

ECONOMIC COMMISSION FOR EUROPE

EXECUTIVE COMMITTEE

127th meeting

Geneva, 16 March 2023

Item 5(a) of the provisional agenda

Informal Document 2023/11

Meeting with the Chair of the Inland Transport Committee

Report by the Chair

Report by the Chair of the Inland Transport Committee

I. Achievements over the past twelve months

A. Introduction

1. The ECE Executive Committee (EXCOM) was last reported to on 3 May 2022 following the eighty-fourth annual session of the Inland Transport Committee (ITC) (Geneva, 22-25 February 2022) and ITC's special session (Geneva, 29 April), including on ITC business-critical decisions requiring EXCOM approval.

2. The period since the full report to EXCOM in May 2022, was marked by historic achievements (see section on ECOSOC endorsement of revised ITC TOR) and several challenges due to the continued disruptive impacts of the COVID-19 pandemic and a progressive return to normal operations based on several innovations and accomplishments in support of member States efforts to achieve swift and sustained recovery. This report will offer a succinct account of the above developments.

3. Faced with a gradual return to normality, after two years of unprecedented challenges due to the COVID-19 pandemic, the liquidity crisis and the Strategic Heritage Plan (SHP), ECE continued to return to the normal delivery of its intergovernmental meeting and the restoration of its convening power.

4. Despite ongoing complexities, in 2022, the secretariat serviced 20 Working Parties, 11 Administrative Committees and nine Groups of Experts for amending, acceding to and implementing the existing 59 UN conventions/agreements on inland transport administered by ECE, and forging new conventions/agreements, protocols and resolutions. The conventions/agreements cover safety, vehicle regulations, transport of dangerous goods and perishable foodstuffs, environmental performance, cross-border facilitation as well as transboundary infrastructure networks to provide regulatory support for countries to implement SDGs 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 16.

5. To achieve that, the ITC Bureau with the support of the secretariat continued to provide intersessional support that was fully aligned with the "business continuity" adjustment measures, including special procedures, that were put in place by EXCOM, in order to ensure that the enduring work of the Committee continues to positively impact the daily lives of people around the world.

6. At the same time, the Bureau **noted with regret** that meetings by default reverted to in-person formats starting from January 2023 and that hybrid formats will only be possible when adequate XB funding is available. In this regard, the Bureau **expressed its strong** preference for hybrid meetings over in-person only meetings, noting that this is a standing request from several intergovernmental bodies, subsidiary to ITC.

B. 85th annual session of the Inland Transport Committee

7. The eighty-fifth session of ITC (Geneva, 21–24 February 2023) was dedicated to "Actions of the inland transport sector to join the global fight against climate change". The High-level segment attracted Transport Ministers from all UN Regions in Africa, Asia, Europe, Latin America and the Caribbean, and the Middle East and North Africa. The main highlights of the High-level Segment (see ECE/TRANS/328) included:

(a) The adoption at the end of the High-level segment of the ITC Ministerial Declaration "Harnessing the full potential of inland transport solutions in the global fight against climate change" by Ministers and Heads of Delegations of countries in Africa, Asia, Europe, Latin America and Middle East (ECE/TRANS/328, Annexes I and II).

(b) A high-level side event on the inaugural ITC Forum for Road Safety organized on 21 February 2023.

(c) A high-level side event on "Enhancing connectivity and accelerating the transition to climate resilient, low-carbon transport systems in land-locked developing countries" organized on 22 February 2023 by ECE together with Turkmenistan.

(d) A high-level side event on "Electric Vehicle Charging Infrastructure" organized on 22 February 2023.

(e) A high-level ITC Roundtable on "Inland transport connectivity and the 2030 Sustainable Development agenda: Challenges and opportunities for global economic prosperity and development" organized on 24 February 2023.

8. The Committee adopted the main decisions (as contained in ECE/TRANS/328 and Informal document ITC (2023) No.6). The most relevant for EXCOM are:

(a) Decisions 5 and 6 welcoming the progress achieved during 2022 by the ITC Working Parties in implementing the ITC Strategy until 2030, as well as encouraging all Working Parties to review and align their ToRs to those of the Committee, as appropriate and requesting those Working Parties that did not have the opportunity to do so yet, to inform the Committee at latest at its eighty-sixth plenary session in 2024 about the status of their alignment.

(b) Decision 8 whereby the Committee decided to proceed with the review process of the mandates of its Working Parties in the course of 2023;

(c) Decision 14 **taking note of** the principles covered in the revised "ECE Road Safety Action Plan, 2023-2030" and **inviting** its relevant Working Parties to submit in the course of 2023 their first inputs,

(d) Decision 17 adopting the updated Terms of Reference of the Working Party on Rail Transport (SC.2),

(e) Decision 19 adopting the new Terms of Reference for the Revisions Committee of the Model Rules on the Permanent Identification of Railway Rolling Stock, followed by decisions 80 and 81 adopting the new Model Rules for the Permanent Identification of Railway Rolling and the related Guidance Note on the Model Rules,

(f) Decisions 18, 20, 21 and 22 adopting the revised Rules of Procedure of SC.2, SC.3, WP.15/AC.2, and WP.24,

(g) Decision 23 endorsing the extension of the mandate of the Group of Experts on LIAV, until December 2024, with a focus to (i) undertake the assessment collectively of any gaps in the conventions and resolutions under the auspices of WP.1, and (ii) identify the issues to be addressed; noting the work already done in this area and recommending that WP.1 revisits the ToR of the Group of Experts,

(h) Decision 24 endorsing the extension of the mandate of the Group of Experts on AETR,

(i) Decision 26 adopting the draft programme of work of the Transport Subprogramme for 2023,

(j) Decisions 12-14, on Road Safety, reiterating the Committee's concern for the limited progress globally in meeting the Sustainable Development Goal targets on road safety as well as those of the United Nations Decade of Action for Road Safety and fully supporting an enhanced role for ECE's comprehensive contribution to the global efforts, with the adoption of the "ITC Recommendations for Enhancing National Road Safety Systems", as

well as the support of the United Nations Road Safety Fund and the Secretary General's Special Envoy for Road Safety,

(k) Decisions 44 and 45 recognizing the urgency of stronger actions against climate change and requesting the secretariat, in close cooperation with the Committee's Bureau and relevant subsidiary bodies, to develop an ambitious strategy document for reducing Green House Gas (GHG) emissions in inland transport based on international United Nations legal instruments under the Committee's purview with priority actions for The Inland Transport Committee (ITC) and all its relevant subsidiary bodies, supported by a strong action plan with milestones, for consideration and possible adoption by the Committee at its eighty-sixth plenary session.

C. Highlights of achievements in 2022 and 2023

1. ECOSOC endorsement of the Revised Terms of Inland Transport Committee

9. The draft resolution of the Economic and Social Council (ECOSOC) entitled "Revised terms of reference of the Inland Transport Committee of the Economic Commission for Europe", (document E/2022/L.4) was adopted on Wednesday, 16 February 2022 as ECOSOC resolution 2022/2. The revised ITC Terms of Reference (TOR) can be found in ECE/TRANS/316/Add.2 (in A/C/E/F/R/S).

10. With the endorsement of its revised TOR by ECOSOC, ITC is recognized as a United Nations centre providing a comprehensive platform for consideration of all aspects of inland transport development and cooperation, with special attention to interregional and intraregional regulatory governance through the United Nations transport conventions and other means.

11. Under the revised TOR, ITC membership includes:

- States members of the Economic Commission for Europe, which participate in the Committee sessions as full members with voting rights.
- Non-member States, which have the right to participate as full members in the segments of the Committee session that deal with legal instruments to which they are contracting parties and remain in a consultative capacity in other parts.

12. Following the entry into force of the revised ITC TOR on 16 February 2022, the ITC Rules of Procedure, as contained in ECE/TRANS/294, annex III, also entered into force.

13. The 85th ITC session was the first in the Committee's history that was organized in operational terms in line with the revised TORs in force.

2. Regulatory governance and new accessions

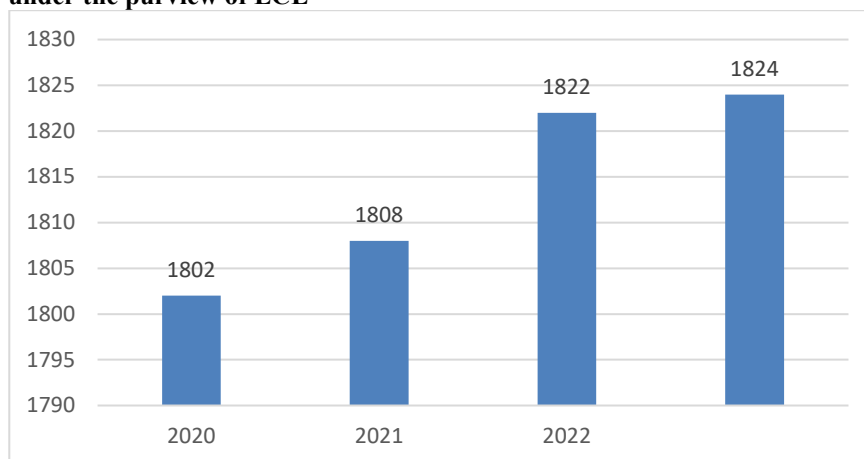
14. The number of contracting parties increased to 1,824 with 18 new contracting parties to 8 legal instruments in 2022 and 2023¹. Despite the positive trend, as can be seen in figure 2 below, the rate of accessions remained low compared to the need for a universally harmonized inland transport system.

¹ **Armenia 2 legal instruments** (ADR; ATP Agreement); **Azerbaijan** (eCMR); **Benin 2 legal instruments** (1968 Convention on Road Traffic; 1968 Convention on Road Signs and Signals); **Germany** (eCMR); **Kyrgyzstan** (eCMR); **Maldives 2 legal instruments** (1968 Convention on Road Traffic; 1968 Convention on Road Signs and Signals); **Philippines** (1958 Agreement); **Saudi Arabia** (1968 Convention on Road Traffic); **Turkmenistan** (eCMR); **Uganda 6 legal instruments** (ADR; 1958 Agreement; 1968 Convention on Road Traffic; 1968 Convention on Road Signs and Signals; 1997 Agreement; 1998 Agreement).

15. Maldives became the 152nd UN Member State to become contracting party to at least one of the legal instruments under the purview of ITC.

Figure 1

Number of Contracting Parties to the United Nations Inland Transport Conventions under the purview of ECE



16. The most important regulatory achievements are listed below. For a full report, please see the 2022 annual report of the Inland Transport Committee (ECE/TRANS/2023/33).

Border Crossing Facilitation

17. After the entry into force, on 25 May 2021, of a package of amendment proposals introducing the computerized TIR procedure, known as the eTIR procedure, in the legal text of the TIR Convention, 1975 and, in particular, new Annex 11, the year 2022 was dedicated to enabling the first eTIR transport to be conducted. For this to happen, the newly established Technical Implementation Body (TIB) and the TIR Administrative Committee, respectively, adopted version 4.3 of the eTIR specifications (eTIR concepts, functional and technical specifications). Furthermore, the secretariat organized a number of national workshops and initiated projects with national customs administrations interested in interconnecting their national customs systems with the eTIR international system. On 7 October 2022, the secretariat organized a workshop on conformance tests with countries ready to start implementing eTIR without further delay (Azerbaijan, Georgia, Pakistan, Türkiye and Uzbekistan) as well as with IRU.

18. The first session of the Technical Implementation Body (TIB) took place from 18–21 January 2022. During the session, TIB adopted version 4.3 of the eTIR technical specifications, as contained in document ECE/TRANS/WP.30/AC.2/TIB/2022/5-ECE/TRANS/WP.30/AC.2/2022/14, and confirmed their alignment with version 4.3 of the eTIR concepts (ECE/TRANS/WP.30/AC.2/2022/12-ECE/TRANS/WP.30/AC.2/TIB/2022/3) and the eTIR functional specifications including some amendments thereto, contained in documents ECE/TRANS/WP.30/AC.2/TIB/2022/6 and ECE/TRANS/WP.30/AC.2/TIB/2022/7, pending their adoption by AC.2. TIB also adopted its Rules of Procedure (RoP). At its seventy-eighth session (February 2022), AC.2, in line with Annex 11, Article 5, adopted the eTIR concepts and the eTIR functional specifications, including the amendments adopted by TIB at its first session. This provides a complete legal and technical basis for those countries that are willing to implement the eTIR procedure, while noting that the ongoing work will allow all other contracting parties to Annex 11 to bring forward their requirements for consideration by TIB and AC.2 in version 4.4 of the eTIR specifications (see ECE/TRANS/WP.30/AC.2/157, paras. 29-33).

19. Further to the introduction of eTIR, the TIR secretariat continued its activities to assist countries to start interconnection projects between their national customs Information Technology (IT) systems and the eTIR international system. The eTIR international system is a centralized platform, developed and maintained under the auspices of ECE, that ensures the secure exchange of data about the international transit of goods, vehicles or containers according to the provisions of Annex 11 of the TIR Convention between national customs systems and allows customs to manage the data on guarantees, issued by guarantee chain to holders authorized to use the TIR system. In the course of 2022, the following six countries already started an interconnection project: Azerbaijan, Georgia, Pakistan, Tunisia, Türkiye and Uzbekistan. These countries have started conformance tests, in order to have their national customs system fully aligned with the eTIR specifications, and a first actual eTIR transport is expected to be conducted in early 2023.

20. Since 4 February 2022, the electronic submission of data to the International TIR Data Bank (ITDB), containing the data of 33,000 authorized TIR Carnet holders has become obligatory with respect to all parties to the Convention, thus making any laborious submission on paper redundant.

21. On 9 June 2022, ECE and the Fédération Internationale de l'Automobile (FIA) organized, within the framework of a Memorandum of Understanding between the two organizations, concluded on 20 October 2021, a joint workshop dedicated to the digitalization of the temporary importation conventions of 1954 (private vehicles) and 1956 (commercial vehicles) and, in particular the development of an eCPD (Carnet de Passage en Douane). More than 140 participants from 53 countries, various intergovernmental and non-governmental organizations attended the workshop. The elaboration of a first conceptual document on the issue is expected to be published in the spring of 2023.

22. On 25 June 2022, a set of amendments entered into force, increasing the number of TIR operations per TIR transport from four to, maximally, eight. This amendment allows operators to better plan their transports in order to deliver goods as close as possible to a maximum number of consignees. This economy of scales contributes to decreasing the environmental impact of road transport.

Vehicle Regulations

23. Following the establishment of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA), WP.29 and its subsidiary bodies worked according to the Framework Document on Automated/Autonomous Vehicles (ECE/TRANS/WP.29/2019/34/Rev.2). This document, which was endorsed by ITC at its eighty-second session, has guided the work on automated vehicles. This work, led by Co-Chairs from America, Asia and Europe is aimed to be suitable for the countries under the regime of type approval and the countries under the regime of self-certification. These activities form a novel initiative aimed at harmonizing globally automated vehicles regulations and creating a more productive environment for innovation. In 2021, the highlights produced under the Framework Document include the first iteration of the New Assessment/Test Method for Automated Driving (NATM) – Master Document as well as the draft recommendations for automotive cyber security and software update.

24. These highlights noted above follow the achievements in 2021 with the adoption of a major amendment to the first United Nations Regulations on automated vehicles (UN Regulation No. 157 on Automated Lane Keeping System (ALKS)) which entered into force on 22 January 2021. This amendment to UN Regulation No. 157 on Automated Lane Keeping System (ALKS) increased the maximal speed of operation to 130 km/h as well as included lane change provisions. These new provisions enable full automated driving on motorways, creating the possibility for drivers to engage in other tasks than driving (see also WP.1 Resolution on safety considerations for activities other than driving undertaken by drivers when automated driving systems issuing transition demands exercise dynamic control), as long as drivers stay available to take over when requested by the system.

25. At the March 2022 session, WP. 29 established a new UN Regulation No. 164 on Studded Tyres with regards to their Snow Performance, which entered into force on 30 September 2022.

26. WP. 29 continued its regulatory work on protection of vulnerable road users with three new UN Regulations established in 2022:

- (a) UN Regulation No. 165 on Reverse Warning,
- (b) UN Regulation No. [166] on Vulnerable Road Users in Front and Side Close Proximity; and,
- (c) UN Regulation No. [167] on Vulnerable Road Users Direct Vision.

27. Existing UN Regulations were updated by 120 amendments, which adapt the regulations to the most recent technological innovations and introduce more stringent limits aimed at increasing both the safety and environmental performance of vehicles.

28. At its 187th session, WP.29 agreed in principle on the draft framework document on vehicle whole-life compliance, which provides for a compliance regime for vehicles from type-approval via periodic technical inspections, roadside technical inspections until its end-of-life and scrapping by applying a holistic approach.

29. In 2022, WP.29 concluded several years of work on two new United Nations Global Technical Regulations (UNGTR) and established:

- (a) UN GTR No. 22 on In-vehicle Durability for Electrified Vehicles, and
- (b) UN GTR No. 23 on durability of pollution-control devices.

30. WP.29 established an amendment to United Nations Global Technical Regulations No. 2 (worldwide motorcycle emissions test cycle) and one amendment to Mutual Resolution No.1 (M.R.1) on Concerning the description and performance of test tools and devices necessary for the assessment of compliance of wheeled vehicles, equipment and parts according to the technical prescriptions specified in United Nations Regulations and United Nations Global Technical Regulations. This will adapt the UN GTRs to the most recent technological innovations and introduce more stringent requirements aimed at increasing both the safety and environmental performance of vehicles.

Transport of Dangerous Goods

31. In 2022, international legal instruments regulating air, maritime and land transport of dangerous goods that were further updated following the transposition of the provisions contained in the Model Regulations (22nd revised edition) and the Globally Harmonized System of Classification and Labelling of Chemicals (9th revised edition) prepared by ECE secretariat in 2021 entered into force or may be applied in a voluntary basis as from 1 January 2023. For inland transport, the provisions of the 2023 edition of ADR, RID and ADN which were adopted by the relevant intergovernmental bodies in 2022, ensure alignment with those in the twenty-second revised edition of the Model Regulations and entered into force on 1 January 2023. They became mandatory for the international transport of dangerous goods by road, rail and inland waterways between the contracting parties to these agreements (54 for ADR, 45 for RID and 18 for ADN) and for domestic traffic in the territories of all EU Member States.

32. The ADN Safety and Administrative Committees adopted, at their thirty-ninth and twenty-seventh sessions in January 2022, respectively, as well as at their fortieth and twenty-eighth sessions in August 2022, respectively, a set of amendments for entry into force on 1

January 2023 including amendments intended to harmonize ADN provisions with those of ADR and RID.

33. Following the endorsement in 2022 by the ECOSOC Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals of the recommendations made by its two sub-committees, the secretariat prepared, for worldwide implementation and use, new consolidated revised editions of the Model Regulations (Rev.23) and the GHS (Rev.10) as well as the 8th revised edition of the Manual of Tests and Criteria.

Road Traffic Safety

34. In 2022, the Global Forum for Road Traffic Safety (WP.1) continued its work in ensuring that new in-vehicle technology is – when deemed necessary – accompanied by new traffic rules. For example, WP.1 exchanged information with WP.29 and its subsidiary bodies by – among others – inviting the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) Chair to its sessions, by planning and proposing joint events to share views and experience on the recent rapid technological advancements, and to offer timely provision of the appropriate guidelines for the road environment of the future. WP.1 has always stressed the importance of close cooperation with vehicle regulations subsidiary bodies.

35. WP.1 adopted an important amendment proposal which, when it enters into force, is expected to facilitate automated driving for contracting parties to the 1968 Convention on Road Traffic. In addition, WP.1 is close to finalizing the amendment proposals to incorporate technical progress in the area of lighting and light signalling devices; is exploring digital driving permits; has adopted “Global Forum for Road Traffic Safety (WP.1) resolution on safety considerations for activities other than driving undertaken by drivers when automated driving systems issuing transition demands exercise dynamic control”; and intends to continue considering policy challenges of remote driving.

36. Finally, WP.1 will continue exploring the definition and role of the driver, driver education and training, and the possibility of contributing to developing a glossary of terminology for automated vehicles. Developing a framework of key principles for automated vehicle safety and human centred needs may become an important element of the WP.1 workplan in 2023. Also in 2023, in the context of ITS, the exchange of views will be continued with expected contributions from eminent academics and experts on many pertinent issues.

Transport of Perishable Foodstuffs

37. The Committee was informed by Mr. K. de Putter (the Netherlands), Chair of the Working Party on the Transport of Perishable Foodstuffs (WP.11) about the status of proposed amendments to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) adopted at the seventy-seventh, seventy-eighth and seventy-ninth sessions of WP.11 in 2021 and 2022 respectively (ECE/TRANS/WP.11/245, ECE/TRANS/WP.11/247 and ECE/TRANS/WP.11/249). Amendments were notified for acceptance on 3 February 2023.

38. The Committee noted that at its sessions in 2021 and 2022, WP.11 worked on some important topics as follows:

- (a) Definition of the independence of a unit, in order to cope with decarbonization trends as new energy source technologies are becoming available.
- (b) Adopted provisions for airflow circulation in the body of the equipment, improving transport conditions for perishable foodstuffs.

(c) Miscellaneous proposals improving the criteria for testing and certification of ATP equipment.

39. Also, a liaison between the Working Party and a new ISO committee developing standards for cold chain logistics was established in 2022.

40. The Committee noted that at its seventy-ninth session the Working Party decided to return to its usual cycle of one meeting per year and to increase the number of informal working groups, when relevant, to facilitate intersessional work. The Working Party thanked the ITC for the opportunity of testing a different cycle of meetings for the biennium 2021-2022.

Road Transport

41. The Working Party on Road Transport (SC.1) established a formal group of experts on the operationalization of the eCMR procedure, commencing in 2022 for two years. In 2022, the group met three times to discuss the requirements of article 5 of the Additional Protocol to CMR. Besides discussing and agreeing on article 5, the other objectives of the group include preparing the objective/scope, the high level architecture, and the conceptual specifications for a future environment that would support the conclusion and exchange of electronic consignment notes in accordance with the provisions of CMR and its Additional Protocol. Such work would also include an impact assessment of possible implementation scenarios of a future eCMR environment.

42. As part of its 117th session in October 2022, the SC.1 meeting included a workshop on cross-border insurance of motor vehicles jointly organized by the five United Nations regional commissions. It was the first workshop of its kind and provided an opportunity for representatives of insurance card systems from different regions of the world to exchange information, experiences, and good practices. Recommendations and conclusions from the workshop included introducing compulsory minimum third party insurance for all motor vehicles as part of road safety programs; the recommendation that another workshop should be organized in 2023 for the further exchange of experiences; and the identification of potential solutions to common challenges for enhanced cooperation among the various card organizations.

43. SC.1's subsidiary body, the Group of Experts on the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) (GE.21) continued its work on reconciliation of the AETR regime in European Union and non-European Union AETR contracting parties as well as towards the introduction of the smart tachograph, following its application in the European Union as of June 2019.

Rail Transport

44. The Working Party on Rail Transport (SC.2) agreed to the creation of the Model Rules on the Permanent Identification of Railway Rolling Stock which was adopted at this year's ITC as the sixtieth legal instrument under the purview of ITC. With the entry into force of SC.2's new Terms of Reference and Rules of Procedure, in line with those of ITC, member States from around the world can choose to adhere to these Model Rules. ITC has decided that a Revisions Committee be established to support the ongoing maintenance of these Model Rules.

45. SC.2 decided to finalise the text of the Convention on the Contract for the International Carriage of Goods by Rail following "Approach A" as a first step towards the creation of System of Conventions on Unified Railway Law. In 2023, SC.2 will work towards the finalisation of the text of the Convention, including through holding of the SC.2 Special Session on URL. SC.2 envisioned to agree on the Convention at its session in November 2023.

46. Modernization of the European Agreement on Main and International Railway Lines (AGC) has this year taken a significant leap forward with the introduction of a GIS based tool which, in conjunction with the AGTC covered below, provides the sector with a tool to identify minimum infrastructure parameters requirements for railways across the ECE region. The AGC has been further amended with previously agreed infrastructure amendments coming into force and other amendments being agreed by Contracting Parties at the SC.2 session.

47. The Group of Experts on International Railway Passenger Hubs has agreed that an internationally recognised set of hubs need to be defined and included in the AGC going forward. The work of this group will be finalised in 2023 with the goal of preparing proposals to SC.2 in November 2023. The group's aim is to further facilitate access to the railways and shifting long distance passenger journeys from other modes.

48. Significant progress was made in the work of the Trans European Railway Project (TER). The TER developed a strategy for the coming years as well as initiated several key studies aimed at modernizing the activities of the Project through an assessment of technical parameters and the preparation of a Geographic Information System (GIS) tool to support the development of freight flows within the region.

Intermodal Transport

49. The Working Party on Intermodal Transport and Logistics (WP.24) continued its work to update the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and the Protocol to the AGTC. In its efforts to further strengthen the frameworks for intermodal transport, WP.24 continued its work to set up the monitoring mechanism for the AGTC lines and related installations vis-à-vis their technical parameters by creating the AGTC inventory in GIS environment. . WP.24 collaborated with the Working Party on Inland Water Transport (SC.3) on the challenges faced with the Protocol to the AGTC. Both Working Parties prepared a draft resolution on facilitating the development of container transport on inland waterways. ITC adopted this resolution and requested WP.24 and SC.3 to implement it.

50. WP.24 further progressed on the implementation of the resolution on strengthening intermodal freight transport.

51. WP.24 also informed about progress achieved in proposing updates to the Code of Practice for Packing of Cargo Transport Units done in an informal prework due to the absence of the Group of Experts on CTU Code. ITC requested organisation of a WP.24 Special Session on CTU Code at which changes worked out in the informal prework could be reviewed and if and as appropriate adopted in collaboration with International Maritime Organisation and International Labour Organisation and their members.

Inland Water Transport

52. The Working Party on Inland Water Transport (SC.3) and its subsidiary body, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) continued its work on monitoring the implementation of the European Agreement on Main Inland Waterways of International Importance (AGN). It approved amendment No. 5 to the third revision of the Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book") and further amendments to resolution No. 49, the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network.

53. In terms of technical prescriptions to inland navigation vessels and Vessel Traffic Services, SC.3 approved:

- Amendment No. 4 to the second revision of resolution No. 61 “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” as resolution No. 104
- Definitions and the structure of the revised annex to the annex to resolution No. 58 “Guidelines and Criteria for Vessel Traffic Services on Inland Waterways” with a view to finalize the revision in 2023.

54. SC.3 finalized and approved the Glossary for Inland Water Transport as a part of the work by the ECE Sustainable Transport Division on the terminology and definitions for inland transport. The glossary is aimed at facilitating understanding of ECE rules, standards and resolutions, ensuring the consistency of the terminology with legal instruments and standards of international organizations in the field of inland water transport and facilitating cross-sectoral cooperation.

3. Policy dialogue, capacity building and analytical activities

Road Safety

55. Despite strong and consistent efforts by Member States, the international community was not able to achieve by 2020 the target 3.6 of the United Nations Sustainable Development Goals on road safety to halve the number of global deaths and injuries from road traffic accidents.

56. The Inland Transport Committee at its eighty-fourth session (22-25 February 2022) reiterated its concern for the limited progress globally, welcomed the launch in 2021 of the “Global Plan for the Decade of Action for Road Safety 2021-2030” (Global Plan) and expressed its satisfaction for the seamless integration in the Global Plan of the core United Nations Road Safety Conventions under the purview of the Committee, as well as the “ITC Recommendations for Enhancing National Road Safety Systems” (ITC Recommendations). In line with the United Nations General Assembly Resolution 74/299 on “Improving global road safety” ECE partnered with WHO and its sister United Nations Regional Commissions to develop the Global Plan.

57. Furthermore, noting the completion of the ECE Road Safety Action Plan in 2020, following the end of the first Decade of Action for Road Safety, the Committee requested the secretariat to develop a revised ECE Road Safety Action Plan for the Decade of Action for Road Safety 2021-2030, for consideration and possible adoption by the Committee at its eighty-fifth session.

58. In 2022, ECE continued the development of the methodology for performing the Road Safety Performance Reviews (RSPR). The updated methodology follows the ITC Recommendations² requirements and incorporates experiences from four undertaken RSPR, a number of workshops on RSPR results and feedback from member States on capacity development activities in the COVID-19 and post-COVID-19 era. The revised RSPR methodology is simpler without compromising on RSPR quality. The preparation of two RSPR reports was launched in 2022 – RSPR Uzbekistan and RSPR Moldova. It is planned that both RSPR will be completed in 2023, resulting in comprehensive reports with recommendations on how to improve national road safety systems and capacity development events to strengthen national capacities to mitigate the most pressing road safety issues, leading to better road safety.

59. Based on the request of the Ministry of Communication and Transport of Bosnia and Herzegovina, ECE prepared a roadmap for roadside technical inspection of vehicles. This roadmap is a continuation of ECE’s support to Bosnia and Herzegovina and originates with

² ITC Recommendations for Enhancement of National Road Safety Systems, 2021.

the draft Framework Road Safety Strategy and the Roadmap for accession to and implementation of the 1997 Agreement for Bosnia and Herzegovina.

60. In 2022, Georgia adopted a national road safety strategy with parts of the strategy based on findings and recommendations of the 2018 UNECE Road Safety Performance Review. Additionally, in 2022 ECE provided a report on benefits of the use of safety belts on rear seats, child restraint systems, and speed management, as well as on international best practice and potential benefits, which helped Georgian legislators with their decision on the introduction of proposed measures.

THE PEP

61. The fifth High-level meeting on Transport, Health and Environment in 2021 brought together over 800 participants and 46 Ministers and Deputy-Ministers to agree on how member States can make transport greener and healthier. The main output of this meeting was the Vienna Declaration setting out a clear plan of action on working towards better mobility for the future. A number of policy documents and studies were prepared in support of the Declaration.

62. In 2022, THE PEP initiated activities in the development of a strategy for THE PEP and a review of potential legal instruments to develop for the programme. It also started work on the new Partnerships on Active Mobility, Sustainable Tourism and Youth and Child Friendly Mobility in parallel to continuing work on existing partnerships. The Steering Committee meeting in October 2022 highlighted the importance of the work of these partnerships in shaping the development of the upcoming strategy.

Development of Container Transport on Inland Waterways

63. The workshop “Development of Container Transport on Inland Waterways” was held on 12 October 2022 at the sixty-sixth session of SC.3, organized jointly by the secretariats of SC.3 and the Working Party on Intermodal Transport and Logistics (WP.24). The workshop focused on the current situation, potential and prospects for the development of container transport on inland waterways in Europe, the Caspian Region and China.

64. The workshop was followed by the joint SC.3/WP.24 round table on facilitating the alignment between AGN and the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Protocol) The participants agreed that the best way to ensure alignment between the legal instruments could be a joint management or monitoring by SC.3 and WP.24.

Ensuring a modern, green, sustainable and resilient inland water transport

65. SC.3 and SC.3/WP.3 held the following workshops and discussions:

- Workshop “Prevention of pollution from inland waterway vessels and greening of the inland water transport sector” on 16 February 2022 at the sixtieth session of SC.3/WP.3, which highlighted the various aspects of preventing pollution from inland waterway vessels, decarbonizing the inland fleet and reducing the environmental impact of inland navigation
- Workshop “Towards a modern, sustainable and resilient E Waterway Network” on 29 June 2022 at the sixty-first session of SC.3/WP.3, aimed at promoting the implementation of AGN and improving coordination in the development of the E waterway network to ensure its greening, sustainability and resilience to climate change, external shocks and other challenges
- Discussion “Innovative materials, equipment and technologies in inland water transport” on 13 October 2022 at the sixty-sixth session of SC.3, focused on

innovative composite materials, additive manufacturing and digital technologies, alternative fuels and other innovative approaches.

Analytical work: taking stock of new trends towards electric vehicle charging infrastructure

66. ITC at its eighty-fourth annual session in February 2022 requested the Working Party on Transport Trends and Economics (WP.5) “to take into consideration the new trend towards electric charging infrastructure and, in coordination with the chairs of the relevant working parties, to prepare a first assessment of issues that need addressing in the realm of the Committee to be presented at its eighty-fifth session”.

67. In response to this request document ECE/TRANS/2023/23 titled “Taking stock of new trends towards electrical vehicle charging infrastructure” was prepared providing an overview of preliminary ideas for a stronger role by the ITC and its subsidiary bodies. Given its inter-disciplinary scope, this document has been prepared jointly by the ECE Sustainable Transport and Sustainable Energy Divisions. It identifies concrete next steps to be taken in this rapidly emerging field.

Promoting Euro-Asian connectivity

68. On 6 September 2022, in conjunction with the WP.5 thirty-fifth annual session, the ECE secretariat jointly with the Economic Cooperation Organization (ECO) secretariat co-organized a designated expert round table to discuss the operational rail capacity of the TransCaspian and Almaty-Istanbul corridors including the availability of reliable corridor wide agreed timetables and tariffs as well as en route border crossing point efficiency. The expert round table gathered senior railway, transport, and customs officials from the following countries on both corridors: Azerbaijan, Georgia, the Islamic Republic of Iran, Kazakhstan, Türkiye and Uzbekistan.

69. Participants in the round table indicated their interest to continue such targeted discussions, at regular intervals, in the framework of a newly established corridor coordination committee. It was stressed that such effort, co-facilitated by ECE and ECO under the auspices of WP.5, should aim at: (a) offering a platform for stronger coordination and combined efforts at corridorwide level, (b) more effectively addressing remaining technical obstacles, and (c) enhancing rail freight volumes and better use of the available capacity on both corridors. The Chair and the secretariat expressed their readiness to set up such a committee and to continue hosting, result-oriented consultations with the governments involved as well as private sector operators from across the region.

70. On 16 December 2022, in a follow-up to the above decision, the ECE and ECO secretariats hosted the first meeting of the newly established Coordination Committee on the Trans-Caspian and Almaty-Istanbul Corridors which was held in hybrid format and benefited from a strong participation by the International Federation of Freight Forwarders Associations (FIATA) and its national associations from across the region. Participants provided inputs to the development of a corridor specific work plan and marketing strategy. Further meetings of the coordination committee will take place in 2023.

International Transport Infrastructure Observatory

71. On 6 September 2022, in Geneva, in conjunction with the WP.5 thirty-fifth annual session, the ECE secretariat, jointly with the secretariats of ESCWA, Islamic Development Bank (IsDB), ECO, and the Centre for Transportation Studies for the Western Mediterranean (CETMO), held an inaugural launch meeting of the Geographical Information System (GIS) based International Transport Infrastructure Observatory (ITIO-GIS.org). On this occasion the secretariat provided a live demonstration of the various functionalities ITIO offers. ITIO, which is fully operational now, provides a multi-stakeholder, web-based platform which hosts data on a large variety of transport infrastructure networks and nodes across different modes including road, rail, inland waterways, ports, airports, intermodal terminals, logistics centres and border crossing points. Core ITIO user categories include Governments,

Multilateral Development Banks (MDBs), Regional Cooperation Organizations (RCOs), and the broader public.

Urban mobility

72. On 5 September 2022, an interregional workshop on “electrification of urban mobility – opportunities and challenges for transport, energy and spatial planning” was organized as part of the WP.5 cluster of work on "sustainable urban mobility, public transport, and cycling". The workshop, which was co-organized by the Sustainable Transport Division, the Sustainable Energy Division and the Housing and Land Management Section, provided a comprehensive platform to exchange views on trends, opportunities and challenges in the field of electrification of road vehicles at urban, suburban, and regional levels and discuss the policy and infrastructure needs that these developments create for transport, energy, and spatial planning, inter alia in an urban environment.

Transport Statistics

73. A publication, “Inland Transport Statistics in Europe and North America” was developed for release in early 2023. The publication compiles data on road, rail and inland water transport across infrastructure, transport equipment, traffic and transport measurement. This data is vital in monitoring transport-related Sustainable Development Goal targets 9.1 and 11.2, and for benchmarking progress on road safety (target 3.6)

74. The Working Party on Transport Statistics continued work on innovation in both transport statistics production and dissemination. The session of the Working Party in June 2022 included discussions around using mobile phone data for transport statistics, and the secretariat has produced two data stories on transport statistics that include interactive graphs using a “scrollytelling” approach, which aim to engage policy makers with key statistical messages.

Adaptation of transport to climate change

75. During 2022, the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport continued to discuss weather phenomena thresholds which should be analysed on how these thresholds change, especially temperature and precipitation but also wind gust, to help transport professionals understand whether transport infrastructure standards need to change. The Group agreed to develop a framework for stress testing transport asset to climate change hazard, and a guidance on network criticality assessment and started developing them. It also started work on guidance for adaptation pathways in transport sector. The Group continued to work on rising awareness about the urgency of adapting transport to climate change. In this regard, preparations started for a workshop for all the countries in the Mediterranean region to be held in the second quarter of 2023. This workshop will be held in collaboration with ESCWA, France and other partners.

For Future Inland Transport Systems (ForFITS)

76. As part of ForFITS activities to work in partnership, ECE has been chosen to host the prototype database of the Transport Data Commons. The Transport Data Commons Initiative (TDCI). The TDCI is a collaboration of various stakeholders working on transport and mobility data collection and use.

ITC Capacity Development Plan

77. The ITC Capacity Development Plan was presented and adopted at the 82nd session of the Inland Transport Committee. After two years of the pandemic which highly affected the abilities of the secretariat to offer a wide spectrum of in-person capacity development activities, the situation for organizing in-person meetings and offering advisory services to member States significantly improved in 2022. While the capacity is still far below pre-

pandemic levels, the range of activities implemented in 2022 and the pace of recovery provide a good basis for more ambitious planning for 2023. Three important ECE Sustainable Transport Division tools were launched which will significantly increase the secretariat's ability to offer a wide spectrum of capacity development assistance to member States:

- In December 2021, a comprehensive set of Sustainable Inland Transport Connectivity Indicators (SITCIN) were launched in the framework of a United Nations Development Account (UNDA)-funded project.
- In September 2022, through implementation of the UNDA-financed project "Sustainable mobility and smart connectivity (trade and transport nexus) in Central Asia, the Caucasus and Western Balkans", ECE launched "LearnITC – The Inland Transport and Trade Connectivity e-Learning Platform" on smart and sustainable connectivity.
- In May and November 2022, two Road Safety Performance Review projects were launched in Uzbekistan and Moldova respectively.

78. In 2022, capacity development activities were focused on assistance to member States on road safety and digitalization of transport services:

- On 5 October 2022, in cooperation with the Georgian Ministry of Economy and Sustainable Development (MoESD), ECE organized a workshop on selected issues from the National Road Safety Strategy in Georgia online where the findings of the report on three road safety topics (safety belts on rear-seats, child restraint system and speed management) were presented to support the adoption of the National Road Safety Strategy in Georgia.
- At the request of Turkmenistan, ECE organized two capacity development events on the digitalization of transport services, which took place online in March 2021 and June 2022 and resulted in the successful accession of Turkmenistan to the Additional Protocol to the CMR concerning the electronic Consignment Note (eCMR).
- With the support of the Regular Programme of Technical Cooperation (RPTC), Armenia initiated activities to connect its national system with the eTIR international system in the fourth quarter of 2021.
- Two RPTC-funded projects were completed in early 2022: A project which improved the capacity of Ukrainian stakeholders to support the circular economy in e-mobility and sustainable resource management using a nexus approach of Mobility and Resource as a Service model (M-RaaS); and a project accelerating the post-COVID recovery of Kazakhstan through switching to natural gas in road transport, which strengthened national stakeholders' capacity on economic and environmental effects from switching the transport sector to the use of natural gas as a motor fuel and on how to more efficiently implement UN vehicle-related legal instruments.
- During the 26th (online, November 2021) and the 27th (Tashkent, Uzbekistan, November 2022) session of the SPECA Working Group on Sustainable Transport, Transit and Connectivity (WG-STTC), ECE advised SPECA countries on transport connectivity, regional cooperation in infrastructure development and border crossing facilitation. A workshop on LearnITC for SPECA countries in Tashkent in November 2022 strengthened the knowledge of UN transport- and trade-related legal instruments and provided hands-on training on how to use the LearnITC eLearning platform. The national representatives strengthened their knowledge on how to develop policy tools for sustainable transport and better trade connectivity.

79. A full report on the implementation of the ITC Capacity Development Plan can be found in ECE/TRANS/2023/24.

II. Major activities planned for 2023 and beyond

80. Going forward, during 2023 and beyond, the highest priority for the Committee is the operationalization of the Committee's revised Terms of Reference and Rules of Procedure that entered into force on 16 February 2022, the continued implementation of the ITC Strategy until 2030 and the continued modernization and geographical expansion of its normative work.

81. At the time of the preparation of this report, the geographical scope of contracting parties to legal instruments under the purview of the Committee includes **152 out of 193 United Nations Member States** (79 per cent) with the accession of Maldives in 2023, 2 Permanent Observers (Holy See and Palestine) and one non-State Contracting Party (European Union).

III. Any proposed change to the subsidiary structure of the Committee

82. EXCOM is invited to consider the following ITC Decisions requiring its approval.

(a) The renewal of the mandates of:

(i) the Group of Experts on LIAV until 31 December 2024;

(ii) the Group of Experts on AETR until 30 June 2025;

(b) the adoption of the Terms of Reference and the establishment of the Revisions Committee of the Model Rules on the Permanent Identification of Railway Rolling Stock;

(c) the adoption of the updated Terms of Reference of SC.2;

(d) the adoption of the 2023 Programme of Work of the transport subprogramme, as reflected in ECE/TRANS/328.

IV. Follow-up to the 2021 session of the Economic Commission for Europe

83. Through its normative and policy work, as well as its analytical and capacity-building activities, the transport subprogramme contributes considerably to key aspects of the regional and global economy by creating the desired "loop" that optimizes the use of resources in a circular economy. All four pillars of the Inland Transport Committee Strategy until 2030, adopted by the Committee at its eighty-second session (ECE/TRANS/288/Add.2), include elements of the circular economy and help to accelerate the transition to sustainable inland transport.

84. The Inland Transport Committee and its subsidiary bodies will continue their normative, capacity building and analytical work on circular economy and the sustainable use of natural resources, especially in the areas of vehicles regulations, transport infrastructure, transport of dangerous waste, and developing new practices in a sharing economy.

V. Intersectoral activities: new activities and/or progress in existing intersectoral activities

85. The 5th Ministerial High-level Meeting on Transport, Health and Environment (SHLM) was held virtually on 17 and 18 May 2021, complemented by the Vienna Declaration. High-level meetings at the ministerial level are normally convened every five years and are the governing body of the Transport, Health and Environment Pan-European Programme (THE PEP), that is administered jointly by the Regional Office for Europe of the World Health Organization (WHO-Europe), and the Environment and Sustainable Transport Divisions of ECE.

VI. Technical cooperation activities

86. In line with the ITC Capacity Development Action Plan (2020-2025), several capacity development activities took place in the SPECA region. Due to COVID-19, the Sustainable Transport Division was able to focus mostly on demand driven remote capacity development activities.

87. For a comprehensive presentation of the subprogramme's broader capacity building and technical assistance work, see the 2022 annual report of the Inland Transport Committee (ECE/TRANS/2023/24).

VII. Cooperation with other organizations

88. Since the outset of the COVID-19 pandemic, the secretariat, with the support of the other regional commissions and the private sector, maintains the Observatory on Border Crossing Status due to COVID-19³, with information from almost all United Nations Member States, providing daily updates on the status of inland transport border crossings. Updated information is collected and provided for 174 United Nations Member States. The Observatory is officially supported by the Economic Commission for Africa (ECA), Economic Commission for Latin America and the Caribbean (ECLAC), United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) and Economic and Social Commission for Western Asia (ESCWA), International Civil Aviation Organization (ICAO), World Customs Organization (WCO), International Transport Forum (ITF), International Road Transport Union (IRU), Federation International de l'automobile (FIA), Economic Cooperation Organization (ECO) and International Union of Railways (UIC). The secretariat, in collaboration with IRU also published a flyer on how TIR keeps borders open in the age of COVID-19⁴.

89. The collaboration between ECE and the United Nations Secretary-General's Special Envoy has created an important new coalition for raising awareness for road safety and also for the role of ITC in this respect. This cooperation has also led to new or reconfirmed partnerships, especially within the United Nations system, the United Nations country teams and UNDP. ECE provides the secretariat for the Special Envoy.

90. In carrying out its activities and the work programme in transport, the Division cooperates and coordinates work with all the key international organizations of inland transport, transport of dangerous goods and vehicle regulations. Among them the most frequent interactions and joint activities throughout the past year were with: European Union, UN Regional Commissions, United Nations Department of Economic and Social Affairs (UN DESA), United Nations Office for the High Representative for the Least Developed

³ unece.org/transport/border-crossing-facilitation

⁴ unece.org/DAM/trans/bcf/news/documents/TIR_during_COVID-19.pdf

Countries, Landlocked Developing Countries and Small Island Developing States (UN OHRLLS), United Nations Environment Programme (UNEP) and other UN departments and agencies, multilateral development banks, especially the World Bank and the Islamic Development Bank, the Organization for Security and Cooperation in Europe (OSCE), the Organization for Economic Cooperation and Development (OECD) and the International Transport Forum, Organization of the Black Sea Economic Cooperation (BSEC), ICAO, International Atomic Energy Agency (IAEA), International Maritime Organization (IMO), International Labour Organization (ILO), International Union of Railways (UIC), IRU, International Road Federation (IRF), River Commissions in Europe (i.e. Central Commission for the Navigation of the Rhine (CCNR), Danube Commission, Mosel Commission and International Sava River Basin Commission), International Organisation for International Carriage by Rail (OTIF), Organization for Cooperation between Railways (OSJD), Economic Cooperation Organization (ECO), International Rail Transport Committee (CIT), World Road Association (PIARC), World Association for Waterborne Transport Infrastructure (PIANC), WHO, European River-Sea-Transport Union (ERSTU), European Transport Workers' Federation (ETF), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), European Boating Association (EBA), and the United Nations Institute for Training and Research (UNITAR). The Division contributes to the Sustainable Mobility for All (SuM4All) initiative, pursued by the World Bank and several key partners and as a member of the Steering Committee of the initiative.
