transport, such as building resilient infrastructure of inland waterway network, ensuring safety, accessibility and affordability inland water transport and links with energy and the environment, fostering innovation,

Recalling the ministerial declaration “Inland Navigation in a Global Setting”, adopted by the international ministerial conference on inland water transport (18-19 April 2018, Wroclaw, Poland),

Convinced that the outcome of this conference should bring practical value in terms of safety, environmental aspects, logistics, attractiveness and benefits for the economy and *reiterating* its support of the objectives and actions set out by the above-mentioned ministerial declaration,

Noting with satisfaction the outcome of the ministerial conference on the occasion of the seventieth anniversary of the Convention regarding the Regime of Navigation on the Danube (29 June 2018, Belgrade) and the sixth congress of the Central Commission for the Navigation of the Rhine on the occasion of the hundred-and-fiftieth anniversary of the Mannheim Act, held on 17 October 2018 in Mannheim (Germany),

Bearing in mind the overall objective to develop efficient, balanced and flexible transport systems, which meet the economic, social, environmental, and safety requirements of ECE member governments,

Conscious of the important role of inland water transport as a significant part of a balanced transport system, especially its safety level, efficiency in terms of energy and costs, low emissions and lack of congestion, contribution to reducing transport and logistics costs,

Aware that the changes in the legislative framework and institutional structure of inland water transport in Europe, recent developments and trends provide new opportunities and challenges for the sector,

Acknowledging the role of modern technologies, innovations and digitalization in ensuring navigation safety and better logistics integration,

Recognizing the need for joining forces to extract the significant, still untapped, potential of the sector and, therefore, gain significant political support at the highest level,

Convinced that ECE, in close cooperation with other relevant international organizations, can and should support to the maximum extent possible, the realization of the tasks set by ministers in the Wroclaw declaration,

Invites member States to develop national action plans for the implementation of the objectives and strategic actions set out by the Wroclaw declaration and inform the Working Party on Inland Water Transport about progress,

Invites member States, River Commissions, international and public organizations and other stakeholders to maintain policy dialogue on good practices and measures relevant to the implementation of the objectives taking advantage of the framework provided by ECE,

Requests the Working Party on Inland Water Transport, in line with its strategy for 2016-2021, endorsed by the Inland Transport Committee on 24 February 2017, and in close cooperation with member States, the European Commission, the Central Commission for the Navigation of the Rhine, the Danube Commission, the Mosel Commission and the International Sava River Commission, to proceed with the implementation of the objectives and strategic actions mentioned above, and to amend its programme of work accordingly,

Requests the Working Party on Inland Water Transport to regularly report on the progress in the implementation of this resolution to the Inland Transport Committee.

Annex IV

E-Road Traffic Census of Motor Traffic and Inventory of Standards and Parameters on Main International Traffic Arteries in Europe in 2020 (“2020 E-Road traffic census”)

Resolution No. 266

The Inland Transport Committee,

Having regard to the last paragraph of its resolution No. 169 of 15 January 1954 (E/ECE/TRANS/445),

1. *Invites* Governments:

(a) To take a census of traffic on the E-Roads on their national territory, in accordance with the European Agreement on Main International Traffic Arteries in Europe (AGR) as in force in 2020, and in line with the Recommendations to Governments for the E-Road Traffic Census of Motor Traffic and Inventory of Main Standards and Parameters on Main International Traffic Arteries in Europe in 2020 (2020 E-Road traffic census) as set forth in the document ECE/TRANS/WP.6/2018/11 considering 2020 as the reference year.

(b) To supply the results of the 2020 E-Road traffic census to the UNECE secretariat, if possible before **1 November 2021**, in conformity with the Recommendations set forth in the document ECE/TRANS/WP.6/2018/11.

2. *Recommends* that Governments take a census of traffic on other non-urban roads in their national territory, applying where possible, the methods set out in the Recommendations mentioned under paragraph 1 (a) above.

3. *Requests* Governments to inform the Executive Secretary of the United Nations Economic Commission for Europe by **30 September 2019** whether they agree to implement the provisions of this resolution.

Annex V

E-Rail Traffic Census in Europe in 2020 ("2020 E-Rail traffic census")

Resolution No. 267

The Inland Transport Committee,

Recalling its Resolution No. 262 adopted on 27 February 2014 (ECE/TRANS/240 annex III), and noting the importance of the gathering and dissemination of the rail traffic data in a user-friendly manner which facilitates policy development and the achievement of the Sustainable Development Goals,

1. *Invites* Governments:

(a) To conduct a census of traffic on the E-Rail lines on their national territory, in accordance with the European Agreement on Main International Railway Lines (AGC) as in force in 2020 and with the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) as in force in 2020, and in line with the Recommendations to Governments for the 2015 E-Rail traffic census as set forth in the document ECE/TRANS/WP.6/2018/8.

(b) To supply the results of the combined E-Rail traffic census 2020 to the ECE secretariat, if possible, before **30 November 2021**, in conformity with the Recommendations set forth in the document ECE/TRANS/WP.6/2018/8.

2. *Recommends* that Governments take a census of traffic on other non-urban rail lines in their national territory, applying where possible, the methods set out in the Recommendations mentioned under paragraph 1 (a) above.

3. *Requests* Governments to inform the Executive Secretary of the United Nations Economic Commission for Europe by **30 September 2019** whether they agree to implement the provisions of this resolution.

4. *Invites* the secretariat to disseminate the census information in such a way that maximises its use by policy makers and the Inland Transport Committee.
