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Economic Commission for Europe

Inland Transport Committee

Eighty-second session

Geneva, 25–28 February 2020

Item 16 of the provisional agenda

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

List of Decisions

Note by the secretariat

At its eighty-second session, the Inland Transport Committee (ITC):

1. **Adopted** the provisional agenda (ECE/TRANS/293 and Add.1);
2. 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;
3. 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.
4. **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;
5. 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;
6. The Committee **decided that** those of its Working Parties that had adopted their own RoP, could continue to apply them;

7. 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;
8. 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;
9. 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;
10. **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;
11. **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;
12. 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;
13. **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;
14. 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;
15. **Took note** of the status of implementation of the Intelligent Transport Systems (ITS) Road Map that was launched at its seventy-fourth session and **encouraged** continuation of the work of SC.1 on smart roads; of SC.3 on smart shipping, River Information Systems, and innovative technologies in the recently adopted Signs and Signals for 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 adoption 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;
16. The Committee invited WP.1 and WP.29 to continue their close cooperation to facilitate the safe deployment of automated vehicles;
17. **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;
18. 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, **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;

19. **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;

20. **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;

21. **Welcomed** the final results of the analytical work of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes;

22. 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;

23. 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.

24. Requested that the work of the car-sharing and car-pooling project is shared with SC.1;

25. **Took note with appreciation of** the promising results achieved in Transport, Health and Environment Pan-European Programme (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;

26. **Welcome** 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;

27. **Declared** its continued support for the preparation and the deliverables of 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;

28. 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 27 at the Forum of Mayors of Cities of ECE in 2021;

29. Requested that the secretariat ask the secretariat of the Committee on 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;

30. **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 **encouraged** also its members to designate national THE PEP focal points from the transport sector and inform the secretariat;

31. **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;

32. **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 questionnaire 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;
33. **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;
34. **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;
35. **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;
36. **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;
37. **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;
38. **Reiterated its concern** for the limited progress globally in meeting the Sustainable Development Goal targets on road safety and those of the United Nation Decade of Action for Road Safety;
39. **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;
40. **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 2020. 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;
41. **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;

42. **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; **requested** the secretariat to ensure that RSSAs are updated to ensure they remain fully aligned with the ITC Recommendations;

43. **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 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;

44. **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;

45. **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;

46. **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;

47. **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;

48. **Thanked** Sweden for successfully organizing the third Global Ministerial Conference on Road Safety;

49. **Endorsed** the activities listed in ECE/TRANS/2020/13;

50. **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);

51. **Noted with regret** the limitation of the 179th WP.29 session to three days only as a result of the financial crisis;

52. **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;

53. **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;

54. Following this amendment, **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;

55. **Noted with satisfaction** that Uzbekistan acceded to ADR on 24 January 2020;

56. **Expressed its concern** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), adopted by the Conference of the Contracting Parties on 28 October 1993, had not yet entered into force because not all contracting parties to ADR have become parties to the Protocol;

57. In this regard, **noted with satisfaction** that Malta ratified this Protocol on 18 November 2019 and Uzbekistan on 24 January 2020;
58. **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;
59. **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;
60. **Endorsed** the request by the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) that the consolidated text of ADN as it would be amended on 1 January 2021 be published by the secretariat, sufficiently in advance to prepare for its effective implementation before the entry into force of the amendments in question;
61. **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**;
62. **Expressed its support** for continuing the eTIR project, and to this end:
- (a) **decided to prolong** the mandate of the Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) to the year 2020 until its conversion into a formal Expert Group;
 - (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;
63. **Approved the establishment** the Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) **and endorsed** its ToR;
64. **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;
65. **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;
66. 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;
67. **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;
68. **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;

69. **Endorsed** the revised 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;
70. In line with the ITC strategy until 2030, **adopted** the ITC Capacity Development Action Plan (2020–2025), as contained in ECE/TRANS/2020/18;
71. 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;
72. 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;
73. **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;
74. **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;
75. **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, and the following Bureau members for the preparation of its sessions in 2021 and 2022: Mr. Antonio Erario (Italy), Mr. Philipp von Carnap-Bornheim (Germany), Mr. Hans G. Scholten (The Netherlands), Mr. Jean-Claude Schneuwly (Switzerland) and Mr. Roman Symonenko (Ukraine);
76. **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;
77. **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;
78. **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;
79. **Adopted** the list of meetings in 2020, based on proposals from the Committee’s subsidiary bodies, as contained in ECE/TRANS/2020/24;
80. **Noted** that its eighty-third session is tentatively scheduled to be held in Geneva from 23 to 26 February 2021;
81. **Adopted** the list of main decisions of the eighty-second session (ECE/TRANS/2020/R.3 and Informal document No. 10).