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Economic Commission for Europe

Inland Transport Committee

Eighty-first session

Geneva, 19-22 February 2019

Item 15 of the provisional agenda

Adoption of the list of main decisions of the eighty-first session

List of main decisions

Note by the secretariat

At its eighty-first session, the Inland Transport Committee:

1. **Adopted** the provisional agenda (ECE/TRANS/287 and Add.1);
2. 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;
3. **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. **Agreed** that the summary of the discussion in the form of the Chair’s note, would be annexed to the Committee’s report after approval by the participating delegates in the restricted session;
4. **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;
5. **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;
6. **Requested** its subsidiary bodies to take follow-up actions to align their work with the strategy;
7. **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;

8. **Expressed its support** for demand-driven synergies and collaboration within ECE with other subprogrammes, as appropriate;
9. **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;
10. **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;
11. **Thanked** the Working Parties that have contributed to the development of the draft ITC strategy;
12. **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, **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;
13. **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 United Nations Special Programme for the Economies of Central Asia (SPECA) and South-East European member States;
14. **Took note** of the ongoing analytical work done in the Working Party on Transport Trends and Economics and the Sustainable Transport Division and **expressed its support** to 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;
15. The Committee **called on the secretariat to organize** an informal meeting of experts on preparation of guidelines on best practices in the area of development of urban transport systems, in April or May 2019;
16. **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 Road map of Action (GRA); **invited** the secretariat to prepare a working document on achievement of the SDGs for consideration at the upcoming WP.5 session in 2019;
17. **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;

18. **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;

19. **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;

20. **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 on 22-24 October 2019;

21. **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;

22. **Considered** the status of Intelligent Transport Systems (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.1 on smart roads; of SC.3 on smart shipping, RIS, and innovative technologies in the recently adopted SIGNI; of WP.1 on the safe deployment of automated vehicles in traffic; of WP.15 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 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;

23. **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. **Invited** WP.1 and WP.29 **to continue** their close cooperation to facilitate the safe deployment of automated vehicles;

24. **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;

25. **Called upon** the secretariat to organize a transport security forum discussion meeting in 2019;

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

27. **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;

28. **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;

29. **Recognized** the importance of the road safety-related policy and analytical work undertaken by the Division, especially in the framework of Road Safety Performance Reviews (RSPRs) and the development and application of the Safe Future Inland Transport Systems (SafeFITS) tool, **welcomed** 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;

30. **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. **Expressed its strong support for the regional and global work of UNRSTF** for improving road safety and ensuring adequate financing for road safety. **Also welcomed** the appointment of Sweden to the Fund's Advisory Board, as representative of the ECE region, and **requested Sweden** to convey the regional messages to the Advisory Board. **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;

31. Expressed appreciation to the WP.1 for contributing its chair to the Advisory Board of UNRSTF as its pioneering chair;

32. **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;

33. **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. **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;

34. **Decided** to extend the mandate of the AETR Group of Experts until 30 June 2021;
35. 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;
36. Noted that the AETR Group of Experts, at its 20th 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-EU AETR contracting parties were to provide in writing to the secretariat their agreement or objection to the high-level principles by 15 March 2019;
37. **Encouraged** all AETR contracting parties to reconcile the differences in technical specifications of digital tachographs. **Noted** the adoption of “smart” tachograph in the European Union on 15 June 2019;
38. **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;
39. **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;
40. **Took note** of the progress in the work of the Working Party on Intermodal Transport and Logistics;
41. 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 of ToRs 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;
42. **Adopted** the resolution “Facilitating the Development of Inland Water Transport” (ECE/TRANS/2019/15), prepared by the Working Party on Inland Water Transport (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, Wrocław, Poland). Furthermore, **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;
43. **Took note** of the progress made by SC.3 in 2018 (adoption of the ITC resolution);

44. **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;
45. **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: (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;
46. **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 **request** the secretariat to transmit the text to the depositary to be opened for signature;
47. **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. **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;
48. **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 will be convened on 13 May 2019 during the 106th session of the Working Party on the Transport of Dangerous Goods (WP.15);
49. **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 review this decision in two years;
50. **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 (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. **Expressed its concern** about the decline of the response rate in recent years and **encouraged** its members to address this. **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);
51. 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 (ECE/TRANS/WP.6/2018/8, Chapter XII) that were adopted by WP.6;

52. In respect of the adopted ITC strategy and given the global coverage of many conventions under the purview of ITC, **requested** the secretariat to hold consultations on the issues of building cooperative relationships with other UN regional commissions;
53. **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;
54. 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, **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;
55. **Took note of** the annual report (ECE/TRANS/2019/21/Rev.1);
56. **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);
57. **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;
58. 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;
59. **Expressed its support for and endorsed** the publications programme for 2020;
60. **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; **stressed the importance of ensuring** that resource and budget allocations in the United Nation system should be mindful of and adequately responsive to the subprogramme's high performance and increased needs;
61. **Noting** that starting in 2020, the annual programme of work of the Committee would replace the equivalent document with biennial coverage, **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;
62. **Adopted** ad referendum the preliminary list of meetings, based on proposals from the Committee's subsidiary bodies, as contained in ECE/TRANS/2019/25;
63. **Noted** that its eighty-second session is tentatively scheduled to be held in Geneva from 24 to 27 February 2020;
64. **Adopted** the list of main decisions of the eighty-first session.
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