



Economic Commission for Europe

Inland Transport Committee

Eighty-second session

Geneva, 25–28 February 2020

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

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I. Chair

1. The Inland Transport Committee (ITC or Committee) held its eighty-second session from 25 to 28 February 2020, with Mr. K. Schockaert (Belgium) as Chair.

II. Attendance

2. Representatives of the following ECE countries participated: Austria, Azerbaijan, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Israel, Italy, Kazakhstan, Kyrgyzstan, Latvia, Malta, Montenegro, Netherlands, Poland, Portugal, Romania, Russian Federation, Slovenia, Spain, Sweden, Switzerland, Tajikistan, 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, Botswana, Brazil, Cambodia, Central African Republic, China, Congo, Egypt, Ghana, India, Indonesia, Iran (Islamic Republic of), Iraq, Japan, Kenya, Lao People's Democratic Republic, Lebanon, Madagascar, Mauritius, Mongolia, Morocco, Myanmar, Nigeria, Panama, Philippines, Republic of Korea, Senegal, Sri Lanka, Syrian Arab Republic, Thailand, Tonga, Tunisia, Uganda, United Arab Emirates and Zimbabwe.

4. The European Union was represented.

5. Representatives of the following United Nations departments and specialized agencies attended: International Labour Organization (ILO), International Telecommunication Union (ITU), International Trade Centre (ITC), United Nations Conference on Trade and Development (UNCTAD), World Bank Group (WBG), United Nations Environment Programme (UNEP) and United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and the Small Island Developing States (UN-OHRLLS). 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: Central Commission for the Navigation of the Rhine (CCNR), 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 for Security and Cooperation in Europe (OSCE), Organization of the Black Sea Economic Cooperation (BSEC), Parliamentary Assembly of the Black Sea Economic Cooperation (PABSEC), Regional Cooperation Council (RCC), Shanghai Cooperation Organisation (SCO).

7. The following non-governmental organizations were represented: Centre for Transportation Studies for the Western Mediterranean (CETMO), European Federation of Road Traffic Victims (FEVR), European River-Sea- Transport Union (ERTSU), European Transport Safety Council (ETSC), Global New Car Assessment Programme, International Association of logistic business, International Association of Ports and Harbors (IAPH), International Coordinating Council on Trans-Eurasian Transportation (CCTT), International Federation of Freight Forwarders Associations (FIATA), 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 Union for Road/Rail Combined Transport (UIRR), International Union of Railways (UIC), Iran National Standard Organization/Pars Quality Innovators CO, National Association of Automobile and Urban Passenger Transport Enterprises of the Russian Federation, Partnership on Sustainable, Low Carbon Transport (SLoCaT), 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, International Association of logistic business, International Center for Transport

Diplomacy, Russian University of Transport,. Representatives from the private sector attended: CAPELEC, CMA CGM S.A., GITS COM, Hupac Intermodal S.A., Sustainable Communications Inc., Shimano Inc.

9. The following representatives also attended at the invitation of the secretariat: Chamber of Commerce and Industry of Serbia, Customs and Trade Facilitation (ICC) Ukraine, Etat de Genève - Département des infrastructures - Office cantonal des transports, EuroLAB, EuroMed Transport Support Project, European Investment Bank (EIB), Federal Roads Office, Fédération Internationale de l'Automobile (FIA), Foreign Trade Chamber of Bosnia and Herzegovina, ITS Ireland, Jonas Speed, La Plate-Forme Intermodale, the Netherlands Vehicle Authority (RDW), Stoneridge Electronics Ltd., Velomotors Group, World Bicycle Industry Association (WBIA).

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/293, Add.1 and Corr.1

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

IV. Environmental challenges to sustainable inland transport (agenda item 2)

Documentation: ECE/TRANS/2020/1, ECE/TRANS/2020/2

11. Building on recommendations by the ITC and Bureau debates, the high-level policy segment's theme in 2020 was "Environmental challenges to sustainable inland transport" (concise report in ECE/TRANS/294/Add.1, Annex I).

12. The high-level policy segment consisted of three panels:

(a) Climate change: the role of sustainable inland transport in emissions reduction and adaptation.

(b) What is the role for transport innovations in addressing effectively environmental and climate challenges?

(c) International cooperation for climate and environment solutions and the role of the ITC as the United Nations Platform for Inland Transport.

13. At the end of the meeting, the ITC Ministerial Declaration: "Enhancing sustainable inland transport solutions for global climate and environmental challenges: a united call for universal action" (Annex I) was endorsed by Ministers and Heads of delegations of Contracting Parties (for the list of countries endorsing the resolution see Annex II). The Ministerial Declaration is a united call for universal action to leverage sustainable inland transport as an effective tool to respond to global climate and environmental challenges in terms relevant to the Committee's mandates. It does so by recognizing the Committee's relevance for international efforts to effectively address these challenges and by calling upon world transport leaders to embrace and even intensify their support for the work of the Committee as the United Nations platform for inland transport, for the benefit of the global community. Most importantly, the declaration articulates a united call to further strengthen the sustainable development of global transport and catalyse committed implementation, inter alia, of the Paris Agreement on climate change.

14. The Committee **welcomed and endorsed** the ITC Ministerial Declaration on "Enhancing sustainable inland transport solutions for global climate and environmental challenges: a united call for universal action", **expressed its commitment to support, as the United Nations Platform for Inland Transport**, the declaration's call for sustainable transport solutions to global climate and environmental challenges, **and decided to include the declaration** as an annex to the report of its eighty-second session (Annex I).

15. Furthermore, the Committee **requested** the secretariat, in close cooperation with the Bureau, with the support of interested governments and key stakeholders **to conduct**

necessary research on provisions in existing frameworks and new needed areas of work to promote cooperation between transport authorities in the field of counteracting the effects of emergency situations of cross-country nature, including epidemics and pandemics, and **present this information** to WP.5 for consideration of further steps and for inclusion to its programme of work.

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

Documentation: ECE/TRANS/2020/R.1 (restricted), Informal document No. 1, ECE/TRANS/2020/R.2 (restricted)

16. The Committee **welcomed** the organization of the Tenth 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 implementation of 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.

17. In line with the decisions at its eighty-first session, the Committee **considered** the revised draft ITC Rules of Procedure (RoP) (ECE/TRANS/2020/R.1) and decided to **adopt them** with the following considerations: (a) subject to a positive outcome of ECOSOC considerations on ITC ToR; (b) the presence of one third of ECE member States shall be required for any decision to be taken, (c) requested the secretariat to reflect this decision on decision-making in the draft RoP, and (d) requested the secretariat to annex the RoP to the report of the Committee (Annex III).

18. The Committee **decided that** those of its Working Parties that had adopted their own RoP, could continue to apply them. Furthermore, the Committee, **invited those of its Working Parties that had not adopted their own RoP to inform ITC** at its eighty-third session in February 2021 about their plans to align their RoP to those of the Committee or the compelling reasons that might necessitate following ECE RoP or developing their own RoP.

19. Furthermore, the Committee **welcomed** ongoing alignment activities by its Working Parties, in response to its invitation to its subsidiary bodies to take follow-up actions to align their work with the ITC strategy (ECE/TRANS/288, paras. 15 (a) and (c)) and decided to **request the secretariat, in close cooperation with** the Working Parties and in consultation with the Bureau to **prepare a report on** alignment activities of WPs and possible future activity for the consideration of the Committee at its eighty-third session.

20. In order to further support efficiency gains for its subsidiary bodies, the Committee **invited** them to further streamline their work, by prioritizing agenda items that are dynamic and of high interest and impact over other items.

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

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

Documentation: ECE/TRANS/2019/3

21. The Committee **took note** of ECE/TRANS/2020/3 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 2019. 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.

22. 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 and **invited** countries, which had not yet done so, to accede to the United Nations conventions and other legal instruments in inland transport.

B. Implementation of the international United Nations inland transport conventions and agreements (statements by delegates)

23. Representatives of United Nations Member States which are contracting parties to United Nations inland transport conventions and agreements had the opportunity to share national and regional experiences, including challenges and local requirements, in their efforts to implement conventions to which they have acceded. The Committee **was informed** by a representative of the Ministry of Infrastructure Development of the United Arab Emirates (UAE) about the national and regional experiences in the development and implementation of the UAE National Smart Mobility Strategy.

24. The Committee, mindful that improving implementation worldwide is a core element of the ITC Strategy and its vision in the run-up to 2030, **welcomed** the statements by United Nations Member States and contracting parties to inland transport conventions and agreements on their national and regional experiences, including challenges and special needs, in their efforts to implement conventions to which they have acceded.

25. Noting that improving implementation worldwide is a core element of the ITC strategy and its vision in the run-up to 2030, **requested the secretariat to prepare an in-depth status report** on key issues and trends in implementing United Nations inland transport conventions under its purview globally, for consideration at its eighty-third session in 2021.

C. Challenges and emerging trends of inland transport in different regions (statements by delegates)

26. Representatives of United Nations Member States that are contracting parties to United Nations inland transport conventions and agreements had the opportunity to share challenges and emerging trends of inland transport in their respective regions. The Committee **was informed** by the Secretary-General of the Shanghai Cooperation Organisation (SCO) about shared challenges and emerging trends of inland transport in SCO countries and the broader region.

27. The Committee **welcomed** the statements by United Nations Member States and contracting parties to inland transport conventions and agreements on challenges and emerging trends of inland transport in their respective regions. In performing its role as the United Nations platform for sustainable inland transport, **requested the secretariat and its subsidiary bodies** to integrate this information in their work, in order to make it more relevant and impactful worldwide.

D. Intelligent transport systems

Documentation: ECE/TRANS/2020/4

28. 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/2020/4). Furthermore, the Committee was **informed** of the activities of the Informal Working Group on Intelligent Transport Systems which adopted revised terms of reference in June 2019.

29. Mr. C. Pfauvadel (France), Chair of the RID/ADR/ADN Joint Meeting, Mr. S. Turf (Belgium), Chair of the Working Party on Inland Water Transport (SC.3), Ms. L. Iorio (Italy), Chair of the Global Forum for Road Traffic Safety (WP.1) and Mr. A. Erario (Italy), Vice-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.

30. The Committee **took note** of the status of implementation of the ITS Road Map that was launched at its seventy-fourth session and **encouraged** continuation of the work of the Working Party on Road Transport (SC.1) on smart roads; of SC.3 on smart shipping, River Information Services, and innovative technologies in the recently adopted European Code for Signs and Signals on Inland Waterways (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 the implementation of the framework document on the safety of automated vehicles; of WP.29/GRVA on regulating autonomous/automated and connected vehicles (incl. cyber security); 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, energy efficiency and traffic management. The Committee invited WP.1 and WP.29 to continue their close cooperation to facilitate the safe deployment of automated vehicles

31. The Committee **noted with satisfaction** that the ITS Road Map 2011–2020, which would come to its conclusion in 2020, encouraged ITS activities linked to infrastructure and all transport modes and contributed to addressing ITS issues in an integrated approach.

32. On this basis and considering the importance of ITS in light of global mega trends, technological developments, and the ongoing transformation of the Committee and its Working Parties, it **decided** that an updated ITS Road Map would be warranted and, therefore, **requested the secretariat, in close cooperation with relevant Working Parties and subsidiary bodies, to prepare it** for consideration in the framework of relevant Working parties and the ITC Bureau and possible adoption at its eighty-third session, subject to availability of resources.

E. Environment, climate change and transport

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

Documentation: ECE/TRANS/2020/5

33. Committee was **informed** about progress in implementing the Sustainable Development Goals and the Committee's role in monitoring of implementation of the transport related Goals, targets and indicators. ITC directly contributes to both processes through its regulatory, analytical, capacity-building and policy-relevant work, supported by statistics (ECE/TRANS/2020/5). The Committee **reiterated its wish to strengthen** its contribution to the monitoring and implementation of 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.

2. Inland Transport Committee acting on Climate Change and the Paris agreement: Decarbonisation and adaptation requirements

Documentation: Informal document No. 2

34. 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. 2). ForFITS is a modelling and assessment tool for CO₂ emissions mainly from inland transport, including a transport policy converter to facilitate climate change mitigation.

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

35. The Committee **welcomed** the efforts for the further development and deployment of ForFITS and **emphasized** its importance in the realization of the 2020 ITC Declaration; **encouraged its members** to support its application in the post-COP 25 period, to assist member States in reaching their goals and obligations; and **requested** the secretariat to continue its efforts for effective fundraising and partnerships in support of a more widespread use and further development of ForFITS.

36. The secretariat presented the report of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes. This report is an outcome of the work of the Group of Experts during its 2015–19 mandate. It contains the Group’s considerations about the main networks and nodes in the ECE region, observed climate changes and, most importantly, the future projections for potential impacts from climate change on those networks and nodes based on the analysis of several climate indices. The projections have been geocoded and are presented on maps displayed in the report as well as available in ECE Geographical Information System (GIS), which was also briefly presented to the Committee. Moreover, the report also contains country experience the forms of case studies demonstrating a range of efforts undertaken by countries to analyse climate change impacts on transport assets and operations. Finally, the report formulates a series of lessons learned and recommendations for future actions at both national and international levels aimed at improving the transport system climate resilience. Among other issues, it has been recommended that all the infrastructural networks, whether E-roads (as per AGR Agreement), E-rail (as per AGC Agreement) or E-waterways (as per AGN Agreement), as well as installations and facilities listed in the AGTC Agreement are geocoded. Also continuation of this important work was recommended.

37. The Committee **welcomed** the final results of the analytical work of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes.

3. Mitigation of environmentally harmful effects of inland transport

38. The Committee was **informed** about progress in relation to work on green transport across the division, in particular in relation to implementing the ITC strategy. The Committee **welcomed** progress in its ongoing work on green transport across the division, in particular in relation to implementing the ITC strategy, and requested the secretariat to prepare a study on green transport for presentation at its eighty-fifth session. The Committee **requested** the secretariat to cooperate with the Committee on Environmental Policy on green transport issues and that the study is shared with WP.5 and the Bureau of ITC. It also **requested** that the work of the car-sharing and car-pooling project is shared with SC.1.

4. Transport, Health and Environment Pan-European Programme

39. The Committee **was informed** by Mr. R. Thaler, Chair of the Transport, Health and Environment Pan-European Programme (THE PEP) about the work undertaken by THE PEP. The Committee **took note with appreciation of** the promising results achieved in THE PEP that bring together national transport, health and environment ministries from pan-European region, international organizations and NGOs, with the aim to promote environment-friendly and health-promoting mobility all over Europe and **expressed** its active support for ECE, WHO, THE PEP and its implementation mechanisms notably THE PEP Partnerships.

40. The Committee **welcomed** the invitation of Austria to host the Fifth High-level Meeting on Transport, Health and Environment which will take place in Vienna on 26 and 27 November 2020, in the frame of ECE, WHO, THE PEP, and where the Vienna Ministerial Declaration and in particular the first ever pan-European masterplan for cycling promotion will be adopted.

41. The Committee **declared** its continued support for the preparation and the deliverables of the Fifth High-level Meeting, in particular finalization of the fact sheet on challenges, opportunities and visions, the first masterplan for cycling promotion, policy recommendations for eco-driving, conclusions and recommendations of the handbook on sustainable transport and urban planning, a third study on green jobs in transport and a study on managed mobility.

42. The Committee **requested** the Committee on Urban Planning, Housing and Land Management to consider how best to promote the activities and outputs of THE PEP related to sustainable urban transport as identified in decision 40 at the Forum of Mayors of Cities of ECE in 2021. It **requested** that the secretariat ask the secretariat of the Committee on Urban Planning, Housing and Land Management to seek synergies in transport and spatial planning in cities, taking into account the impact of the formation of urban planning and regional planning on the dynamics of transport demand.

43. The Committee **encouraged** its members to participate actively at the Fifth High-level Meeting and to ensure a high-level participation of ministers and distinguished delegations and also **encouraged** its members to designate national THE PEP focal points from the transport sector and inform the secretariat.

F. Inland transport security

44. The Committee **was briefed** on the results of a workshop on strengthening security on inland freight routes co-organized with OSCE in conjunction with the WP.5 on Transport Trends and Economics on 3–4 September 2019. The Committee requested the secretariat to keep up the tradition of organizing annual UNECE Inland Transport Security Discussion Forums on selected topics.

G. Analytical work on transport

Documentation: Informal document No. 3, Informal document No. 4, ECE/TRANS/2020/6

45. Mr. P. De Wildt, Chair of the Working Party on Transport Trends and Economics (WP.5) informed the Committee about the analytical work undertaken by WP.5. He recalled the role of WP.5 to serve as a think tank for the Committee leading policy discussions on subjects of a horizontal nature and of relevance to ECE member States, the Committee and its subsidiary bodies. In this context, , he briefed the Committee about the progress in or delivery of important analytical outputs, such as:

- Key lessons learned and recommendations from the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes in analysing climate change impacts on transport networks and nodes (ECE/TRANS/WP.5/2019/3)
- Progress in establishing the ECE-led Transport Infrastructure Observatory
- Progress in benchmarking transport infrastructure construction costs
- Progress in preparing THE PEP Pan-European Cycling Master Plan
- Mobility as a Service (Informal document No. 3)
- Work of the ECE ITC and its Working Parties in assisting member States in achieving the inland transport-related Sustainable Development Goals (ECE/TRANS/WP.5/2019/5)
- SITCIN project (Informal document No. 4)
- A handbook on good practices and case studies in the field of sustainable urban mobility and spatial planning.

46. The WP.5 Chair further informed the Committee that WP.5 considered its role in supporting the operationalization of EATL and other corridors and that it was in the process of consulting its sister working parties, in particular SC.1, SC.2 and WP.24 on best ways to support member States in this important work.

47. Finally, he briefed the Committee that WP.5 agreed on its long-term and the 2020–2021 programmes of work (ECE/TRANS/WP.5/66 Annex II), which have been aligned with the priorities of the ITC strategy until 2030.

48. Following the recommendation from the report of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes, the WP.5 Chair **presented** to the Committee the mandate and terms of reference for the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (ECE/TRANS/2020/6). The role of the new Group would be to continue and further deepen the analysis of the climate change impacts on transport systems. The Committee **approved** the establishment of the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport **and endorsed** its ToR as contained in ECE/TRANS/2020/6, **while noting** that the working languages of the Group of Experts shall be English, French and Russian.

49. The Committee **took note** of the progress that has been made by the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs, **requested** the secretariat to look into the possibility of preparing a simplified version of the corresponding questionnaire² to increase response rate and **called** upon countries to provide necessary infrastructure construction data and information as requested by the Group if not done so yet to help the Group to prepare a data rich report.

50. The Committee **took note** of the progress in developing an ECE-led International Transport Infrastructure Observatory and **encouraged** countries to provide shapefiles data to the secretariat, in particular for transport infrastructure and their use, to be integrated in the observatory.

51. The Committee **took note** of the ongoing UNDA project on the development of Sustainable Inland Transport Connectivity Indicators (SITCIN) and the value this can add for countries wishing to assess their degree of economic connectivity in terms of inland transport system efficiency. The Committee encouraged the secretariat to report back on the project's achievements to the eighty-third ITC session in 2021.

52. The Committee **called upon** WP.5 in close cooperation with WP.24, to continue its work on the operationalization of Euro-Asian Transport corridors and other corridors and **requested** them to present their common proposals through the ITC Bureau, to the eighty-third ITC session in 2021.

H. Road safety

Documentation: ECE/TRANS/2020/7, ECE/TRANS/2020/8, Informal document No. 5, ECE/TRANS/2020/9, Informal document No. 6, ECE/TRANS/2020/10, ECE/TRANS/2020/11, ECE/TRANS/2020/12

53. 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, international driving permits, vulnerable road users, powered two-wheeler policies, the Consolidated Resolution on Road Traffic (R.E.1), and road safety and Sustainable Development Goals.

54. The Committee **welcomed** the initiative of WP.1 on the need to establish a new legal instrument on the use of automated vehicles in road traffic; **decided** not to approve at this stage the establishment of a new Group of Experts on the basis of the TOR as contained in ECE/TRANS/2020/7. **Requested** WP.1, in close cooperation with all relevant Working Parties, especially WP.29 and SC.1, possibly through written consultations, **to reconsider** the proposed ToR, in particular paragraphs 10–12. To accelerate the procedures for the establishment of the Group of Experts, the Committee **authorized** its Bureau to review and approve the request for establishment of the new Group of Experts and endorse its ToR, when resubmitted after adoption by WP.1 for approval by the Bureau. Further steps to move ahead the establishment of the Group of Experts on the basis of its ToR, will be decided by the ITC Bureau.

² The further simplified questionnaire prepared by the secretariat allows Governments to provide project-based infrastructure cost data, instead of a comprehensive data set, and is available here: https://www.unece.org/fileadmin/DAM/trans/main/wp5/questionnaires/BENCHMARKING_QUESTIONNAIRE.zip

55. The Committee was also **informed** about the work and achievements of the Group of Experts on Road Signs and Signals (GERSS) which completed its mandate (in the area of the road signs in the 1968 Convention on Road Signs and Signals) in June 2019 by submitting its final report (ECE/TRANS/WP.1/2019/4) and a corresponding set of comprehensive amendment proposals (ECE/TRANS/WP.1/2019/5). The Committee **approved** the extension of the mandate of the Group of Experts on Road Signs and Signals until 31 December 2020, to allow the Group to complete the work on the road signs which could in the future be incorporated into the 1968 Convention on Road Signs and Signals. The Committee was **informed** on the progress of developing e-CoRSS which is an electronic version of the 1968 Convention on Road Signs and Signals.

56. The Committee **took note** of progress in implementing the ECE Road Safety Action Plan that comes to its conclusion in 2020; **expressed its** support for the activities of the secretariat in the area of road safety, especially for those countries which have yet to fully benefit from it, particularly in Africa, Latin America and South-east Asia; and **provided guidance** on revising the ECE Road Safety Action Plan, as both the current Action Plan and the United Nations Decade of Action for Road Safety reach their end.

57. In line with the ITC Strategy 2030 and with the purpose of strengthening the Committee's contribution to the global efforts to address the road safety crisis, the Committee was **presented** with the draft "ITC Recommendations for Enhancing National Road Safety Systems" (ECE/TRANS/2020/9). The Committee **reiterated** its concern for the limited progress globally in meeting the Sustainable Development Goal targets on road safety and those of the United Nations Decade of Action for Road Safety. The Committee **welcomed** the contributions and support of its Bureau, Working Parties and Administrative Committees in the development of the draft "ITC Recommendations for Enhancing National Road Safety Systems", which were prepared on the basis of the experiences of ECE member States and those of maritime/air safety. It **noted** that the ITC Recommendations for Enhancing National Road Safety Systems should play a key role in supporting the successful, step-by-step integration of the safe-system approach to national efforts to improve road safety. In light of the outcomes of the 3rd Global Ministerial Conference on Road Safety, **invited** interested Member States to send their comments to this document to the secretariat until 31 March 2020. In case of absence of amendments or modifications, **adopt** this document from 1 April 2020³. In case of existence of proposed amendments or modifications, the Committee decided to request its Bureau to approve the document on its behalf at its June 2020 session. **Noting** that it is imperative to ensure that the ITC Recommendations take into consideration future developments affecting the underlying concepts and approach of the Recommendations, as well as outcomes and momentum of major global initiatives, such as the third Global Ministerial Conference on Road Safety (19 and 20 February 2020, Stockholm, Sweden), **decided** that the ITC recommendations should be reviewed and updated triennially, if needed and as appropriate, and requested all its relevant subsidiary bodies to support this process accordingly.

58. The Committee **welcomed and endorsed** the Road Safety System Assessment (RSSA) Concept Note and Outline (ECE/TRANS/2020/10), as a supporting assessment tool that will enhance operationally the abilities of national administrations to systematically and efficiently identify gaps in their national road safety systems, in line with the safety system principle. It **requested** the secretariat to ensure that RSSAs are updated to ensure they remain fully aligned with the ITC Recommendations. The RSSA is based on the comprehensive analysis of the existence and functioning of a country's road safety system including institutions, legislation, enforcement, education, policies, infrastructures and links to the international regulatory support (United Nations road safety conventions).

59. 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/2020/11). The Committee **expressed its appreciation** to the Special Envoy for his leadership, **welcomed** the hosting of the Special Envoy's secretariat by ECE since 2015, and **invited** the United Nations Secretary-General to

³ Note by the secretariat: As no comments from member States were received by 31 March 2020, document ECE/TRANS/2020/9 is considered adopted by ITC.

consider favourably a request from its Member States to maintain the institution of Special Envoy for Road Safety through to 2030 to ensure continued attention on road safety.

60. The Committee **noted with appreciation** the operationalization of the United Nations Road Safety Fund (UNRSF), the successful launch of the first formal call for proposals and progress in setting up the secretariat of the Fund, which is hosted by ECE. The Committee **thanked** Sweden for its contribution as representative of the UNECE region to the Fund's Advisory Board and **invited its member States to convey**, through Sweden, regional views and priorities on the Fund's future direction.

61. Furthermore, the Committee **expressed its strong support** for the regional and global work of UNRSF and **emphasized** its unique role in making a tangible and lasting contribution to successfully meet global road safety targets. It **welcomed** the hosting of the fund's secretariat by ECE, and **encouraged** its member States to consider possible financial contributions to the Fund and to extend their cooperation in support of its mission. The Committee **thanked** Sweden for successfully organizing the third Global Ministerial Conference on Road Safety.

I. Harmonization of vehicle regulations

Documentation: ECE/TRANS/WP.29/2018/2/Rev.2, ECE/TRANS/2020/13

62. Mr. A. Erario (Italy), the Vice-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 WP.29 and its six subsidiary Working Parties (GRBP, GRE, GRPE, GRVA, GRSG and GRSP⁴), the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement and the Executive Committee of the 1998 Agreement (ECE/TRANS/2020/13).

63. The Committee **endorsed** the activities listed in ECE/TRANS/2020/13. It also **endorsed** the establishment by WP.29 of the Framework Document on Automated/Autonomous Vehicles and its implementation mainly by the Working Party on Autonomous/Automated Vehicles (GRVA). The Committee **noted with regret** the limitation of the 179th WP.29 session to three days only as a result of the financial crisis.

64. The Committee **was also informed** about the activities of the World Forum and its Working Parties as reflected in ECE/TRANS/WP.29/2019/1/Rev.2 which provides a detailed overview of the distribution of the areas of work among the different groups.

65. The Committee **noted** that over 40 informal groups worked during 2019 in parallel to WP.29 and to its subsidiary bodies to assist them in developing new vehicle regulations and updating the 152 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 139 amendments.

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

67. The Committee **was informed**, that the lighting regulations simplification package consisting of three new UN Regulations on Light Signalling Devices, on Road Illumination Devices and Retroreflective Devices, which cover the prescriptions of twenty-one individual UN Regulations, entered into force on 15 November 2019. On the same date the new UN Regulation on Blind Spot Information System for the detection of Bicycles entered into force too. The new UN Regulation on Advanced Emergency Braking Systems for M₁ (cars) and N₁ (vans) vehicles, the first UN Regulation developed by the recently created Working Party on Automated/Autonomous and Connected Vehicles entered into force on 22 January 2020.

68. The Committee **noted** that the third amendment of the 1997 Agreement entered into force on 13 November 2019. This amendment will not only enhance clarity of the provisions

⁴ Working Parties on: Pollution and Energy (GRPE); Noise and Tyres (GRBP); Lighting and Light-Signalling (GRE); General Safety Provisions (GRSG); Passive Safety (GRSP); Automated/Autonomous and Connected Vehicles (GRVA).

by adding further definitions, but it also provides for an enhanced level of quality based on the requirements of the new appendix 3 on conformity of the periodical technical inspection process.

69. The Committee **noted** that the Executive Committee of the 1998 Agreement established five amendments to Global Technical Regulations No. 2 (Measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO₂ emissions and fuel consumption), No. 15 (Worldwide harmonized Light vehicle Test Procedure) and to No. 19 (Evaporate Emission Test Worldwide harmonized Light Duty Test Procedure).

70. The Committee **was informed** about the status of ECE hosting of the type-approval database DETA⁵ through XB resources following the entry into force of Revision 3 to the 1958 Agreement. The Committee **reiterated** its support for hosting of the type-approval database DETA at ECE, following the entry into force of Revision 3 to the 1958 Agreement, **took note** of information on the status of ECE hosting of DETA and **reiterated** its support for the request for financing of DETA under the United Nations regular budget.

J. Transport of dangerous goods

Documentation: Informal document No. 7, ST/SG/AC.10/C.3/110, ST/SG/AC.10/C.4/74, ECE/TRANS/ADR/CONF/2019/2, C.N.233.2019.TREATIES-XI.B.14, ECE/TRANS/WP.15/246, ECE/TRANS/WP.15/248, ECE/TRANS/WP.15/AC.1/154 and Add.1, ECE/TRANS/WP.15/AC.1/156 and [Add.1–2], ECE/TRANS/WP.15/AC.2/72, ECE/ADN/51

71. 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.

72. The Committee **noted** that the Economic and Social Council adopted resolution E/RES/2019/7 on 6 June 2019, on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals (see Informal document No. 7) and that the Working Party on the Transport of Dangerous Goods (WP.15), the RID/ADR/ADN⁶ Joint Meeting and the ADN Safety Committee had already taken or are taking action as required in operative paragraphs 3, 4, 5 and 6 of section A of the resolution. The Committee also **noted** that, pursuant to operative paragraph 2 of section A and paragraph 3 of section B, the secretariat had already published the twenty-first revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations (in English, French and Russian), the seventh revised edition of the Manual of Tests and Criteria (in English and French) and the eighth revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS) (in Chinese, English, French and Russian). Other language versions should be available soon.

73. The Committee **noted** that the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council met from 1 to 5 July 2019 (see report [ST/SG/AC.10/C.3/110](#)) and again from 4 to 10 December 2019. The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 8 to 10 July 2019 (see report [ST/SG/AC.10/C.4/74](#)) and again from 11 to 13 December 2019.

74. The Committee **noted with satisfaction** that Uzbekistan acceded to ADR on 24 January 2020 and that the number of contracting parties to the ADR became 52. The Committee also **noted** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the ADR, which was adopted by the Conference of the Contracting Parties on 28 October 1993 had not yet entered into force as not all Contracting Parties to the ADR have become parties to it. The Committee **expressed its concern** that the Protocol amending articles 1 (a), 14 (1)

⁵ Database for the Exchange of Vehicle Type Approvals (DETA).

⁶ Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

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 because not all contracting parties to ADR have become parties to the Protocol. In this regard, **noted with satisfaction** that Malta ratified this Protocol on 18 November 2019 and Uzbekistan on 24 January 2020. The Committee **urged** the remaining contracting parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino and Tajikistan) 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.

75. The Committee **welcomed** the adoption by the Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Road of a Protocol of amendment remove the term “European” in the title of the Agreement, noting that the change will enter into force on 1 January 2021. Following this amendment, the Committee **encouraged** all United Nations Member States to join and fully implement ADR, taking into account General Assembly Resolution 72/271 of 12 April 2018 on Improving global road safety, reaffirming the role and importance of ADR as one of the main United Nations legal instruments contributing to road safety.

76. The Committee **noted** that WP.15 endorsed the common amendments to RID, ADR and ADN adopted by the RID/ADR/ADN Joint Meeting (WP.15/AC.1) during the biennium; adopted amendments specific to ADR, e.g. as regards construction and equipment of vehicles for the carriage of dangerous goods; requested the secretariat to prepare a consolidated list of all the amendments which it had adopted so that they could be made the subject of an official proposal in accordance with the procedure set out in article 14 of ADR. All these amendments should come into force on 1 January 2021.

77. The Committee **endorsed** the request by WP.15 that the consolidated text of ADR as it would be amended on 1 January 2021 be published by the secretariat in English, French and Russian, sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question.

78. The Committee **noted** that the number of Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) remains 18.

79. The Committee **noted** that the Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) (WP.15/AC.2) held its thirty-fifth session from 26 to 30 August 2019. The Committee also **noted** that the ADN Safety Committee has adopted a wide range of new provisions concerning the carriage of dangerous goods in inland navigation vessels and met again from 27 to 31 January 2020 (see agenda ECE/TRANS/WP.15/AC.2/73).

80. The ADN Administrative Committee met on 31 January 2020 (see agenda ECE/ADN/52 and Add.1), mainly to adopt all draft amendments prepared by the Safety Committee in 2019 and January 2020, i.e. the set of amendments that should enter into force on 1 January 2021 and that would ensure harmonization of ADN with ADR and RID.

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

Documentation: ECE/TRANS/2020/14, ECE/TRANS/WP.30/2019/9 and Corr.1, ECE/TRANS/WP.30/2019/7/Rev.1, ECE/TRANS/WP.30/2019/8, ECE/TRANS/WP.30/2019/8/Corr.1 (English only).

81. The Committee **was informed** about the main outcome of the 151st, 152nd and 153th sessions of the Working Party on Customs Questions affecting Transport (WP.30) (ECE/TRANS/WP.30/302, ECE/TRANS/WP.30/304 and ECE/TRANS/WP.30/306) and will be invited to **take note** of the activities of the TIR Administrative Committee (AC.2) in the year 2019, including, but not limited to, amendments adopted

(ECE/TRANS/WP.30/AC.2/141, ECE/TRANS/WP.30/AC.2/143 and ECE/TRANS/WP.30/AC.2/145), as contained in document ECE/TRANS/2020/14.

82. The Committee **welcomed** progress in the discussions at WP.30/AC.2 on the eTIR legal framework, leading up to the agreement on a final text which **was adopted at the February 2020 session of AC.2.**

83. The Committee **expressed its support** for continuing the eTIR project, and to this end:

(a) **decided to prolong** the mandate of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) to the year 2020 until its conversion into a formal Group of Experts;

(b) **urged** contracting parties and relevant stakeholders, once more, to secure the funds required to operationalize the eTIR project;

(c) **urged** contracting parties to not raise an objection to the proposals for a new Annex 11 to the TIR Convention, introducing the computerization of the TIR procedure into the legal text of the Convention; and

(d) **request** the secretariat to continue pilot applications of the eTIR International System based on the eTIR technical specifications, in cooperation with the Member States expressing interest and IRU.

84. At the same time, the Committee **approved the establishment** the Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) **and endorsed** its ToR. The Group of Experts will be expected to meet, at least, twice in 2020 and, at least, twice in 2021 before concluding its work with its final report, to be submitted to WP.30 at its February 2022 session.

85. The Committee **took note** of ongoing issues in the implementation of the TIR Convention in the Republic of Belarus, where carriers are required to submit electronic advance data to customs through a unified platform on a paid basis. In addition, non-residents of Belarus do not have direct access to this unified platform but have to pass through customs brokers (at additional costs). According to WP.30, if not against the letter of Article 46 (no charge for normal customs attendance), this practice goes against the spirit of the TIR Convention.

86. The Committee **was informed** about follow-up actions taken by WP.30 in response to a joint invitation by the Chair of ITC and the Director of the Sustainable Transport Division, to the Chairs of Working Parties and Administrative Committees under the purview of ITC to take follow-up actions on aligning their work with the ITC strategy, in particular its road safety-related aspects. The Committee **took note** that WP.30 expressed its readiness, in principle, to support the implementation of the ITC strategy and, thus, tentatively agreed with the proposed timetable for the tasks to be undertaken, subject to further assessment at any time in the future (ECE/TRANS/2020/14).

L. Transport of perishable foodstuffs

87. Mr. K. de Putter, Vice 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) adopted at the seventy-fifth session of WP.11 in 2019 (ECE/TRANS/WP.11/241).

88. The Committee also **noted** that at its seventy-fourth session WP.11 adopted provisions to allow for the replacement of fluorinated gases (F-gases) used as refrigerants in special equipment currently in use for other refrigerants with lower Global Warming Potential (GWP). F-gases are a family of man-made gases used in a range of industrial applications. Because they do not damage the atmospheric ozone layer, they are often used as substitutes for ozone-depleting substances. However, F-gases are powerful greenhouse gases, with a global warming effect up to 23,000 times greater than carbon dioxide (CO₂), and their emissions are rising strongly. It is therefore important to facilitate the replacement of F-gases for new refrigerants to help reduce emissions and combat climate change.

89. The Committee **noted** that the number of Contracting Parties to the Agreement remains at fifty.

90. The Committee was informed about the passing in 2019 of Mr. Telmo Nobre (Portugal), the Chair of WP.11. A moment of silence was observed to honour his memory and long-time contribution to the work of WP.11 and the Committee.

M. Road transport

91. Mr. R. Symonenko (Ukraine), the Chair of Working Party on Road Transport (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.

92. In particular, the Committee **was updated** on the progress of proposals to amend AETR Article 14 (eligibility to accede), 22 and 22bis (amendment procedures) as well as to create a new Appendix 1C (on the basis of European Union Regulations 165/2014, 2016/799 and 2018/502).

93. The secretariat **also informed** the Committee about the reconciliation of the differences in “AETR regimes” in European Union and non- European Union contracting parties following the compulsory adoption of the smart tachograph by the European Union AETR contracting parties on 15 June 2019.

94. The Committee **was informed** about the number of contracting parties to the Additional Protocol to the CMR Convention (e-CMR), and the creation of an informal group of experts on e-CMR to prepare a paper detailing the research and other actions needed and/or recommended for the operationalization of e-CMR, which was requested by the Committee at its eighty-first session.

95. The Committee **was also informed** about the new technologies in road transport that were shared at the 114th session of SC.1. Additionally discussions related to road infrastructure in general took place during the session.

96. Finally, the Committee **was informed** about the progress in developing a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBus).

N. Rail transport

Documentation: ECE/TRANS/2020/15

97. Mr. H. Groot, the Vice-Chair of the Working Party on Rail Transport (SC.2) **informed** the Committee about the results of the seventy-third session of SC.2 (ECE/TRANS/SC.2/232). The Committee **was also informed** about the results of the workshop on “Making rail freight more competitive: The coordinated development of the rail network with a focus on how to work together at the government and sectoral levels on the EATL” held during the last session of SC.2.

98. The Committee **noted** that amendments to the AGC had been accepted and would be sent to the depository, it also noted that a consolidated version of the agreement had been completed and published (ECE/TRANS/63/Rev.4). 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. The Committee **was also informed** about railway financing, safety and security issues. In addition, the Committee **was updated** on progress in relation to the other key areas addressed by the Working Party aimed at making rail transport more competitive for passenger and freight transport.

99. The secretariat presented the results of work of the Group of Experts towards Unified Railway Law (URL). The Group concluded on two out of its four mandated tasks. The outstanding tasks require additional discussion on (i) whether the system of URL documents should be adopted as separate legally-binding instruments or otherwise, and (ii) what other documents in addition to the ‘contract for carriage of cargo by rail’ should be elaborated. To this end, the Group requested an extension of mandate for one more year to conclude on the

outstanding tasks. The secretariat further informed that SC.2, as the Group's parent body, accepted this request.

100. The Committee **took note of information** about the results of the Group of Experts on Unified Railway Law on preparing a new legal regime for rail transport and **approved** the extension of the mandate of the Group by one more year (two meetings) to complete its mandate.

101. The Committee **approved** the establishment of a Group of Experts on the Permanent Identification of Railway Rolling Stock on the basis of the ToR included in ECE/TRANS/2020/15.

O. Intermodal transport and logistics

102. Ms. J. Elsinger (Austria), the Vice-Chair of the Working Party on Intermodal Transport and Logistics (WP.24) **informed** the Committee about the work carried out by the WP.24. In particular, she briefed the Committee on:

(a) amendments to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and to the Protocol of the AGTC and the preparation of the consolidated texts of the instruments;

(b) the Code of Practice for Packing of Cargo Transport Units (CTU Code) and progress in establishing the Group of Experts on CTU Code;

(c) reporting by ECE member States on their national policy measures to promote intermodal transport;

(d) progress in elaboration of a handbook for national master plans on freight transport and logistics

(e) intermodal and logistics issues along Euro-Asian Transport Links; and

(f) the organization of the Forum on Sustainable Transport Connectivity between Europe and Asia within the framework of WP.24.

103. The Committee **welcomed** the progress from WP.24 in preparing important outputs in particular the handbook on preparing national master plans on freight transport and logistics. It further **called upon** countries to comply with their commitments to report and update measures for promoting intermodal transport and providing data on intermodal transport.

104. The Committee **appreciated** the organization of the forum on sustainable transport connectivity between Europe and Asia in the framework of WP.24 on 30 October 2019 and thanked the ECE and ESCAP secretariats for their efforts in organizing it.

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

Documentation: Informal document No. 8

105. The Committee **was informed** about the recent developments in the Trans-European North-South Motorway (TEM) and the Trans-European Railway (TER) projects (Informal document No. 8). It **expressed its support** the activities carried out in the two projects.

106. Furthermore, the Committee **expressed its support** for the publication in 2021 of two TEM reports, *Managing climate change risks in the road infrastructure subsector* and *Data management in transport infrastructure*, and **encouraged** its members to facilitate their dissemination and thus strengthen their impact in relevant countries.

107. The Committee **was informed** about the status of the TER Deputy Manager, as well as the TEM project management.

Q. Inland water transport

Documentation: ECE/TRANS/2020/16

108. Mr. S. Turf (Belgium), the Chair of the Working Party on Inland Water Transport (SC.3) **informed** the Committee about the latest activities of SC.3.

109. The Committee **endorsed** the White Paper on the progress, accomplishments and future of sustainable inland water transport that was adopted by the Working Party on Inland Water Transport (SC.3) at its sixty-third session.

110. The Committee **took note** on the ongoing work by SC.3 on monitoring the implementation of the Wroclaw Declaration (ECE/TRANS/SC.3/2019/6). The Committee also **took note** of the progress in smart shipping on inland waterways, including resolution No. 95 “Enhancing international cooperation to support the development of automation in inland navigation” adopted by SC.3 at its sixty-third session and in support of developing automation in inland navigation (ECE/TRANS/2020/16).

111. The Committee **was informed** about the progress reached by SC.3 and its subsidiary bodies in 2019: (a) the adoption of the road map for accession to the European Agreement on Main Inland Waterways of International importance; (b) ongoing work on the European Code for Inland Waterways (CEVNI); (c) the adoption of amendment No. 1 to the second revision of resolution No. 61; (d) the adoption of the revised resolution No. 21, “Prevention of pollution of inland waterways by vessels”; (e) adoption of revised Recommendation on electronic chart display and information system for inland navigation (resolution No. 48, revision 4) and the International Standard for Notices to Skippers in Inland Navigation (resolution No. 80, revision 1); (f) the promotion of recreational navigation, including the activities of the Informal Working Group on Recreational Navigation, updating annex IV to resolution No. 40, International Certificate for Operators of Pleasure Craft (ICC) and the online database of ICC specimens.

112. The Committee **took note** of the decision of SC.3 (a) on how to align its activities with the ITC strategy, (b) to continue preparing its programme of work and biennial evaluation for two years, and (c) the adopted programme of work and biennial evaluation for 2020–2021 (ECE/TRANS/SC.3/2019/21).

113. The Committee **was informed** about the outcome of the workshops on inland water transport held in 2019: (a) “Education standards and professional requirements in inland navigation” (13 February 2019), (b) Encouraging the realization of a modern fleet, enhancing navigation safety and fostering innovations (19 June 2019) and (c) Integration of Inland Water Transport in Multimodal Transport and Logistics Chains (6 November 2019).

R. Transport statistics and data

Documentation: ECE/TRANS/2020/17, Informal document No. 9

114. Mr. Peter Smeets (Netherlands), Chair of the Working Party on Transport Statistics (WP.6) and Ms. A. Oblak Flander (Slovenia), the Vice-Chair of WP.6, informed the Committee about the latest activities in transport statistics, including updates regarding the seventieth session of the Working Party on Transport Statistics, which started with a workshop on urban public transport statistics in the context of monitoring Sustainable Development Goal 11.

115. The Committee **was informed** that the secretariat has recently prepared a number of publications including 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/2020/17 and Informal document No. 9). The Committee **was also informed** that the fifth edition of the Glossary for Transport Statistics was published in July 2019 in cooperation with Eurostat and the International Transport Forum.

116. The Committee **noted** that WP.6 continues to be actively involved in monitoring the transport-related Sustainable Development Goals and is working towards guidance on how countries may measure indicator 9.1.2 on passenger and freight volumes.

VII. Strategic questions of partnerships and technical assistance (agenda item 5)

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

Documentation: ECE/TRANS/2020/18

117. In line with the ITC Strategy until 2030, the Committee **was presented** with the draft ITC Capacity Development Action Plan (2020–2025), as contained in ECE/TRANS/2020/18. The secretariat **informed** the Committee about the consultations on preparing the Action Plan.

118. The Committee, in line with the ITC strategy until 2030, **adopted** the ITC Capacity Development Action Plan (2020–2025), as contained in ECE/TRANS/2020/18.

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

119. The Chief of the United Nations Office of the High Representative for the LDCs, LLDCs and SIDS (UN-OHRLLS) **informed the Committee** about the outcomes of the Comprehensive High-Level Mid-term Review of Implementation of the Vienna Programme of Action which was held in New York on 5 and 6 December 2019. The Committee **was also briefed** by the secretariat on the outcomes of a workshop on quantifying transport costs for landlocked developing countries co-organized with United Nations OHRLLS in conjunction with WP.5 on 2 September 2019.

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

1. Transport developments in the European Union

Documentation: ECE/TRANS/2020/25⁷

120. 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 2019.

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

121. 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

122. The Committee was informed by a representative of the World Bank about their recent activities of interest to the Committee, including in the African region.

123. The Committee **was informed** by a representative of the Regional Cooperation Council about their recent activities of interest to the Committee.

124. The Committee was informed by a representative of UNCTAD about their recent activities of interest to the Committee / in the area of sustainable and resilient freight transport.

⁷ Document submitted by the European Commission after the eighty-second session of the Committee.

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

125. The Committee **was informed** about ESCAP's ongoing and planned activities of interest for the ITC.

D. **Draft Annual Report of activities undertaken by the Committee's subsidiary bodies in 2019**

Documentation: ECE/TRANS/2020/19

126. The Committee **was presented** with a comprehensive report of activities undertaken by the Committee's subsidiary bodies during 2019, in administering the 59 United Nations conventions, agreements and other types of legal instrument which shape the international legal framework for road, rail, inland waterway, intermodal transport, dangerous goods transport and vehicle construction (ECE/TRANS/2020/19). The focus is on the impacts of the work of the Working Parties and contribution to implementing the Sustainable Development Goals.

127. The Committee **welcomed** the annual report with a renewed focus on the impacts of the work of the Transport Subprogramme and **encouraged** member States and contracting parties to share with the secretariat and within the framework of the Committee's Working Parties, as appropriately, evidence-based information on the impacts of the ongoing work of the Committee's subsidiary bodies in administering United Nations inland transport conventions, as assessed through national reviews, estimates, cost-benefit analyses and other relevant tools deployed by national administrations.

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

A. **Economic and Social Council, and other United Nations bodies and Conferences**

128. The Committee **was informed** by the secretariat about recent matters arising from Economic and Social Council and other United Nations bodies and Conferences of interest to the Committee. In particular the secretariat updated the Committee about ECE active participation in the preparations of the Conference, as:

- Coorganizer of three sessions, namely: Session 3 on "Sustainable and safe transport-Enhancing transport safety and realizing SDG target 3.6"; Session 11 on "Sustainable transport and innovation - increasing transport efficiency by optimizing resources"; and Session 13 "Sustainable transport and capacity-building - Regional experiences from the UN regional commissions and MDBs".
- Contributor to the preparation of the interagency report, one of the main outputs of the Conference.

B. **Activities of the Commission and report of the Committee to the Executive Committee**

129. The Committee **was informed** by the secretariat about recent matters arising from activities of the Commission of interest to the Committee, including about further development of ECE-wide nexus areas, i.e. intersectoral (horizontal) coordination workstreams in ECE, as part of aligning the work of ECE to the Sustainable Development Goals.

130. The Committee was updated on the latest developments linked to potential restrictions to the interpretation services provided in support of meetings of its Bureau, including room-capacity limitations due to the implementation of the Strategic Heritage Plan (SHP) of the Palais des Nations. The Committee **regretted** to be informed of the potential interruption of interpretation services to meetings of the ITC Bureau and **insisted** on continued interpretation support in the future. Furthermore, it **requested** the ITC Chair to include the issue of the importance of the availability of interpretation in the three languages to the ITC Bureau, as had been the long-standing practice, in his report to EXCOM, if necessary and appropriate.

IX. Approval of the reports of the Committee's subsidiary bodies (agenda item 7)

Documentation: ECE/TRANS/WP.1/167, ECE/TRANS/WP.1/169; ECE/TRANS/WP.5/66; ECE/TRANS/WP.6/177; ECE/TRANS/WP.11/241; ECE/TRANS/WP.15/246, ECE/TRANS/WP.15/248, ECE/TRANS/WP.15/AC.1/154 and Add.1, ECE/TRANS/WP.15/AC.1/156 and Add.1–2, ECE/TRANS/WP.15/AC.2/72 and Add.1, ECE/TRANS/WP.15/AC.2/70 and Corr.1, ECE/ADN/49, ECE/AND/51; ECE/TRANS/WP.24/145; ECE/TRANS/WP.29/1145, ECE/TRANS/WP.29/1147, ECE/TRANS/WP.29/1149; ECE/TRANS/WP.30/302, ECE/TRANS/WP.30/304, ECE/TRANS/WP.30/306; ECE/TRANS/WP.30/AC.2/141, ECE/TRANS/WP.30/AC.2/145; ECE/TRANS/SC.1/412, ECE/TRANS/SC.1/410; ECE/TRANS/SC.2/232; ECE/TRANS/SC.3/210

131. The Committee **approved** as a whole the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references in the complete ITC report on the basis of the respective annotations contained in this document.

X. Results of the meetings of the Bureau of the Inland Transport Committee (agenda item 8)

Documentation: ECE/TRANS/2020/20

132. The Committee **considered** document ECE/TRANS/2020/20, containing the results of the meetings held by the Bureau of the Inland Transport Committee in 2019. The Committee referred to the decisions of the Bureau under the relevant items of its agenda.

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

XI. Election of officers for ITC sessions in 2021 and 2022 (agenda item 9)

134. The Committee **elected** Mr. Kristof Schockaert (Belgium) as Chair; Ms. Marie-Pierre Meganck (France), Mr. Jerzy Kleniewski (Poland), Mr. Robert Ravzan Dobre (Romania) and Mr. Sergey Andreev (Russian Federation) as Vice-Chairs.

XII. Composition of the ITC Bureau for the ITC sessions in 2021 and 2022 (agenda item 10)

135. The Committee **decided** on the composition of its Bureau for the preparation of its sessions in 2021 and 2022, as follows:

Chair:	Mr. Kristof Schockaert	(Belgium)
Vice-Chairs:	Ms Marie-Pierre Meganck	(France)
	Mr. Jerzy Kleniewski	(Poland)
	Mr. Robert Ravzan Dobre	(Romania)

	Mr. Sergey Andreev	(Russian Federation)
Members:	Mr. Philipp von Carnap-Bornheim	(Germany)
	Mr. Antonio Erario	(Italy)
	Mr. Hans G. Scholten	(Netherlands)
	Mr. Jean-Claude Schneuwly	(Switzerland)
	Mr. Roman Symonenko	(Ukraine)

XIII. Programme of work for 2020 (agenda item 11)

Documentation: ECE/TRANS/2020/21

136. The Committee **adopted** the draft programme of work of the Transport Subprogramme for 2020 (ECE/TRANS/2020/21) and **recommended** it to the Executive Committee for approval.

XIV. Programme Plan for 2021 (agenda item 12)

Documentation: ECE/TRANS/2020/22

137. The Committee **reviewed** the Programme Plan for 2021 for the Transport Subprogramme (ECE/TRANS/2020/22/Rev.1), **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.

XV. List of publications for 2021 (agenda item 13)

Documentation: ECE/TRANS/2020/23

138. The secretariat **informed** the Committee about the publications programme for 2021, in line with the United Nations management reform. The Committee **expressed its support for and endorsed** the publications programme for 2021 contained in ECE/TRANS/2020/23 and **recommended** that the relevant Working Parties take part in the preparation of these publications, if appropriate.

XVI. Schedule of meetings in 2020 (agenda item 14)

Documentation: ECE/TRANS/2020/24

139. The Committee **adopted** the list of meetings in 2020, based on proposals from the Committee's subsidiary bodies, as contained in ECE/TRANS/2020/24.

XVII. Any other business. Dates of next session Schedule of meetings in 2020 (agenda item 15)

140. The Committee **noted** that its eighty-third session is tentatively scheduled to be held in Geneva from 23 to 26 February 2021.

XVIII. Adoption of the list of main decisions of the eighty-second session (agenda item 16)

141. The Committee **adopted** the list of main decisions of the eighty-second session (ECE/TRANS/2020/R.3 and Informal document No. 10).

Annex I

Enhancing sustainable inland transport solutions to global climate and environmental challenges — a united call to action

Ministerial Declaration

We, the ministers and other heads of delegation of contracting parties to United Nations conventions under the purview of the Inland Transport Committee, attending its eighty-second plenary session,

Recognizing the need for the transport sector to strengthen global response to the threat of climate change and the urgent call for more effective measures in reducing greenhouse emissions and adaptation actions to meet global emission reduction goals,

Taking note of the findings of the special report of 2018 of the Intergovernmental Panel on Climate Change on the impacts of global warming of 1.5°C above pre-industrial levels, especially the contribution of transport to the warming of the planet,

Fully aware of the new era in international cooperation aimed at addressing the changing climate and its impacts, marked in particular by the adoption of the 2030 Agenda for Sustainable Development and its Sustainable Development Goals, and the 2015 Paris Agreement on climate change,

Welcoming the Climate Action Summit 2019 convened by the Secretary-General, and taking note of the multi-partner initiatives and commitments presented during the Summit, in particular those related to climate friendly transport, as well as climate adaption and resilience,

Welcoming the specific role of the Ministerial Transport Conference for Landlocked Developing Countries under the theme Ashgabat Process: Financing for Better Connectivity organized by the Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, and the Government of Turkmenistan on 26–27 March 2020 in Avaza, Turkmenistan, to promote regional connectivity, particularly in the area of transit transport infrastructure development and for facilitating faster transit including advances in sustainable energy, investment promotion and diversification,

Recalling General Assembly resolution 74/219 on protection of global climate for present and future generations,

Acknowledging the unique role of the Inland Transport Committee as the United Nations platform for inland transport and thus, through the conventions of the United Nations under its purview, a key actor in improving the environmental performance of motorized road transport, supporting the energy transition in the sector and accelerating the shift to more environmentally friendly modes of transport,

Acknowledging that the support of new technologies in the area of digitalization, automation and intelligent transport systems may lead to efficiencies that improve the sector's environmental performance, and that the transfer of these technologies to developing countries on concessional and preferential terms would enhance their ability to respond to climate and environmental challenges, and contribute to the overall global efforts to combat climate change,

Welcoming the contribution of the Inland Transport Committee and its subsidiary bodies to addressing the increased vulnerability of inland transport infrastructure and mobility due to the increasing severity and frequency of weather-related catastrophic events, as well as slower-onset climate change impacts, including the report on climate change impacts and adaptation for transport networks and nodes,

Aware that all the changes that need to be implemented to address the challenges resulting from climate change, including reducing emissions, adapting to climate change, and developing more resilient and safe transport systems, require global commitment and input from States Members of the United Nations that are contracting parties to the United Nations transport conventions administered

under the purview of the Committee, including through availing the necessary technology, capacity and finance to developing and least developed Member States,

Declare:

(a) Our united stance on the need to leverage sustainable inland transport as an effective tool to respond to global climate and environmental challenges;

(b) Our commitment to implementing the relevant decisions articulated in the previous ministerial resolutions endorsed by the Committee, in particular in paragraph 4 of the ministerial resolution of 2017 on embracing the new era for sustainable inland transport and mobility, in which we decided to use the platform of the Committee to address the challenges faced as a consequence of climate change, and in paragraph 5 of the ministerial resolution of 2019, in which we pledged to support the harmonization of new technologies that would reduce pollution and greenhouse gases;

(c) Our readiness to promote the sustainability of inland transport systems through the development and dissemination of innovations in technology, especially in clean energy, sustainable mobility management or governance that may reduce the environmental impact of the sector and to encourage adaptations to current transport systems that ensure their continued viability through, inter alia, provisions of finance and capacity to developing Member States;

(d) Our resolve to strengthen the role of the Inland Transport Committee as the United Nations platform for inland transport and, through it, to foster an urgently needed, truly holistic and integrated approach to all inland transport modes;

(e) Our determination to continue using the Committee's relevant regulatory functions to reduce harmful emissions and promote harmonized solutions to climate issues and environmental degradation, in accordance with the United Nations Framework Convention on Climate Change and its Paris Agreement, while adhering to the principles of openness, inclusivity, and respective capabilities with regard to the contributions of all States Members of the United Nations;

(f) Our support for the work of the Committee in assessing future climate change impacts on inland transport, in line with the relevant best available science provided by the Intergovernmental Panel on Climate Change, and identifying effective adaptation measures;

(g) Our expectation that the present united call to action feeds into the deliberations and final outcomes of transport-related global intergovernmental initiatives, starting with the Second Global Sustainable Transport Conference (5 to 7 May 2020, Beijing), in order to further strengthen our efforts in the pursuit of sustainable development of global transport and catalyse committed implementation, inter alia, of the Paris Agreement on Climate Change.

Annex II

List of countries adopting the ITC Ministerial Declaration as of 28 February 2020

Azerbaijan	Portugal
Bulgaria	Romania
Belgium	Serbia
Congo	Senegal
France	Slovenia
Finland	Spain
Germany	Sweden
Greece	Switzerland
Israel	Tonga
Kyrgyzstan	Turkmenistan
Lao PDR	Ukraine
Mauritius	United Arab Emirates
Montenegro	United Kingdom of Great Britain and Northern Ireland
Myanmar	Zimbabwe
The Netherlands	
Poland	

Total number of countries: 30

Annex III**Rules of Procedure of the Inland Transport Committee****Contents**

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Rules of Procedure of the Inland Transport Committee

Chapter I Participation

Rule 1

(a) ECE member States participate at the ITC sessions as full members with voting rights.

(b) Non-ECE Member States have the right to participate as full members to the segments of the ITC session that deal with legal instruments¹ to which they are contracting parties and remain in a consultative capacity in other parts.

(c) States that do not fall under subparagraphs (a) and (b) may participate in the ITC sessions in a consultative capacity.

(d) Specialized agencies, intergovernmental organizations and non-governmental organizations in consultative status with the Economic and Social Council, may, in accordance with paragraphs 12² and 13³ of the Terms of Reference of the Economic Commission for Europe (“ECE” or “the Commission”), participate in a consultative capacity in the Committee in discussions that the Committee may hold on any matter of particular concern to those agencies or organizations.

(e) Non-governmental organizations not in consultative status with the Economic and Social Council may, subject to the approval of the Committee and respecting the principles set forth in Economic and Social Council resolution 1996/31, parts I and II, participate with consultative status in discussions that the Committee may hold on any matter of interest to these organizations.

(f) Consultations with specialized agencies and the International Atomic Energy Agency (IAEA) shall be conducted in accordance with Rule 51 of the Rules of Procedure of ECE.

(g) Consultations with non-governmental organizations shall be conducted in accordance with Rules 52 and 53 of the Rules of Procedure of ECE. Non-governmental organizations with consultative status under paragraph (d) shall be treated as non-governmental organizations included on the list.

Chapter II Sessions

Rule 2

Sessions of the Committee shall be held on dates fixed by the Committee, after consultation with the secretariat, at previous meetings.

¹ See appendix for the list of legal instruments.

² Paragraph 12: “The Commission shall invite representatives of specialized agencies and may invite representatives of any intergovernmental organizations to participate in a consultative capacity in its consideration of any matter of particular concern to that agency or organization, following the practices of the Economic and Social Council.”

³ Paragraph 13: “The Commission shall make arrangements for consultation with non-governmental organizations which have been granted consultative status by the Economic and Social Council, in accordance with the principles approved by the Council for this purpose and contained in Council resolution 1996/31, parts I and II.”

Rule 3

Sessions shall ordinarily be held at the United Nations Office at Geneva (UNOG). The Committee may, with the concurrence of the Commission or the Executive Committee if the Commission is not in session, decide to hold a particular session elsewhere. In that case, the relevant United Nations rules and regulations shall apply.

Rule 4

The secretariat shall, at least forty-two days before the commencement of a session of the Committee, distribute a notice of the opening date of the session, together with a copy of the provisional agenda. The basic documents relating to each item appearing on the provisional agenda of a session shall be transmitted not less than forty-two days before the opening of the session, provided that in exceptional cases the secretariat may, for reasons to be stated in writing, transmit such documents not less than twenty-one days before the opening of the session.

**Chapter III
Agenda****Rule 5**

The provisional agenda for each session shall be drawn up by the secretariat in consultation with the Chair and the Bureau.

Rule 6

The provisional agenda for any session shall include:

- (a) Items arising from previous sessions of the Committee;
- (b) Items proposed by the Economic Commission for Europe or its Executive Committee;
- (c) Items proposed by any member of the Committee, or non-member of the Committee which may propose items that are related to legal instruments to which they are contracting parties;
- (d) Items proposed by a specialized agency in accordance with the agreements of relationship concluded between the United Nations and such agencies; and
- (e) Any other items which the Chair or the Bureau or the secretariat see fit to include.

Rule 7

The first item upon the provisional agenda for each session shall be the adoption of the agenda.

Rule 8

The Committee may amend the agenda at any time during the session.

Chapter IV Representation

Rule 9

Each full member, as defined in rule 1, shall be represented on the Committee by an accredited representative.

Rule 10

A representative may be accompanied to the sessions of the Committee by alternate representatives, advisers and experts and, when absent, he or she may be replaced by an alternate representative.

Rule 11

(a) Each full member shall submit the names of a representative, alternate representatives and experts to the secretariat at the latest one week before the opening of the session.

(b) The secretariat shall prepare a provisional list of above-mentioned persons scheduled to attend the session and make it available to the permanent missions and permanent observer missions to the United Nations Office at Geneva two working days before the opening of the session.

(c) The secretariat shall prepare a list of the names of all persons attending the session and make it available to them at the end of the session.

Chapter V Officers and other members of the Bureau

Rule 12

(a) The Committee shall, every two years, elect a State from among the ECE member States, as the Chair who shall hold office for a maximum of two consecutive terms and until the term of office of its successor commences. The representative of the elected State will be the Chair. The Committee will also, at the same meeting, elect up to four ECE member States whose representatives will become Vice-Chairs for the same period. The Chair and Vice-Chairs of the Committee will also serve as the Chair and Vice-Chairs of the Bureau.

(b) The Committee at the same meeting shall also elect a limited number, subject to decision of the ITC,⁴ of ECE member States as Bureau members for the same period as the Chair and Vice-Chairs.

(c) Nominations for the positions referred to in paragraphs (a) and (b) above will be submitted to the secretariat, if possible, ten days before the start of the session during which elections will be conducted.

⁴ This rule based on the decision of the Inland Transport Committee adopted at its seventy-fourth session in 2012 in which it “decided to enlarge [...] the composition of its Bureau up to one-fourth of the ECE member States, including the Chair and the Vice-Chairs” (ECE/TRANS/224, para. 96). The rule is also on the decision of the Committee at its eightieth session in 2018 in which it decided “to increase the number of ITC Vice-Chairs to four” (ECE/TRANS/274, para. 127).

Rule 13

If the Chair is absent from a meeting, or any part thereof, one of the Vice-Chairs, designated by the Chair, shall preside.

Rule 14

If the Chair, Vice-Chairs or a member of the Bureau ceases to represent his or her State, the new representative of that State will become the new Chair, Vice-Chair or member of the Bureau for the unexpired portion of the term. If the Chair, Vice-Chair or a member of the Bureau can no longer hold office, the alternate representative will become the new Chair or Vice-Chair or member of the Bureau for the unexpired portion of the term.

Rule 15

The Vice-Chair acting as Chair shall have the same powers and duties as the Chair.

Rule 16

The Chair or the Vice-Chair acting as Chair shall participate in the meetings of the Committee in this capacity and not as the representative of their State. The Committee shall admit an alternate representative to represent that member in the meetings of the Committee and to exercise its right to vote.

**Chapter VI
Bureau****Rule 17**

The Committee shall adopt the terms of reference and the rules of procedure of its Bureau and may amend these when necessary. The Committee provides general guidance to the Bureau.

Rule 18

The key functions of the Bureau are:

- (a) To monitor and ensure implementation of decisions and recommendations of the Committee, as appropriate, during intersessional periods;
- (b) To ensure effective and transparent preparations of forthcoming sessions and, for that purpose, to collectively outreach to and consult with all members of the Committee, and other stakeholders as appropriate;
- (c) To ensure effective conduct of business during the sessions and to facilitate reaching agreement on decisions and recommendations.

**Chapter VII
Subsidiary bodies other than the Bureau****Rule 19**

With the approval of the Commission, the Committee may establish such bodies, such as continually acting Working Parties or other subsidiary bodies, as it deems necessary for the performance of its functions and shall define the powers and composition of each of them.

Such autonomy as may be necessary for the effective discharge of the technical responsibilities laid upon them may be delegated to them.

Rule 20

The Committee shall adopt the terms of reference and rules of procedure of its subsidiary bodies. Unless the Committee decides otherwise, the present rules of procedure shall apply to the procedure of any subsidiary body until such time as the Committee adopts the relevant rules of procedure. Subsidiary bodies of the Committee may develop and recommend for adoption by the Committee their rules of procedure.

Rule 21

Subsidiary bodies should, as set out in rule 1, consult non-governmental organizations with general consultative status with the Economic and Social Council which, because of their importance as regards their activity and the number of their members, play a part on questions within the competence of the Committee and deemed of interest to such organizations. These organizations could in appropriate cases be invited to be represented at meetings of subsidiary bodies.⁵

Chapter VIII Secretariat

Rule 22

The Executive Secretary shall act in that capacity at all meetings of the Committee and of its subsidiary bodies. He or she may appoint another member of the staff to take his/her place at any meeting.

Rule 23

A representative of the secretariat may at any meeting make either oral or written statements concerning any question under consideration.

Rule 24

The secretariat shall be responsible for the necessary arrangements being made for the meetings of the Committee including its Bureau, and its subsidiary bodies.

Chapter IX Conduct of business

Rule 25

The Chair may declare a meeting open and permit the debate to proceed when at least one third of the members of the Committee are present. The presence of one third of ECE member States shall be required for any decision to be taken.

⁵ This rule cannot be considered as implying, between the non-governmental organizations with general consultative status with ECOSOC, any discrimination contrary to the decision and rules of the General Assembly or the Economic and Social Council.

Rule 26

In addition to exercising the powers conferred upon him/her elsewhere by these rules, the Chair shall declare the opening and closing of each meeting of the Committee, shall direct the discussion, ensure the observance of these rules, and shall accord the right to speak, put questions to the vote, and announce decisions. The Chair may also call a speaker to order if his/her remarks are not relevant to the subject under discussion.

Rule 27

During the discussion of any matter a representative may raise a point of order. In this case the Chair shall immediately state his/her ruling. If it is challenged, the Chair shall forthwith submit his/her ruling to the Committee for decision and it shall stand unless overruled.

Rule 28

During the discussion of any matter a representative may move the adjournment of the debate. Any such motion shall have priority. In addition to the proposer of the motion, one representative shall be allowed to speak in favour of, and one representative against, the motion, after which the motion shall be put to the vote immediately.

Rule 29

A representative may at any time move the closure of the debate whether or not any other representative has signified his wish to speak. Not more than two representatives may be granted permission to speak against the closure, after which the motion shall be put to the vote immediately.

Rule 30

The Committee may limit the time allowed to each speaker, if it is considered in the interest of ensuring an orderly session.

Rule 31

Principal motions and resolutions shall be put to the vote in the order of their submission unless the Committee decides otherwise.

Rule 32

When an amendment revises, adds to or deletes from a proposal the amendment shall be put to the vote first, and if it is adopted, the amended proposal shall then be put to the vote.

Rule 33

If two or more amendments are moved to a proposal, the Committee shall vote first on the amendment furthest removed in substance from the original proposal, then, if necessary, on the amendment next furthest removed and so on, until all the amendments have been put to the vote.

Rule 34

The Committee may, at the request of a representative, decide to put a motion or proposal to the vote in parts. If this is done, the text resulting from the series of votes shall be put to the vote as a whole.

**Chapter X
Voting****Rule 35**

Each full member of the Committee shall have one vote.

Rule 36

Decisions of the Committee shall normally be taken by consensus. In the absence of consensus, decisions of the Committee shall be made by a majority of the full members present and voting.

For the purpose of these rules, the phrase “members present and voting” means members casting an affirmative or negative vote. Members which abstain from voting are considered as not voting.

Rule 37

The Committee shall take no action in respect of any country without the agreement of the Government of that country.

Rule 38

(a) The Committee may vote by show of hands. If any representative requests a roll call, a roll call shall be taken in the English alphabetical order of the names of the full members.

(b) When the Committee votes by mechanical means, a non-recorded vote shall replace a vote by show of hands and a recorded vote shall replace a roll-call. A representative may request a recorded vote. In the case of a recorded vote, the Committee shall, unless a representative requests otherwise, dispense with the procedure of calling out the names of the full members.

(c) The vote of each full member in a roll-call or a recorded vote shall be inserted in the record.

Rule 39

All elections shall be decided by secret ballot, unless, in the absence of any objection, the Committee decides to proceed without taking a ballot on an agreed candidate or slate.

Rule 40

If a vote is equally divided upon matters other than elections, a second vote shall be taken. If this vote also results in equality, the proposal shall be regarded as rejected.

Chapter XI Languages

Rule 41

English, French and Russian shall be the working languages of the Committee.

Rule 42

Interventions made in any of the working languages shall be interpreted into the other working languages.

Chapter XII Records

Rule 43

As soon as possible, the text of all reports, resolutions, recommendations and other formal decisions made by the Committee and its subsidiary bodies shall be communicated to the participants listed in rule 1.

Chapter XIII Publicity of meetings

Rule 44

The meetings of the Committee shall ordinarily be held in public. The Committee may decide that a particular meeting or meetings shall be held in private.

Chapter XIV Reports

Rule 45

The Committee shall submit to the Commission a full report on its activities and plans, including those of any subsidiary bodies, once a year.

Chapter XV Amendments and suspensions

Rule 46

Any of these rules of procedure may be amended or suspended by the Committee provided that the proposed amendments or suspensions do not attempt to set aside the Committee's terms of reference.

Appendix

List of legal instruments under the purview of the Inland Transport Committee¹

<i>Nb.</i>	<i>Title</i>
1	Declaration on the Construction of Main International Traffic Arteries, of 16 September 1950
2	European Agreement on Main International Traffic Arteries (AGR), of 15 November 1975
3	European Agreement on Main International Railway Lines (AGC), of 31 May 1985
4	European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), of 1 February 1991
5	Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) of 1991, of 1997
6	European Agreement on Main Inland Waterways of International Importance (AGN), of 19 January 1996
7	Convention on Road Traffic, of 19 September 1949
8	Convention on Road Traffic, of 8 November 1968
9	Protocol on Road Signs and Signals, of 19 September 1949
10	Convention on Road Signs and Signals, of 8 November 1968
11	European Agreement supplementing the 1968 Convention on Road Traffic, of 1 May 1971
12	European Agreement supplementing the Convention on Road Signs and Signals (1968), of 1 May 1971
13	European Agreement on the Application of Article 23 of the 1949 Convention on Road Traffic concerning the Dimensions and Weights of Vehicles Permitted to Travel on Certain Roads of the Contracting Parties, of 16 September 1950
14	European Agreement supplementing the 1949 Convention on Road Traffic and the 1949 Protocol on Road Signs and Signals of 16 September 1950
15	European Agreement on Road Markings, of 13 December 1957
16	Protocol on Road Markings, Additional to the European Agreement supplementing the Convention on Road Signs and Signals, of 1 March 1973
17	Agreement on Minimum Requirements for the Issue and Validity of Driving Permits (APC), of 1 April 1975
18	Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, of 20 March 1958

¹ The latest list of legal instruments and contracting parties can be found here: https://www.unece.org/trans/conventn/agreem_cp.html

<i>Nb.</i>	<i>Title</i>
19	Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997
20	Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles, of 25 June 1998
21	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), of 1 July 1970
22	Convention on the Taxation of Road Vehicles for Private use in International Traffic, of 18 May 1956
23	Convention on the Taxation of Road Vehicles engaged in International Passenger Transport, of 14 December 1956
24	Convention on the Taxation of Road Vehicles engaged in International Goods Transport, of 14 December 1956
25	Convention on the Contract for the International Carriage of Goods by Road (CMR), of 19 May 1956
26	Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR), of 5 July 1978
27	Additional Protocol to the CMR concerning the electronic consignment note (e-CMR)
28	Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR), of 1 March 1973
29	Protocol to the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR), of 5 July 1978
30	General Agreement on Economic Regulations for International Road Transport, of 17 March 1954
31	Convention relating to the Unification of Certain Rules concerning Collisions in Inland Navigation, of 15 March 1960
32	Convention on the Registration of Inland Navigation Vessels, of 25 January 1965
33	Convention on the Measurement of Inland Navigation Vessels, of 15 February 1966
34	Convention relating to the Limitation of the Liability of Owners of Inland Navigation Vessels (CLN), of 1 March 1973
35	Protocol to the Convention relating to the Limitation of the Liability of Owners of Inland Navigation Vessels (CLN), of 5 July 1978
36	Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterway (CVN), of 6 February 1976
37	Protocol to the Convention on the Contract for the International Carriage of Passengers and Luggage by Inland Waterways (CVN), of 5 July 1978
38	Convention concerning Customs Facilities for Touring, signed in New York on 4 June 1954
39	Additional Protocol to the Convention concerning Customs Facilities for Touring, relating to the importation of tourist publicity documents and material, signed in New York on 4 June 1954

<i>Nb.</i>	<i>Title</i>
40	Customs Convention on the Temporary Importation of Private Road Vehicles, signed in New York on 4 June 1954
41	Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 15 January 1959
42	Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 14 November 1975
43	Customs Convention on the Temporary Importation for Private Use of Aircraft and Pleasure Boats, of 18 May 1956
44	Customs Convention on the Temporary Importation of Commercial Road Vehicles, of 18 May 1956
45	International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail, of 10 January 1952
46	International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail, of 10 January 1952
47	Customs Convention concerning Spare Parts Used for Repairing Europ Wagons, of 15 January 1958
48	Customs Convention on Containers, of 18 May 1956
49	Customs Convention on Containers, of 2 December 1972
50	European Convention on Customs Treatment of Pallets Used in International Transport, of 9 December 1960
51	International Convention on the Harmonization of Frontier Controls of Goods, 21 October 1982
52	Convention on Customs Treatment of Pool Containers Used in International Transport, 21 January 1994
53	European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 30 September 1957
54	Protocol amending article 1 (a), article 14 (1) and article 14 (3) (b) of the European Agreement of 30 September 1957 concerning the International Carriage of Dangerous Goods by Road (ADR), of 28 October 1993
55	Convention on Civil Liability for Damage caused during Carriage of Dangerous Goods by Road, Rail and Inland Navigation Vessels (CRTD), of 10 October 1989
56	European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterway (ADN), of 25 May 2000
57	Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), of 1 September 1970
58	Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes Geneva, 9 February 2006
59	Convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail, of 22 February 2019
