



---

**Economic Commission for Europe****Inland Transport Committee****Eighty-fourth session**

Geneva, 22-25 February 2022

Item 3 of the provisional agenda

**Meeting on the implementation of the Inland****Transport Committee strategy for Government****Delegates only with the Participation of the Chairs  
of the Committee's Subsidiary Bodies****Implementation of the ITC Strategy until 2030****Note by the secretariat****I. Introduction**

1. The Inland Transport Committee (ITC) at its eighty-third session (Geneva, 23–26 February 2021) considered ECE/TRANS/2021/3 which contains the information on the status of implementation of the ITC Strategy until 2030 (Strategy) in 2020 and formulates next steps to further advance the implementation.
2. ITC welcomed alignment activities by its Working Parties to the Strategy. Among other things, it invited the Working Parties supported by the secretariat to implement the proposed next steps and through this work to advance the implementation of the Strategy. It also requested the secretariat to monitor the implementation of the next steps and update the status information on progress achieved.
3. This document contains updates resulting from the work undertaken by the Working Parties and by the secretariat to inform ITC of progress made during 2021 (until the end of October). The added status information in 2021 is marked as text in bold, information that is no-longer valid is marked as strikethrough.
4. The draft of this document was consulted with the Bureau who requested the secretariat to present the progress achieved in the implementation of the Strategy at the restricted session of the eighty-fourth session of ITC. The Bureau also recommended that Working Parties, as and when appropriate, discuss the opportunities, risk or issues as listed for specific conventions or agreements under Task 5.4 in the table below.



## II. Status and next steps

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>	
1	<p><b>Vision:</b> UN platform for inland transport to help efficiently address global and regional needs in inland transport</p>	<p>The recognition of ITC as the UN platform for inland transport was promoted through preparation and dissemination of flyers on the Strategy, role and impact of ITC, dialogue meeting with World Meteorological Organizations (WMO), learning from and cooperation with the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO).</p> <p>ECE, in its role as the platform for inland transport, administers and is responsible for international conventions and agreements applied worldwide (e.g.: vehicle regulations, dangerous goods) and also services ECOSOC bodies in charge of elaborating recommendations followed and implemented worldwide by all modes of transport.</p> <p><b>ECE participated at the ministerial segment of ICAO’s High-level Conference on COVID-19, through which it contributed to strengthening the recognition of the ITC role as the UN Platform for Inland Transport.</b></p> <p><b>ECE contributed as co-chair to “Thematic session 6: Sustainable Transport and Sustainable Cities” of the Secretary General’s Second United Nations Global Sustainable Transport Conference (14-16 October 2021, Beijing, China). Furthermore, the “Interagency report for second Global Sustainable Transport Conference”, that was one of the main outputs of the Conference, recognizes the leading role and legal instruments under the purview of ITC/ECE for inland transport, alongside those of ICAO and IMO for civil aviation and maritime transport respectively.</b></p> <p><b>An internal task force was set up to develop dedicated webpage(s) and brochure(s) on ITC vision and on ECE Transport profile. The work is in progress.</b></p>	<p>1. Further develop and disseminate information on the Strategy and prepare an internal (inside UN) and external (Contracting Parties) campaign which will include strategic activities that would strengthen ITC profile as the UN inland transport body, in particular:</p> <ul style="list-style-type: none"> <li>- Create a dedicated web page that promotes ITC vision;</li> <li>- Organize side events at global conferences;</li> <li>- Create a brochure on the ECE Transport profile with infographics and statistics confirming the global role;</li> <li>- Create a brochure on inland transport and Sustainable Development Goals (SDGs) for dissemination at important global conferences.</li> </ul> <p>2. Make a comparison of ECE Transport with ICAO and IMO to show their equivalent leading roles for respectively inland transport, civil aviation and maritime transport; in this way promote the ITC as UN leading inland transport entity. Include experience of ECE Transport in servicing the work of ECOSOC bodies dealing with harmonization of provisions for the transport of dangerous goods by all modes, and how their recommendations are applied by ICAO and IMO.</p> <p>3. Promote the role of ECE Transport as custodian of UN transport legal instruments, including through partnerships, and</p>	1–3. ITC secretariat with all WPs secretaries
2	<p><b>Mission:</b> Contributes to sustainable inland transport and mobility for achieving the sustainable development goals in the ECE and UN Member States</p>			

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
		where relevant, sign collaboration MoUs.	
<b>3 Pillars</b>			
3.1 ITC as the UN Platform for regional and global inland transport conventions	Please see information under the tasks 5.1 – 5.11		
3.2 ITC as the UN Platform for supporting new technologies and innovations in inland transport	Please see information under the tasks 5.12 – 5.17		
3.3 ITC as the UN Platform for regional, interregional and global inland transport policy dialogues	Please see information under the tasks 5.18 – 5.19		
3.4 ITC as UN Platform for promoting sustainable regional and interregional inland transport connectivity and mobility	Please see information under the tasks 5.20 – 5.24		
<b>4 Actions from the Strategy's adoption decision</b>			
4.1 Align WPs workplans with the Strategy	<p>The ITC Chair and Transport Director sent a letter of 26 June 2019 to all WPs and ACs Chairs to request alignment of WPs work to the Strategy.</p> <p>Secretariat made presentations to WPs on the Strategy.</p> <p>WPs and ACs were to submit their suggestions for work alignment by latest mid-2020.</p> <p>- WP.1: It has reviewed its activities vis-à-vis the ITC Strategy. As a result of the review, Informal document No.4 (March 2020) was adopted by WP.1. The document contains the planned alignment of the working party's activities with the Strategy.</p>	<p><b>As per the ITC decision at 83rd session, the “next steps” determine the work in support of the implementation of the Strategy. These steps can be adjusted if so decided by ITC based on proposals made by the secretariat in consultation with the Bureau and WPs</b></p> <p><del>Develop a coherent alignment plan for consideration of ITC (through ITC Bureau) to cover the outstanding elements:</del></p>	ITC secretariat and all WPs secretaries

Tasks	Status	Next steps	Responsible in Division
	<p>- WP.5: It aligned its programme of work with the Strategy (ITC was informed during eighty-second session, para 47 of ECE/TRANS/294). <b>As per ITC decision at the 83rd session, WP.5 was mandated to work on intermodal passenger transport within and beyond city level.</b></p> <p>- WP.6: Workplan is already broadly in line with Strategy, in that it seeks to improve data gathering, validation and dissemination processes to produce accurate statistics that allow evidence-based transport decisions. Further, WP.6 contributes to implementing all SDGs, but in particular targets 3.6, 9.1 and 11.2, by producing accurate and comparable data on relevant SDG targets, allowing progress to be benchmarked. <b>WP.6 approved in 2021 an updated Terms of Reference that specifically aligns activities to the strategy (ECE/TRANS/WP.6/2021/3 (subject to ITC approval), as well as having the strategy integrated into its programme of work (ECE/TRANS/WP.6/2021/6).</b></p> <p>- WP.11: It considered the ITC Strategy until 2030 at its 76th session (refer to paras. 8 to 18 of the report ECE/TRANS/WP.11/243), approved the ITC draft recommendations and considered that its work was already fully in line with the ITC Strategy. <b>At its 77th session, the WP.11 noted the work on the implementation of the Committee's strategy until 2030 and the required actions listed in document ECE/TRANS/2021/3 in accordance with the discussion held at its 76th session. Any delegation wishing to contribute additional information under "Status and next steps" may send its contribution to the WP.11 bureau and the secretariat before 15 January 2022 so it can be reported to the 84th session of the ITC (22–25 February 2022)</b></p> <p>- WP.15: It considered the ITC Strategy until 2030 at its 107th session (reference to paras 9 to 15 of the report ECE/TRANS/WP.15/248), approved the ITC draft recommendations and considered that its work was already</p>	<p>—green transport to be led/reviewed by a WP (please see also task 5.23, point 5).</p> <p>—intermodal passenger transport beyond city level to be led by WP.5 together with urban intermodal passenger transport.</p>	

Tasks	Status	Next steps	Responsible in Division
	<p>fully in line with the ITC Strategy. Since the programme of work of WP.15 covers that of WP.15/AC.1 and AC.2, the reference to the alignment of its work with the ITC Strategy also applies to the activities carried out by AC.1 and AC.2. <b>At its 109th session (May 2021), WP.15 noted with interest the work on the implementation of the Committee’s strategy until 2030 and the required actions listed in document ECE/TRANS/2021/3. Delegations wishing to do so were invited to send to the Chair their comments and proposals for additions and amendments to the “Status and next steps” table. No comments were received within the given deadline.</b></p>		
	<p>- WP.24: It agreed on its programme aligned with the Strategy. WP.24 supports integrated intermodal connectivity for freight transport/mobility. WP.24 confirmed it does not work on intermodal passenger mobility. <b>WP.24 amended at the 64th session (Oct. 2021) its Terms of Reference (subject to ITC approval). The amended Terms of Reference directly refer to the WP.24 support to the implementation of the ITC Strategy and its tasks relevant to WP.24.</b></p>		
	<p>- WP.29: It agreed on its programme aligned with the Strategy and is in the process of prioritizing activities within its six subsidiary working parties (ECE/TRANS/WP.29/2020/01 and Rev.1).</p>		
	<p>- WP.30: At its 153rd session (October 2019), WP.30 considered document ECE/TRANS/WP.30/2019/8 and its Corr.1, containing a list of tasks to be undertaken to align its work with the Strategy. The Working Party expressed its readiness, in principle, to support the implementation of the Strategy and, thus, tentatively agreed with the proposed timetable, subject to further assessment at any time in the future (see ECE/TRANS/WP.30/306, paragraph 5).</p>		
	<p>- SC.1: It aligned its program of work with the Strategy and also restructured its agenda with effect from its 115th</p>		

Tasks	Status	Next steps	Responsible in Division
	<p>session to better reflect its alignment with the Strategy (ITC was informed during its eighty-second session).</p> <p>- SC.2: It aligned its programme of work with the Strategy (ITC was informed during eighty-second session) <b>As a next step, SC.2 also updated its Terms of Reference to reflect the alignment of its programme of work with the Strategy.</b></p> <p>- SC.3: It aligned its programme of work with the Strategy (ITC was informed during eighty-second session, para 112 of ECE/TRANS/294) <b>As a next step, SC.3 is invited to update its Terms of Reference to reflect the alignment of its programme of work with the Strategy.</b></p> <p><del>A coherent plan aligning WPs work should be developed.</del></p> <p><del>Outstanding elements are:</del></p> <p><del>—intermodal passenger transport and mobility are worked on by WP.5 in urban context. ITC may wish to decide to request WP.5 to cover the intermodal passenger transport beyond the city context. WP.24 supports this approach.</del></p> <p><del>—the lead for green transport activities as such was not mandated to any of the WPs.</del></p>		
4.2 Adjust the Strategy and its priorities if necessary	<p>COVID-19 resulted in many challenges to international inland and urban transport. So far however COVID-19 assessment does not show any need to make changes to the Strategy. A possible COVID-19 aftermath measures may be managed as part of priority tasks 5.5, 5.6, 5.9, 5.14, 5.15, 5.20, 5.22 and 5.23.</p> <p>Should a need arise, adjustment may be proposed.</p>	Monitor development in inland transport and propose adjustments to the Strategy as necessary.	ITC secretariat in cooperation with relevant WPs secretaries
4.3 Adjust ITC rules of procedures	<p>ITC Rules of procedures (RoP) and revised ITC Terms of Reference have been adopted by ITC in February 2020 and February 2019 respectively. The latter, following their endorsement by ECE in April 2019, are pending consideration by ECOSOC. The secretariat sent briefing notes to key ECOSOC members.</p>	Promote and support the positive consideration of the ToR by ECOSOC.	ITC secretariat

Tasks	Status	Next steps	Responsible in Division	
4.4	Promote implementation of the Strategy	<p>The ECE secretariat made a presentation to ECOSOC members and provided updated information notes and general support to Member State deliberations in preparation of the 2021 ECOSOC session, as well as following it, in implementation of relevant ECOSOC decisions.</p> <p>At its 109th session (May 2021) WP.15 studied a comparison of the rules of procedure of the Working Party and those adopted by ITC (ECE/TRANS/WP.15/2021/2). WP.15 concluded that there was no need to amend its Rules of Procedure immediately. See report ECE/TRANS/WP.15/253, paragraph 58.</p> <p>WP.11 noted the Inland Transport Committee (ITC) report ECE/TRANS/294 paragraph 18 on the rules of procedure of the Working Parties. In an effort to align the rules governing participation in the sessions and the adoption of amendments with those recently adopted for the ITC, WP.11 requested the secretariat to prepare for the next session a comparison between the rules of procedure of the Committee and the Working Party on those items.</p>	<p>Implement the Strategy alignment plan in WPs following its adoption by ITC in 2021. This will be done through internal Coordination and regular meetings will continue so as to ensure full alignment and implementation of the Strategy; this may include meetings (virtual) with the WPs Chairs and the ITC Chair to agree on common activities or tasks.</p>	ITC secretariat and all WPs secretaries
4.5	Adjust, as necessary, the	<p>WPs play along ITC a strong role in the implementation of the Strategy. The alignment plan (see also task 4.1) will indicate how a WP can enhance its role in implementing the Strategy. It is included in the annual work plans of all Division staff.</p> <p><b>WPs are taking active role in the implementation of the Strategy. WPs Chairs were invited to actively implement the steps endorsed by ITC at its 83rd session in 2021 for advancing the Strategy's implementation – letter to Chairs of 12 March 2021. The updates provided reflect the response to the letter.</b></p> <p>The ITC agenda was adjusted in line with the Strategy priorities and action plan. Existing agenda items were reordered to reflect priorities in the</p>	<p>Continue consideration with the Bureau on further adjustments to the organization of the ITC</p>	ITC secretariat

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
ITC annual session	<p>Strategy and new agenda items were introduced.</p> <p>Please also see tasks 5.18 and 5.19</p>	session to further support the implementation of the Strategy and ITC decision-making.	
4.6 Hold consultations and build cooperative relationship with other UN regional commissions	<p>Transport Division actively cooperates with other UN regional commissions (RCs). Transport Director informed the counterparts in other RCs of the Strategy and proposed cooperation. Transport Division involves other RCs in its projects/initiatives: the UNDA project on development of Sustainable Inland Transport Connectivity Indicators (SITCIN) and COVID-19 response / initiative with the development of the Border Crossing status due to Covid-19 Observatory where all RCs are involved; and road safety activities such as road safety performance reviews. ECE and ESCAP also work together on Euro-Asian transport connectivity.</p> <p>ECE Transport and ESCWA are working together for the development of the International Transport Infrastructure Observatory.</p> <p><b>ECA, ESCAP and ESCWA attended the 83rd session of ITC. ESCAP updated ITC on activities of inland transport in ESCAP region as part of the ITC Dialogue with UN RCs on ongoing activities related to inland transport.</b></p> <p><b>All UN RCs participated in a designated agenda item on Inter-Regional Consultations on Sustainable Transport Connectivity which was part of the WP.5 34th annual session held in September 2021. WP.5 welcomed these consultations “which assisted in the implementation of the ITC strategy and in particular its pillar on inter-regional connectivity and invited the secretariat to continue holding and facilitating such consultations on targeted topics of interregional interest, in cooperation if possible, with the other UN RCs as well as other regional / interregional organizations and relevant projects.”</b></p>	Continue and enhance collaboration with other RCs.	ITC secretariat in collaboration with relevant WPs secretariats

## 5 Actions from the list of priorities



Tasks	Status	Next steps	Responsible in Division
5.1 Service and administer legal instruments	<p>Relevant WPs/ACs administer the legal instruments under their purview. As part of this work, WPs assess and/or review legal instruments under its purview, e.g. WP.30 at its 154th session, started an assessment of the 17 legal instruments under its purview, including, but not limited to, the possibility to amend them (see ECE/TRANS/WP.30/308, paragraph 6 and ECE/TRANS/WP.30/2020/1).</p> <p><b>SC.2 continues to modify and update the AGC to ensure that it is consistent with current requirements. Revision 4 has recently been released and has now been accompanied by a document explaining the benefits of becoming a contracting party to it and the process for becoming a contracting party.</b></p> <p><b>WP.24 adopted amendments to the AGTC:</b></p> <ul style="list-style-type: none"> <li>- in Oct 2020 following proposals made by Austria, Czechia, Germany, Greece and Croatia and</li> <li>- in Oct 2021 following proposals made by Croatia, Georgia (except an amendment to C-E 99), Poland and the Russian Federation. The amendments from Georgia and Poland will bring further consistency between AGTC and AGC</li> </ul> <p>WP.24 established at its 64th session in Oct 2021 a mechanism for monitoring the implementation of the Convention. For this purpose, WP.24 agreed that an inventory of AGTC lines and related installations will be established in GIS to monitor the achieved parameters versus the ones defined in the AGTC.</p> <p>WP.29/AC.4 facilitated the adoption of amendments to 1997 Vehicle Periodic Inspection Agreement encompassing various definitions and introduction of elements to further improve testing procedures.</p> <p>As of its 154th session (February 2020), WP.30 started reviewing each of the seventeen legal instruments under its aegis, providing an assessment of its current relevance</p>	<ol style="list-style-type: none"> <li>1. Continue to administer and amend as necessary the legal instruments, this also includes the review, assessment and proposed updates and modernization as well as strategy for new accession and re-implementation.</li> <li>2. Work towards securing a mandate from the General Assembly or the ECOSOC for translation of documents related to the legal instruments with global scope in all six UN official languages.</li> <li>3. Continue the collaboration for ensuring consistency between specific legal instruments.</li> <li>4. Continue issuing recommendations on the implementation of the legal instruments and explore ways for enhanced monitoring of their application.</li> </ol>	<ol style="list-style-type: none"> <li>1. WPs/ACs secretaries</li> <li>2. ITC secretariat</li> <li>3–4. Relevant WPs/ACs secretaries</li> </ol>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p data-bbox="461 271 839 327"><b>and potential scope for extension (ongoing).</b></p> <p data-bbox="461 349 895 1335"><b>At its 158th session (October 2021), the WP.30 confirmed that this had been a useful exercise, which had highlighted issues in the application of various legal instruments, leading to a review of their relevance at national level, including, at times, up to denunciations. Although it had been established that some legal instruments had lost their relevance or seemed to have been overtaken by more recent legislation, developed under the aegis of the United Nations or other international organizations, such as, in particular, the World Customs Organization (WCO), the Working Party was of the view that these legal instruments should continue to exist, as they may very well have served as the basis for more recently developed legal instruments and, therefore, continued to be of relevance. At the same time, and exactly for the same reason, WP.30 felt that there was no reason, or it could even be risky, to amend or adjust them to current realities as, by doing so, they might undermine the construction of more recent legislation that has been based on them.</b></p> <p data-bbox="461 1357 895 1570"><b>WP.30 was of the view that this exercise should now be considered finalized and requested the secretariat to report this to the Inland Transport Committee at its February 2022 session (ECE/TRANS/WP.30/316 draft, paras. 8-9).</b></p> <p data-bbox="461 1592 895 1749"><b>WP.29/AC.4 is working on a framework document for a model of continuous compliance for vehicles with safety and environmental requirements.</b></p> <p data-bbox="461 1771 895 2018"><b>SC.3 and SC.3/WP.3 has continued collecting information on the implementation of the AGN Agreement. The most recent update was adopted in 2017 and came into force in 2018. The road maps for the accession to AGN and (b) for the acceptance and implementation of</b></p>		

Tasks	Status	Next steps	Responsible in Division
	<p><b>resolution No. 40 were adopted in 2018-2019.</b></p>		
	<p>As part of the measures to facilitate understanding and implementation of the legal instruments, the WPs/ACs attempt to ensure availability of the global instruments in all six UN official languages.</p>		
	<p>Relevant WPs/ACs work together to ensure necessary consistency between specific legal instruments, e.g. WP.15 and WP.29 on vehicle regulations R105 for dangerous goods vehicles or WP.15 and WP.1 on road signs related to dangerous goods.</p>		
	<p>Relevant WPs issue recommendations for enhanced alignment of national laws with the legal instruments (e.g. WP.15 recommended alignment of national laws on transport of dangerous goods with ADR, to facilitate effective implementation of ADR and improvement of road safety. It encouraged ITC to adopt this recommendation).</p>		
	<p><b>Resolution R.E.6 has been updated by WP.29/AC.4 with technical provisions for Technical Roadside Inspections, which require commercial vehicles to be well-maintained continually, ie also in periods between mandatory inspections. WP.29/AC.4 introduced a system for Risk Rating for Operators based on intelligence gained from inspection activities.</b></p>		
	<p><b>As agreed by WP.15 at its 109th session (May 2021), the secretariat prepared a revised version of the Road Map for accession to ADR and its implementation (ECE/TRANS/WP.15/2021/15). At its 110th session, WP.15 will amend and comment the proposed draft and finalise it before asking the ITC the mandate to publish it as an e-publication.</b></p>		
	<p><b>WP.15 will continue its collaboration with WP.1 and WP.29 for ensuring consistency between specific legal instruments.</b></p>		

	<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
5.2	Amend ITC ToR (by 2020)	Please see information under the task 4.3		ITC secretariat
5.3	Amend the legal instruments with geographical and procedural barriers (by 2025)	<p>ADR Agreement: “European” removed from the title of agreement. Although the Agreement was already open for accession by all UN Member States, it is understood that this amendment may facilitate accession from those for which the reference “European” could be perceived as an obstacle. This amendment will enter into force on 1 January 2021.</p> <p><b>1997 Vehicle Periodic Inspection Agreement: reference to “Europe” removed from the preamble of the Agreement through a 2019 amendment so as to underpin the global scope of this Agreement.</b></p> <p>WP.1 has already informally rejected the changes to eligibility provisions in the “European Supplements” to both 1968 Conventions. Nevertheless, prior to 2025, WP.1 will undertake further discussions concerning amending final clauses in those and other legal instruments.</p> <p><b>At its 116th session, SC.1 expressed support for, and encouraged, a contracting party to the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) to formally submit an amendment proposal to amend article 14 in order to open up the agreement globally.</b></p> <p><b>SC.1 has commenced discussions to consider whether it would be appropriate to open the European Agreement on Main International Traffic Arteries (AGR) to accession by non-ECE member States. To facilitate further discussion at SC.1’s 117th session, the secretariat will invite representatives of other UN regional commissions to provide information on their equivalent regional agreements.</b></p> <p><b>An internal task force was established to review legal instruments in the context of this task. The task force did not identify, through its review, any additional</b></p>	Identify legal instruments whose geographical or procedural barriers could be removed for opening up the instrument to global accession and include into the action plans.	WPs/ACs secretaries

Tasks	Status	Next steps	Responsible in Division
5.4 Review relationship of the existing legal instruments and make recommendations (by 2022)	<p>convention whose geographical or procedural barriers could be removed for opening it up to global accession:</p> <ul style="list-style-type: none"> <li>- the conventions either have already a global coverage, or</li> <li>- they are protocols to conventions with global coverage and so introduce specific regional provisions building on the global ones, or</li> <li>- they were established to serve a specific regional goal like e.g. the infrastructure agreements to determine a plan of regional network development, or</li> <li>- the discussion on the process to open up the instrument has taken place in the relevant working party (reference e.g. to discussion in SC.1 regarding AETR)</li> </ul> <p>At its 64th session, SC.3 exchanged information on the impact of the COVID-19 outbreak on inland navigation and found it desirable to make an assessment of conventions and agreements under the ECE purview and ECE resolutions in the field of inland water transport in terms of preparedness for similar situations.</p> <p>An internal task force was established to review legal instruments in the context of this task. The task force identified a number of opportunities, issues or risks in relation to specific conventions as follows:</p> <ul style="list-style-type: none"> <li>- International Convention on the Harmonization of Frontier Controls of Goods, 21 October 1982 – opportunity: digitalization</li> <li>- Customs Convention on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles – opportunity: Digitalization of the Carnet de Passage en Douane (CPD)</li> <li>- European Agreement on Main Inland Waterways of International Importance (AGN), of 19 January 1996 – risk: PIANC is developing</li> </ul>	Review in clusters by modes of transport (road, rail, inland waterways, intermodal) the relationship between the existing legal instruments and make recommendations. If needed and deemed appropriate either for strategic purposes or because the demand of business environment, such recommendations, their adoption and their possible implementation could take place at earlier stages.	WPs secretaries

Tasks	Status	Next steps	Responsible in Division
	<p><b>new principles for classification of inland waterways; this may potentially have an impact in the future</b></p>		
	<p><b>- Convention on the Measurement of Inland Navigation Vessels, of 15 February 1966 – opportunity: digitalization of the measurement certificate</b></p>		
	<p><b>- Convention on the Registration of Inland Navigation Vessels, of 25 January 1965 – opportunity: digitalization of the registration certificates and vessels' registers</b></p>		
	<p><b>- Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) – opportunity: fresh fruits and vegetables are not cover by the convention; other important perishable goods like vaccines and pharmaceuticals in general are not covered</b></p>		
	<p><b>- Infrastructure Agreements – opportunity: set up implementation monitoring mechanism if not yet existing</b></p>		
	<p><b>- Road Traffic, 1968 – gap: rules for automated driving (discussion ongoing in WP.1)</b></p>		
	<p><b>- Road Signs &amp; Signals, 1968 – opportunity: computerization of the Convention regarding signs, signals and markings (computerization for signs developed but not concluded yet - subject to finalising of an amendment proposal), no computerization of signals and markings yet developed</b></p>		
	<p><b>- Protocol Road Markings, 1973 – opportunity: computerization of the Protocol regarding markings</b></p>		
	<p><b>- E Rail Network (AGC), 1985 – gap: No coverage of passenger hubs (the equivalent of the AGTC for passengers) Does not cover signalling/safety technical parameters (Group of Experts on international railway passenger hubs was established in 2021).</b></p>		

Tasks	Status	Next steps	Responsible in Division	
5.5	Identify additional necessary legal instruments	<p><b>Considering that the opportunities, risk or gaps are instrument specific, ITC could invite, as appropriate, its individual WPs to undertake work to seize the opportunities or address the gaps or risk, if such work has not been yet started.</b></p> <p>Under this priority the need for instruments in support of existing legal instruments is discussed. Instruments such as on facilitation of visa for professional drivers or border crossing facilitation in extraordinary situations including pandemics are considered.</p> <p><b>SC.2 has initiated the creation of a Group of Experts on International Railway Passenger Hubs (approved by ITC in 2021) with the aim of identifying a legal instrument that could be developed to further facilitate passenger modal shift to rail.</b></p> <p><b>In reaction to the outbreak of the COVID-19 pandemic and its impact on international transport, following a tasking of the ITC at its session in 2020 “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”, an Informal Multidisciplinary Advisory Group on Transport Responses to COVID-19 was established under WP.5 auspices. In 2020, two virtual sessions were held, on 9 June and 8 September respectively gathering officials from ministries of transport, economy, health and customs committees from over 40 countries across the ECE region. Inputs from these Advisory Group meetings have been included in a comprehensive report that was submitted to ITC at its 83rd Session (ECE/TRANS/2021/4). ITC extended the work of the Advisory Group for one more year until February 2022 requesting that cooperation between working parties, and between the ITC and</b></p>	Further advance the discussions on basis of the analysis under 5.4.	Relevant WPs secretaries

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p>other specialized agencies of the UN System be enhanced. To this end, a third virtual session in June 2021 was held with participation of ICAO and IMO. Deliberations focused on the identification of commonalities and lessons learned in the way that the maritime, aviation and inland transport (sub-)sectors experienced the COVID-19 pandemic and how they handled the many challenges at hand. This third session of the advisory group benefited from the participation of various Chairs and Vice Chairs of transport mode specific Working Parties including SC.3 and WP.24 and allowed for an extensive round of cross-sectoral exchanges. Recommendations and proposals have been introduced into a revised version of ECE/TRANS/WP.5/2020/10 (Rev.1) for consideration by the 34th session of WP.5 in September 2021. WP.5 took note of the recommendations for possible further action and “Requested the secretariat to prepare an official document including the recommendations developed so far as well as a proposed action plan for their implementation and to develop a concept note for further information exchange and possible contingency planning for rail as well as road and inland waterways for the forthcoming ITC session”. WP.5 also requested the secretariat to raise awareness about the important role that transport workers play in keeping supply chains operational at times of pandemics and other emergency situations and to enable their prioritized access to healthcare systems.</p>		
	<p>ADR already provides for mutual recognition of agreements and certificates and multilateral agreements have proven their effectiveness in extraordinary circumstances such as the COVID 19 outbreak.</p>		
	<p>An internal task force was established to review legal instruments in the context of this task. A brainstorming will be</p>		



Tasks	Status	Next steps	Responsible in Division
5.6 Finalize three new legal instruments under development Explore new legal instruments (from 2020)	<p><b>organised to explore areas or issues, other than what is already in focus of specific WPs, for which legal instruments could be developed to the benefit of countries and assisting transport sector sustainable development.</b></p> <p>The Rail Passenger Convention was adopted by ITC in February 2019; The work on URL was extended into 2020 to conclude on the mandate and possibly prepare a draft convention on the contract of international carriage of cargo by rail.</p> <p><b>Work on URL continues with the report of the current mandate to be presented to SC.2 in November 2021.</b></p> <p>SC.1 resumed its discussions on the draft OmniBus agreement at its 114<sup>th</sup> session in October 2019, and made progress on a number of outstanding issues. <b>Due to disruptions to usual work processes arising from the Covid 19 pandemic in 2020, planned informal meetings The Chair of SC.1 continues to work with the Russian Federation, Switzerland and Turkey to resolve the outstanding issues regarding the draft text did not take place. In November 2020, Switzerland and Turkey through separate communications informed the secretariat that they would not be continuing their discussions on the draft agreement. In light of these developments as well as the challenges posed by the Covid 19 pandemic on the passenger services, SC.1 (at its 116th session) decided to keep this item on its agenda but to suspend further discussions on this topic until the transport sector has had the opportunity to more fully recover (ie in 2023 or 2024).</b></p> <p>New legal instrument on automated driving is considered in WP.1 (please also see task 5.17)</p> <p>Exploration of new legal instruments should continue.</p>	<p>1. Continue the processes to finalise URL and Omnibus</p> <p>2. Organise brainstorming session on the exploration of new legal instruments in inland transport.</p>	<p>1. SC.1 secretary (accompanying the SC.1 Chair) and SC.2/EGURL secretary</p> <p>2. Relevant WPs secretaries with involvement of ITC secretariat</p>
5.7 Prepare a comprehensive plan on capacity	<p>The ITC Capacity Development Action Plan (2020–2025), as contained in ECE/TRANS/2020/18 was adopted by</p>	<p>Implement the capacity development action plan subject to the availability of resources.</p>	<p>Regional Advisor with all Division staff</p>

	<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	building (by 2020)	ITC at its eighty-second session (February 2020)		
5.8	Adjust/update existing training materials (from 2020)	<p>UNDA project on the development of e-learning platform is approved. This project is to review, update and integrate, as appropriate, available training material on UN inland transport legal instruments, develop some new material for the e-learning platform as well as test the platform in the beneficiary countries.</p> <p><b>Work on the preparation of the elearning platform is ongoing with the structure in the process of being finalized and the preparation of the launch training courses well underway. The current plan is to launch the platform at ITC in February 2022.</b></p>	<p>1. Implement the project, <del>pending funds disbursement, with involvement of consultants.</del></p> <p>2. Adjust/update existing training materials.</p>	<p>1. Responsible officer with support of all Division staff</p> <p>2. All Division staff coordinated by Regional Advisor</p>
5.9	Prepare new training materials, standards and competency criteria (from 2022)	<p>New training materials are to be developed subject to availability of extrabudgetary funding.</p> <p>Additional standards and competency criteria are also to be developed in WPs, in form of handbooks, amendments to legal instruments, or new legal instruments.</p> <p><b>WP.24 developed and published a Handbook for national master plans for freight transport and logistics (more information under 5.20).</b></p> <p><b>The information on the impact of the COVID-19 outbreak on inland navigation collected by SC.3 and SC.3/WP.3 has been transmitted and reflected in the publication “Intermodal Transport in the Age of COVID-19 Practices, Initiatives and Responses”.</b></p>	<p>1. Start projects subject to availability of extrabudgetary funding.</p> <p>2. Continue development of handbooks, standards and competency criteria in WPs.</p>	<p>1. Division staff with support of Regional Advisor</p> <p>2. WPs secretaries</p>
5.10	Develop training courses (from 2019)	Curricula for training courses are to be developed partly in the UNDA project (see task 5.8).	Discuss partnership agreements for course development/implementation subject to availability of extrabudgetary funding.	Regional Advisor with support of ITC secretariat and relevant WPs secretaries
5.11	Develop indicators (from 2019)	UNDA project on Sustainable Inland Transport Connectivity Indicators (SITCIN project) <b>implemented in collaboration with ESCWA and ECLAC is reaching its final stage in implementation. The indicators are to cover the three pillars of sustainable</b>	Conclude the SITCIN project and promote and disseminate the indicators for a wide application in coordination with ITC and further to its decisions.	WP.5 secretary

Tasks	Status	Next steps	Responsible in Division
5.12 Expand further global participation in, and cooperation between, WP.1 and WP.29	<p>development. They are to measure connectivity for road and rail transport, inland waterways as well as intermodal transport. <del>An online data collection tool is developed to assist the use of the indicators by member States.</del> A set of 215 Sustainable Inland Transport Connectivity Indicators was developed in the project. The set provides a tool for countries to assess their degree of external connectivity in terms of transport, logistics, interoperability, border crossing and trade processes.</p> <p><b>An e-learning course and an online data collection tool are being developed to assist the use of the indicators by member States.</b></p>	Continue close collaboration.	WP.1 and WP.29 secretaries
5.13 Update DETA and host it at ECE (from 2022)	<p><b>The Chair of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) attends WP.1 sessions to share information on the ongoing work and evolution of the planned regulation for automotive advancement of in-vehicle technology.</b></p> <p><b>WP.1 has proposed to the GRVA Chair to hold (with GRVA and/or WP.29) a joint event in 2022 to engage the road safety community to share views and experience on the recent rapid technological advancements. The proposal is subject to acceptance by GRVA and/or WP.29.</b></p>	Continue efforts to keep DETA up-to-date and to be hosted at ECE.	WP.29 secretary

Tasks	Status	Next steps	Responsible in Division
5.14 Promote the accession to and operationalization of the e-CMR (from 2019)	<p>RB funding for hosting DETA at ECE was not approved so far by the Fifth Committee.</p> <p>SC.1, at its 114th session (October 2019), formed an informal group of experts on e-CMR to prepare a paper, with the support of the secretariat, detailing the research and other actions needed and/or recommended for the operationalization of e-CMR to be tabled at a future ITC session. <del>It is expected that this paper will assist in raising awareness of and promote accession to e-CMR.</del> <b>The paper was completed and submitted at the 116<sup>th</sup> session of SC.1. SC.1 noted the information and conclusions of the paper, and has submitted it to ITC at its 84th session. SC.1 also decided to establish a formal group of experts on the operationalization of the eCMR procedure for two years (2022 and 2023) to discuss and if possible agree on the requirements of article 5 of the eCMR Additional Protocol, and is requesting ITC and EXCOM approval for the establishment of such a group of experts.</b></p> <p><del>In March 2020, the Islamic Development Bank (IsDB) approved financing for a project targeted at Afghanistan, Azerbaijan, Iran (Islamic Republic of), Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan, Turkmenistan, Turkey and Uzbekistan in promoting accession to e-CMR. The project will include two capacity building workshops and the hiring of a consultant to develop technical specifications to be used by the countries to introduce a system of electronic consignment notes.</del></p>	<p>1. Continue the operationalization of eCMR.</p> <p>2. Implement the eCMR project for selected countries with funding from IsDB and promote these countries accession to eCMR.</p>	1–2. SC.1 secretary
5.15 Gradually develop e-TIR leading to the possible full implementation of the e-TIR system by 2023 subject to the entry into force of new Annex 11 to	<p>The new Annex 11 and relevant amendments to the TIR Convention on eTIR were adopted by the contracting parties to the TIR Convention during the February 2020 session of the Administrative Committee. The new annex <del>is expected to</del> <b>came into force on 25 May 2021</b>. In parallel, the secretariat developed a software that will support the implementation of the new Annex 11 - the so called ‘eTIR international system’ based on the</p>	<p>1. Ensure that the new Annex 11 will come into force in 2021 – <b>implemented (see status)</b>.</p> <p>2. Encourage TIR contracting parties to connect their national customs systems to the eTIR International System during 2020 and 2021.</p>	1–4. WP.30 and TIR secretariat

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
the TIR Convention	latest version of the eTIR specifications <b>including all supporting documentation required to perform the interconnection projects</b> . The secretariat had invited contracting parties to start connecting their national customs systems to the eTIR international system. So far, <b>twenty-onesix</b> contracting parties have positively replied to this request <b>and seven contracting parties have started the interconnection project between their customs information systems and the eTIR international system</b> . These <del>interconnection projects</del> <b>with all of them have started making developments made</b> the customs to customs interconnection via UN possible well before the target year of 2023.	<p>3. Promote connection of New Computerised Transit System (NCTS) with the eTIR International System in the most efficient and effective way.</p> <p>4. Promote the implementation of eTIR International System to extend the TIR system to transport operations such as the intermodal transport, or transport of e-business parcels.</p>	
5.16 Identify, foster and facilitate the introduction of new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030	<p>Under WP.5 and in the framework of a project funded by ISDB, <b>a GIS-based International Transport Infrastructure Observatory (ITIO)</b> has been developed. The main objectives of the Observatory are:</p> <ul style="list-style-type: none"> <li>- To accommodate and integrate all information/data concerning transport infrastructure/corridors/ projects etc being elaborated and generated by the Division including all transport infrastructure projects (EATL, TEM &amp; TER etc) agreements (AGR, AGC etc) and groups of experts reports (climate change adaptation, benchmarking transport infrastructure construction costs);</li> <li>- To serve as an electronic regional connectivity tool to bring together all transport corridors/networks initiative especially along the Euro-Asian continents (TRACECA, CAREC) and not only (ESCWA); <b>and</b></li> <li>- <b>To serve as a virtual marketplace for attracting financing of national, regional, and inter-regional transport infrastructure projects and services.</b></li> </ul> <p><b>WP.5 at its 34<sup>th</sup> session invited interested stakeholders (including national Governments and Multilateral Development Banks) to participate in an ITIO test phase. It invited the secretariat to provide</b></p>	<p>1. Subject to ITC decision, continue the work on making the Observatory the tool that integrates the work of the Inland Transport Committee and the Division in the sphere of connectivity, promotes interregional connectivity and facilitates financing of new transport infrastructure projects.</p> <p>2. Update of the AGC/AGTC tool on infrastructure parameters</p> <p>3. Continue considering and supporting technical/technological developments in road, rail, inland waterway and intermodal transport.</p> <p>4. Work towards digitalization of the CTU Code.</p> <p>5 Continue the work on telematics under the umbrella of RID/ADR/ADN Joint Meeting.</p>	<p>1. WP.5 secretary</p> <p>2. SC.2 and WP.24 secretary</p> <p>3. SC.1, SC.2, SC3, WP.5 and WP.24 secretaries</p> <p>4. WP.24 secretary</p> <p>5. WP.15/AC.1 secretary</p>

Tasks	Status	Next steps	Responsible in Division
	<p><b>necessary assistance to national delegates and representatives of other stakeholder entities in conducting these tests, including through providing dedicated accounts for testing. It also requested the secretariat to inform the ITC Bureau and the Committee on the development of the ITIO and possible outcomes of the tests once they are completed.</b></p>		
	<p><b>SC.2 is considering the introduction of a rail innovation observatory to track key innovations in the sector.</b></p>		
	<p><del>–Serve as an innovative tool to facilitate financing of new transport infrastructure projects by bringing together Governments</del> <b>requirements for new transport infrastructure projects</b> and International Financial Institutions (IFIs);</p>		
	<p>Relevant WPs look into possibilities to accelerate provision of E-networks and facilities of the infrastructure agreements (e.g. WP.24 for AGTC Agreement) on the GIS platform.</p>		
	<p>SC.2 and WP.24 are also looking into update and renewal of the joint AGC/AGTC tool on infrastructure parameters. <b>WP.24 is working to establish an inventory of AGTC lines and related installations in GIS. Such an inventory should be set up, if possible, by Oct 2023.</b></p>		
	<p>WP.5 issued under its series of transport trends and economics 2018–2019, a publication on Mobility as a Service.</p>		
	<p>WP.24 is regularly discussing technical/technological and organizational measures in intermodal freight transport and logistics with the aim to assist further optimization in this field.</p>		
	<p>WP.24 is working towards digitalization of the Code of Practice for Packing of Cargo Transport Units (CTU Code) to make the practices of safe and secure cargo packing available through a mobile app.</p>		
	<p>Work on telematics for dangerous goods is being done under the umbrella of the RID/ADR/ADN Joint Meeting.</p>		

Tasks	Status	Next steps	Responsible in Division
	<p>Guidelines for the use of electronic data exchange to satisfy the documentation requirements of RID/ADR/ADN were adopted and made available on the ECE website<sup>1</sup> at the request of the RID/ADR/ADN Joint Meeting. Work continues on the development and implementation of related web services, interfaces and a communication architecture supporting data.</p>		
	<p>WP.29 is identifying and facilitating the introduction of new technologies in wheeled vehicles, through the work of its Working Parties, by harmonizing technical requirements and by managing its ecosystem regarding the Type Approval and the mutual recognition of certificates and by supporting the regulatory activities of countries relying on self-certification. WP.29 is also supervising the activities of the Informal Working Group on Intelligent Transport Systems, focusing on the integration of the vehicles in their intelligent environments and keeping WP.29 abreast of technological developments in the sectors at the interface with wheeled vehicles.</p>		
	<p>WP.29's Working Party on Automated/Autonomous and Connected Vehicles (GRVA) is the main body dealing with introduction of frontier technologies and innovation in road vehicles. GRVA is working at high speed on the technologies that are likely are realistically going to enter the market, focusing on those that affect safety, security and connectivity.</p>		
	<p>Other GRs are also dealing with innovation, in a less systematic way. E.g. GRSG, is expected to deliver technical requirements supporting car sharing to facilitate the integration of vehicles in multimodal transport strategies.</p>		
	<p>SC.1 is serving as a platform through its annual sessions for member States to share and present initiatives on the digitalization of road systems or road infrastructure in their countries.</p>		

<sup>1</sup> [http://www.unece.org/fileadmin/DAM/trans/danger/publi/adr/guidelines/ADR\\_Guidelines\\_Telematics\\_e.pdf](http://www.unece.org/fileadmin/DAM/trans/danger/publi/adr/guidelines/ADR_Guidelines_Telematics_e.pdf)

Tasks	Status	Next steps	Responsible in Division
5.17 Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s)	<p>SC.3 included the automation in inland navigation and smart shipping in its agenda in 2018. It adopted resolution No. 95 “Enhancing international cooperation to support the development of automation in inland navigation” in 2019. SC.3 is now working on the revision of resolutions on River Information Services. The GIS database of E Waterway Network based on the Blue Book, and the online base of ICC issued by countries are available on the SC.3 web page.</p> <p><b>SC.3 and SC.3/WP.3 are continuing their work on automated inland shipping, by exchanging information on automated inland shipping. Autonomous inland shipping principles applied on inland waterways can significantly contribute to the development of intelligent transport systems in the sector, as such, to the implementation of the SDGs.</b></p> <p>WP.1 and WP.29 support this priority task. WP.1 is discussing the need to amend 1968 Convention on Road Traffic and related instruments to address safe deployment of automated vehicles in road traffic. This also includes considering an option of developing a separate, new legal instrument to regulate automated vehicles in international traffic.</p> <p>WP.29 is working on technical regulations for automated vehicles. A framework document on automated/autonomous vehicles, established by WP.29, was endorsed by ITC at its eighty-second session (Feb 2020). A new UN Regulation for higher level of automated vehicles including requirements on Data Storage Systems for Automated Driving as well as new UN Regulations on Cyber security and Software Updates are put to vote at the 181st WP.29 session (June 2020)</p> <p>WP.1 and WP.29 further increased cooperation on this priority via its common Executive Task Force and joint events. ECE/TRANS/WP.1/2020/3 describes a framework for collaboration and</p>	<p>1. Continue the work of WP.1 and WP.29.</p> <p>2. Hold one joint session annually.</p>	1–2. WP.1 and WP.29 secretariats



Tasks	Status	Next steps	Responsible in Division
5.18 Hold high-level segments of ITC on various topics of sustainable inland transport (from 2019)	common approaches between WP.1 and WP.29. The regular exchanges of information on vehicle automation between the two Working Parties are important and beneficial. Future exchanges should include participation of Chairs in the sessions of respective bodies. In addition, both Working Parties expressed interest of holding a joint event annually.	Continue to monitor emerging issues and propose new topics.	ITC secretariat
5.19 Introduce ITC agenda items on challenges in different regions (from 2020)	<p>Transport challenges from different regions have been incorporated in the agenda of the eighty-second <b>and eighty-third</b> sessions. ESCAP report was delivered under agenda item <b>7 (b) and (c)</b>.</p> <p><del>Pending changes to the organisation of the ITC session (task 4.5), there may be further changes as to how transport challenges from other regions are discussed by ITC.</del></p> <p><b>Extensive research papers on trends and challenges in other regions were</b></p>	Continue to identify new challenges and include in the agenda.	ITC secretariat

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<b>developed and provided the basis of discussions under these agenda items.</b>		
5.20 Support integrated intermodal connectivity and mobility (from 2020) including TEM, TER, intermodal and logistics	<p>WP.24 supports the work on intermodal freight transport and logistics to contribute to enhancing transport connectivity. <b>WP.24 developed and published a Handbook for national master plans for freight transport and logistics. This Handbook was elaborated with the goal to assist national governments in their work to develop the freight and logistics sector in a sustainable way. WP.24 approved, and ITC adopted the resolution on strengthening intermodal freight transport. The implementation of this resolution, as managed by WP.24, is to help make freight transport more efficient and sustainable. WP.24 at its 64<sup>th</sup> session took important decisions to initiate implementation of tasks listed in the resolution for WP.24.</b></p> <p>WP.5 works on intermodal passenger transport at urban level under the cluster on sustainable urban mobility of its work programme to support urban connectivity for passenger transport. <b>In September 2020 a Handbook on Sustainable Urban Mobility and Spatial Planning, prepared in the framework of THE PEP, was launched.</b></p> <p>The TEM project focuses on infrastructure management and supports the TEM participating Governments in achieving road infrastructure relevant SDGs by implementing the project's strategic initiatives.</p> <p>The TER project focuses on developing the railway network in respective countries. Activities such as the network assessment, the High-Speed Masterplan etc. foster growth connectivity, integration and harmonisation.</p>	<ol style="list-style-type: none"> <li>1. Continue the work on intermodal freight transport and logistics in line with the WP.24 programme of work as aligned with the Strategy.</li> <li>2. Continue to work on intermodal passenger transport at urban level and cover as necessary intermodal passenger transport beyond the city level.</li> <li>3. Continue the work within the TEM Strategic Plan 2017–2021 on its strategic areas: environment protection, organization and financing of roads, road infrastructure management, innovations and road safety.</li> <li>4. Continue the TER work on facilitating the integration of the TER networks to grow the rail sector in those countries.</li> </ol>	<ol style="list-style-type: none"> <li>1. WP.24 secretary</li> <li>2. WP.5 secretary</li> <li>3. Regional Advisor</li> <li>4. SC.2 secretary</li> </ol>
5.21 Continue improving data gathering, validation and dissemination	<p>The publication of the 5th edition of the Glossary for Transport Statistics allows countries to produce comparable statistics on road safety, modal split and public transport use.</p>	<p>Continue improving data gathering, validation and dissemination processes to produce accurate statistics</p>	<p>WP.6 secretary</p>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
processes to produce accurate statistics that allow evidence-based transport decisions (from 2019)	The WP.6 has worked on producing a guidance framework on measuring SDG indicator 9.1.2 on passenger and freight volumes; published new tram and metro data that measure urban public transport use (giving insights into SDG 11.2.1); and the agenda has been remodelled around the SDG framework.		
5.22 Support interregional inland transport connectivity and corridors (from 2019)	<p>WP.5 supports this priority task. One of the key clusters of work of WP.5 is on the development of transport networks and/or links. Under this cluster, WP.5 is considering how to further support operationalization of Euro-Asian Transport Links. WP.5 has served for over 15 years as the parent body to the EATL project as well as to the TEM and TER and other related projects and initiatives.</p> <p>WP.5 consulted other relevant WPs on this workflow.</p> <p>As part of this work, and further to decisions of ITC and the ITC Bureau, the WP.24 secretariat together with ESCAP secretariat organized a forum on sustainable transport connectivity between Europe and Asia in the framework of the 62nd session of WP.24 (28 October–1 November 2019).</p> <p><b>In the framework of WP.5, a group of five Governments (Azerbaijan, Georgia, Turkey, Ukraine and Kazakhstan) agreed to develop and pilot an EATL Route 3 Corridor Coordination Management Mechanism (CCMM) and a Corridor Performance Review (COPR) Mechanism. WP.5 welcomed this initiative at its 34<sup>th</sup> session (Sept 2021) and requested the secretariat to continue supporting it and report back on progress made under this initiative at its next session.</b></p> <p><b>WP.24 is supporting the work on operationalization of EATL corridors building upon accession to and strengthening the implementation of the AGTC Agreement.</b></p>	<p>1. Continue and further strengthen dialogues through roundtable on interregional transport connectivity in WP.5/WP.24, in accordance with ITC guidance on further ideas for interregional connectivity</p> <p>2. Further support operationalization of Euro-Asian and other transport corridors based on concrete ideas/inputs sought from countries concerned.</p> <p>3. Continue to prepare publications and studies and organize targeted capacity building in support of the connectivity work.</p>	1–3. WP.5/WP.24 secretary in collaboration with secretaries of relevant WPs

Tasks	Status	Next steps	Responsible in Division
5.23 Promote sustainable transport and urban mobility by new tools and activities (from 2019) (THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility)	<p><b>WP.5 at its 34th session (September 2021) welcomed the inter-regional consultations that were held on sustainable transport connectivity. WP.5 invited the secretariat to continue holding and facilitating such consultations on targeted topics of inter-regional interest, in cooperation if possible, with the other UN RCs as well as other regional / interregional organizations and relevant projects.</b></p> <p><b>WP.5 at its 34th session also agreed to establish a new Group of Experts on the development of a cycling infrastructure module and adopted its proposed mandate and terms of reference (subject to ITC approval). The Group of Experts is expected to propose a UNECE-wide cycling network and its minimum standards. This work is to help seamless cycling mobility in UNECE region.</b></p> <p>WP.5 in aligning its work programme with the Strategy included in it the cluster on sustainable urban mobility. Under this cluster, WP.5 works on sustainable transport and urban mobility. WP.5 prepared a Handbook on Sustainable Urban Mobility and Planning (see also 5.20).</p> <p><b>A workshop on green urban transport was held as part of the 34<sup>th</sup> session of WP.5. The workshop stressed the importance of development of a sound regulatory framework on national and local level surrounding urban mobility and its impact on health and environment.</b></p> <p>THE PEP (not a subsidiary body of ITC) focuses as per its mandate on specific elements of urban mobility.</p> <p>There are - ongoing cross divisional activities on circular economy and green transport.</p> <p>The secretariat is implementing the recommendations for ForFITS following its evaluation during the 2014–2018 period. Interactions with existing modelling groups and modelling tools is being sought to strengthen ForFITS modelling</p>	<ol style="list-style-type: none"> <li>1. Continue work on sustainable transport and urban mobility.</li> <li>2. Continue applying ForFITS.</li> <li>3. Continue to provide support to THE PEP.</li> <li>4. Report annually to ITC on transport aspects related to the circular economy and green transport.</li> <li>5. Review green transport initiatives within a working party bringing together the initiatives of the division.</li> </ol>	<ol style="list-style-type: none"> <li>1. WP.5 secretary and the THE PEP secretariat</li> <li>2. WP.29 secretariat</li> <li>3. THE PEP secretariat</li> <li>4. All relevant WPs secretaries</li> <li>5. ITC secretariat</li> </ol>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	capabilities with minimal resources while ensuring consistency of results between various tools.		
5.24 Assess the impact of climate change on transport infrastructure	WP.5 supports this priority action. WP.5 published a report on Climate Change Impacts and Adaptation for International Transport Networks in February 2020 prepared by its Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes. The work is to continue and to be further expanded in 2020–2025 by the group of experts on assessment of climate change impacts and adaptation for inland transport.	Continue and further expanded the work on climate changes impacts on transport during 2020–2025 mandate of the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (EGCCIA).	WP.5 and EGCCIA secretaries
<b>6</b>	<b>Actions from special priority on road safety</b>		
6.1 Help global community meet global road safety targets through capacity building	<p>Road safety performance reviews and other capacity building activities were delivered by the secretariat funded through the UN SG Special Envoy for Road Safety (SEfRS).</p> <p>ECE hosts the UN Road Safety Fund (UNRSF), which supports implementation of road safety capacity-building projects in low- and middle- income countries.</p> <p><b>Technical assistance (TA) projects promoting UN legal instruments under the purview of ITC, in particular in the area of vehicle regulations, were successfully submitted and approved in the first and second calls of the Fund.</b></p> <p><b>Capacity building activities outside the ECE region are being organized with support from Special Envoy, the latest in November 2021 in Botswana.</b></p>	<ol style="list-style-type: none"> <li>1. Continue delivery of road safety performance reviews (of which two with support from SEfRS).</li> <li>2. Continue delivery of demand-driven capacity building (of which 3–5 with support from SEfRS).</li> <li>3. Develop TA projects to apply for funding from UNRSF in support of implementation of UN legal instruments/implementation of ITC Recommendations for Enhancing National Road Safety Systems (see also task 6.2).</li> </ol>	<p>1–2. SEfRS secretariat in collaboration with relevant WP secretaries, pending the continued extensions of the SEfRS</p> <p>3. Relevant WPs secretaries with coordination by ITC secretariat</p>
6.2 Help global community meet global road safety targets through analytical work/policy dialogue/tools	<p>ITC adopted its Recommendations for Enhancing National Road Safety Systems. The Recommendations form a universal road safety blueprint that can be applied in any country's national road safety system, helping to identify and address key gaps with specific and interconnected actions across areas to be taken by different actors. Implementation of the Recommendations by countries should follow.</p> <p><b>The ITC Recommendations were subsequently included in the Global</b></p>	<ol style="list-style-type: none"> <li>1. Promote and create awareness on the availability of the ITC Recommendations for Enhancing National Road Safety Systems.</li> <li>2. Review and update periodically the Recommendations to keep them abreast of developments in the UN road safety legal instruments and other</li> </ol>	<p>1–2. ITC secretariat in collaboration with relevant WPs secretaries</p>

Tasks	Status	Next steps	Responsible in Division
7	Resource mobilization	<p><b>Plan for the Decade of Action for Road Safety 2021-2030, that was developed in direct implementation of General Assembly Resolution 74/299, thus further raising the profile of the ITC Recommendations</b></p>	related developments and good practice.
		<p>1. Adopt and implement the resource mobilization plan.</p> <p>2. Develop specific projects in support of the implementation of the Strategy's priority tasks for funding from public and/or private donors.</p>	<p>1. ITC secretariat in collaboration with the ITC Bureau</p> <p>2. ITC secretariat in collaboration with relevant WPs secretaries</p>
		Options paper to enhance the capabilities of the transport subprogramme to attract staff-related resources was prepared by the secretariat and is pending consideration by the ITC Bureau.	
		Various projects such as the Sustainable Inland Transport Connectivity Indicators (SITCIN) project or e-learning platform project are funded through UNDA.	
		The Russian Federation provided extrabudgetary funding to WP.5 for work on urban mobility and spatial planning.	
		The Netherlands supported financially the activities on the assessment of climate change impacts on transport infrastructure and is considering further funding for this work (see also task 5.24) in 2020 and 2021.	
		The Islamic Development Bank (IsDB) supports the work on the development of a GIS-based Transport Infrastructure Observatory (see also task 5.16).	
		OSCE has for over a decade been providing funding support to the work on EATL and inland transport security <b>and has funded the recent development of an eTIR online information and training portal</b>	
		<b>The Russian Federation provided extrabudgetary funding in support of work on further development of the CTU Code.</b>	
		<b>Junior Professional Officer was provided by Germany to the Vehicle Regulations and Transport Innovation Section of the Sustainable Transport Division to support the work on intelligent transport systems and automated driving between Nov 2021 and Nov 2023.</b>	

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>	
8	Partnerships	<p>Transport Division is collaborating with other RCs on inland transport. Transport Division involves them in a few projects in which it has taken lead (see also task 4.6)</p> <p>ECE is collaborating/working in partnership with various international organisations/associations/institutions on transport and this collaboration is to be further enhanced where appropriate. Among these organisations/associations/institutions are: ADB, BSEC, ICAO, IMO, ILO, WHO, UPU, UIC, OSCE, OSJD, WCO, WTO, OTIF, CCNR, IAEA, CIT, IRU, IFIs, ECO, CETMO, etc. New cooperation with SCO started in 2020. Transport Division is also closely collaborating with other subprogrammes in the secretariat. This is executed through a joint work in nexuses. Transport Division leads the work in the nexus on Sustainable mobility and smart connectivity, and is involved in other three nexuses on Sustainable use of natural resources, on Sustainable and smart cities for all ages and on Measuring and monitoring SDGs.</p>	<p>1. Continue and enhance collaboration with other RCs.</p> <p>2. Continue and enhance collaboration with various international organisations/associations/institutions in particular in support of the implementation of the Strategy, including education institutions.</p> <p>3. Continue the nexus work at ECE.</p>	<p>1–2. ITC secretariat in collaboration with relevant WPs secretariats</p> <p>3. Division staff as relevant</p>