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**Economic Commission for Europe****Inland Transport Committee****Working Party on Rail Transport****Seventy-sixth session**

Geneva, 16–18 November 2022

Item 19 of the provisional agenda

**Activities of Inland Transport Committee  
and its subsidiary bodies****Consolidated Response to the Questions of the Chair of the  
Inland Transport Committee****Note by the Chair****I. Background**

1. On 3 May 2022 the Chair of the Inland Transport Committee (ITC) wrote to the Chairs of Working Parties and Administrative Committees (UNECE/2022/TRANS/18) requesting support and contributions to key decisions of ITC of relevance to the Working Party.
2. In accordance with this request, this document provides input into the various points set out in the letter including:
  - the adoption of the terms of reference of ITC;
  - the implementation of the ITC Strategy;
  - inputs into the Road Safety Action Plan;
  - aspects related to intelligent transport systems;
  - accelerating climate change mitigation efforts.
3. Each of these aspects will be discussed in turn and the Working Party is requested to review these points and, if they agree with them, submit them to the ITC secretariat as responses from SC.2.

**II. Terms of Reference of the Inland Transport Committee**

4. The Working Party notes that at this, seventy-sixth, session it is considering and deciding on its revised terms of reference and new rules of procedure. These are included in documents ECE/TRANS/SC.2/2022/1 and ECE/TRANS/SC.2/2022/2. Decisions on this will be communicated to ITC after the seventy-sixth session.

### **III. Implementation of the Strategy of the Inland Transport Committee**

5. The Working Party notes that implementation of the ITC Strategy continues following the requirements in the terms of reference of the Working Party and the implementation document ECE/TRANS/SC.2/2019/2. In addition, the Working Party would highlight the following in its implementation of the ITC Strategy:

- The seventy-sixth session of the Working Party will discuss the potential updating of its terms of reference and the adoption of its own rules of procedure (see paragraph 4 for more details);
- Following the conclusion of the current mandate of the Group of Experts on the Permanent Identification of Railway Rolling Stock, the Working Party, at its seventy-sixth session, will be requested to consider adopting the model rules on the permanent identification of railway rolling stock as a new legal instrument under its purview. These model rules may also be applied in countries outside the ECE;
- Work continues on the activities of Group of Experts on International Railway Passenger Hubs with the aim of updating and modernizing the European Agreement on Main International Railway Lines (AGC);
- Work under the Trans-European Railway Project is finalizing the updated version of the AGC-AGTC tool which introduces a new innovative tool to rail activities and further facilitates the modernization of the AGC; and
- The development of a rail innovation platform continues.

### **IV. Inputs into the Road Safety Action Plan**

6. The Working Party, although not having any direct involvement in activities related to Road Safety, reiterates the importance of ensuring that road traffic is effectively separated from rail traffic and that where there are intersections, for example at level crossings, that the recommendations of the Group of Experts on Safety at Level Crossings are fully implemented. Furthermore, the Working Party reminds ITC that a significant contributing factor to encouraging improved road safety is the promotion of modal shift to rail and intermodal solutions for short, medium and long-distance journeys. In promoting this modal shift, the Working Party on Rail Transport is aiding in the facilitation of the acquisition of railway rolling stock through the activities of the Group of Experts on the Permanent Identification of Railway Rolling Stock and making key international railway stations more accessible through the work of the Group of Experts on International Railway Passenger Hubs (both discussed above).

### **V. Intelligent Transport Systems**

7. The Working Party continues its work on ITS activities through the regular updating of the rail security observatory and through the creation of a new innovation platform identifying key areas where ITS could increase the competitiveness of the rail sector following the successful workshop on the issue at its seventy-second session. As part of this work, the Working Party also continued its activities related to the digitalization of documents in collaboration with the activities of the Working Party on Intermodal Transport and Logistics. Finally, as part of its activities to modernize and digitalize infrastructure agreements the Working Party notes the work towards the finalization of the AGC-AGTC online tool aimed at assisting operators in identifying optimum routes for rail flows across the region and facilitating then shift to rail (mentioned in section III above).

## **VI. Accelerating Climate Change Mitigation Efforts**

8. The Working Party notes that all its activities have a strong impact on mitigating the harmful effects of the transport sector on the environment by encouraging modal shift to railways through its activities in:

- the Group of Experts on the Permanent Identification of Railway Rolling Stock and the Group of Experts on International Railway Passenger Hubs;
  - its contribution to the work of the Group of Experts on Climate Change impacts and adaptation for transport networks and nodes; and
  - work, in collaboration with the Working Party on Intermodal Transport and Logistics, on green logistics.
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