

**ECONOMIC COMMISSION FOR EUROPE**

**EXECUTIVE COMMITTEE**

Remote informal  
meeting of members  
of the Executive Committee  
Geneva, 20 May 2020  
Item 4(a)

Informal Document No. **2020/23**

**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 Chair of the Inland Transport Committee (ITC), Mr Kristof Schockaert (Belgium), last reported to the UNECE Executive Committee (EXCOM) on the annual meeting of ITC on 29 May 2019.

2. The period since the last Chair's report to EXCOM, was once again one of high-paced performance and results. During this period, the secretariat serviced 20 Working Parties (WP), 14 Administrative Committees and 6 Groups of experts for amending, acceding to and implementing the existing 59 UN conventions/agreements on inland transport administered by UNECE, 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 and 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 (see Annex).

3. The enduring work of the Committee continues to impact the daily lives of people. In addition to the millions of vehicles that comply with UN Regulations or United Nations Global Technical Regulations (GTRs), in addition to the millions more that use Green Cards, International Driving Permits and the tens of thousands of transport companies that use TIR, there were several notable accomplishments in 2019:

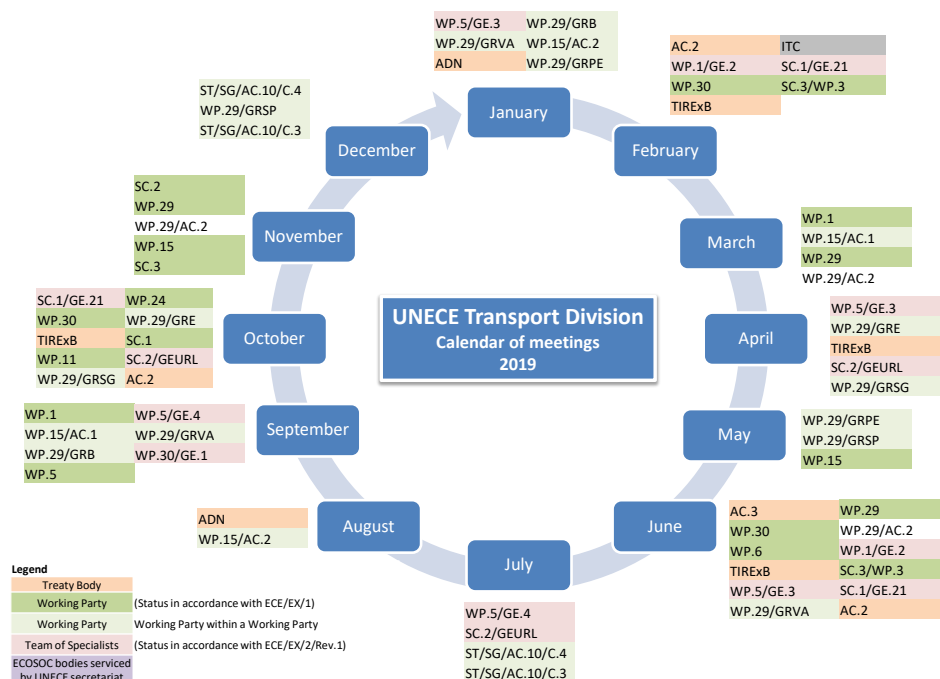
- 34,000 authorized transporters in 62 countries conducted 858,100 TIR transports; studies indicate that countries implementing the TIR Convention show a 0.14 to 1.31 per cent increase in national GDP and the benefits may be even greater LLDCs;
- annually, 89 per cent of global production of new cars, trucks and buses and 53 per cent of new motorcycles comply with United Nations Regulations or United Nations Global Technical Regulations.
- 150 to 200 million consignment notes are issued annually in Europe alone for international trips through the Convention for the International Carriage of Goods by Road (CMR); this number increases to approximately 1 billion if national freight transport is included.
- over 450 million vehicles in Europe, Central Asia, North Africa and the Middle East use Green Cards. 129 countries have issued millions of International Driving Permits.
- The total length of the E waterway network has been increased by 6 per cent and is now 29,238 km, while the share of E waterways that comply with the AGN standards increased from 79 to 83 per cent.

4. To achieve these tangible regional and global results, the Committee and its Working Parties brought together more than 5,600 officials and experts from UN Member States from around the world in Geneva to contribute to the administration of the conventions/agreements for the benefit of Member States.

5. To produce these results, at the end of the 2018-2019 biennium, the Division implemented 93 per cent of its planned outputs, including 702 meetings (understood as half-day meetings), and 3,165 parliamentary documents.

6. The schedule of meetings held in 2019 can be found below.

**Figure 1: Schedule of Meetings, 2019**



## B. 82nd annual session of the Inland Transport Committee

7. The eighty-second session of ITC (Geneva, 25-28 February 2020) was opened with the High-level Policy segment “Environmental challenges for sustainable inland transport”, the launch of the publication “Climate Change Impacts and Adaptation for Transport Networks and Nodes” and several sides events, with the participation of Transport ministers from Africa, Asia, Europe and the Middle East, alongside more than 350 participants from 72 countries, including 36 non-UNECE ones, and the heads and high-level representatives of intergovernmental and non-governmental organizations and key inland transport stakeholders. The main highlights of the High-level Policy Segment (see ECE/TRANS/294 and Add.1) included:

- The adoption at the end of the High-level policy segment of the ITC Ministerial Declaration, “Enhancing inland transport solutions to global climate and environmental challenges – a united call to action” by Ministers and Heads of Delegations of countries in Africa, Asia, Europe, Middle East and Latin America (ECE/TRANS/294, Annexes I and II);
- ITC side event “Safer and Cleaner Used Vehicles” (ECE/TRANS/294/Add.1, Annex III), organized by UNECE;
- ITC side-event “Road Safety Post-Stockholm” (ECE/TRANS/294/Add.1, Annex IV), jointly organized by the European Union (EU), UNECE, the United Nations Secretary-General’s Special Envoy for Road Safety and the UN Road Safety Fund;
- ITC side-event “Transport Connectivity of the Caspian Sea Region”, jointly organized by the Governments of Azerbaijan and Turkmenistan, and UNECE (ECE/TRANS/294/Add.1, Annex V);

(e) ITC side-event “2030 Agenda along Eurasian Transport Corridors”, jointly organized by UNECE and the Shanghai Cooperation Organisation (SCO) (ECE/TRANS/294/Add.1, Annex VI).

8. At the tenth governments-only restricted session with the participation of Chairs and Vice-Chairs of the ITC Administrative Committees and Working Parties, the Committee adopted its revised Rules of Procedure (RoP) (ECE/TRANS/294, Annex III) subject to a positive outcome of ECOSOC considerations on ITC Terms of Reference (ToR).

9. The Committee adopted the main decisions (as contained in ECE/TRANS/294 and [Informal document ITC \(2020\) No. 10/Rev.6](#)). The most relevant for EXCOM are:

(a) Decision 3 initiating 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;

(b) Decision 5 adopting the Committee’s revised RoP, subject to a positive outcome of ECOSOC considerations on ITC ToR;

(c) Decision 16 inviting the continuation of close cooperation between WP.1 and WP.29;

(d) Decision 18 calling for the preparation of an updated UNECE Intelligent Transport Systems Road map, following the successful completion of the previous one, for possible adoption at the Committee’s 83 sessions;

(e) Decision 30, encouraging its members to participate actively at the Fifth High-level Meeting of THE PEP and to ensure a high-level participation of ministers and distinguished delegations from the transport sector;

(f) Decisions 35-48 on Road Safety, stressing the Committee’s concern on slow progress in achieving the relevant SDG targets and fully supporting an enhanced role for ITC and UNECE’s comprehensive contribution to the global efforts, with the support of the United Nations Road Safety Fund and the Secretary General’s Special Envoy for Road Safety;

(g) Decision 50 endorsing the establishment by WP.29 of the Framework Document on Automated/Autonomous Vehicles and its implementation mainly by the Working Party on Autonomous/Automated Vehicles (GRVA);

(h) Decision 52 reiterating its support for hosting of the type-approval database DETA at UNECE, following the entry into force of Revision 3 to the 1958 Agreement, and for the request for financing of DETA under the United Nations regular budget;

(i) Decision 53 welcoming the adoption by the Contracting Parties to the European Agreement concerning the International Carriage of Dangerous Goods by Road of a Protocol of amendment remove the term “European” in the title of the Agreement;

(j) Decision 68 endorsing the White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport;

(k) Decision 70 adopting the ITC Capacity Development Action Plan (2020–2025), as contained in ECE/TRANS/2020/18, in line with the ITC strategy until 2030;

(l) Decision 72 on the potential interruption of interpretation services to meetings of the ITC Bureau and request to the ITC Chair to include the issue of the importance of the availability of interpretation in the three languages to the ITC Bureau, as had been the long-standing practice, in his report to EXCOM, if necessary and appropriate;

(m) Decisions 31, 36, 63, 64 and 65 establishing or extending the mandates of existing Groups of Experts (see section III in this report), and decision 76 on the programme of work of the transport subprogramme, which require decision by EXCOM.

### C. Highlights of the Achievements and Challenges in 2019 and 2020

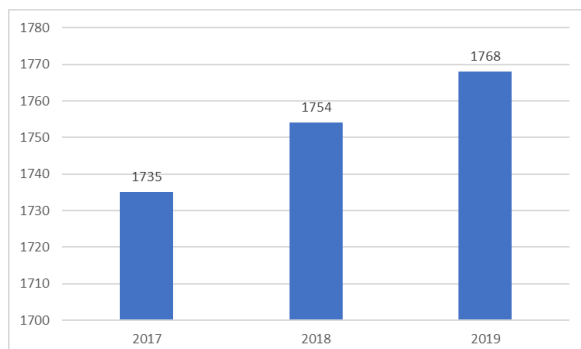
10. In 2019, following the adoption of the ITC Strategy until 2030, the UNECE transport subprogramme, the Committee and its subsidiary bodies continued to deliver concrete, tangible results, summarized in this report. In 2020, member States adopted the Committee’s Rules of Procedure, subject to the ongoing consideration by ECOSOC of the revised ITC ToR, in order to accelerate the implementation of the ITC Strategy. Among the most emblematic achievements in the implementation of the ITC strategy were:

- (a) The adoption of the ITC Recommendations on Enhancing National Road Safety Systems (details in this section),
- (b) Progress with the development of Sustainable Inland Transport Connectivity Indicators (details in this section).
- (c) Adoption of the revised Rules of the Procedure of the Committee, subject to a positive outcome of ECOSOC considerations on ITC ToR.
- (d) Restructuring of the ITC agenda in line with the priorities identified in the strategy.
- (e) Adoption of the ITC Capacity Development Action Plan (details in section VI).

#### 1. Regulatory Governance and New Accessions

11. The number of contracting parties increased to 1,768 with fourteen new accessions to seven legal instruments in 2019<sup>1</sup>. Despite the positive trend, as can be seen in the figure below, the rate of accessions remained low compared to the need for a universally harmonized inland transport system.

Figure 2: Contracting Parties to United Nations Inland Transport Conventions under the purview of UNECE



12. The most important regulatory achievements are listed below. For a full report, see the 2019 annual report of the Inland Transport Committee ([ECE/TRANS/2020/19](https://www.unece.org/transport/committees/itc/annual-reports/2019)).

<sup>1</sup> **Belarus** (e-CMR Protocol); **Finland** (e-CMR Protocol); **Lithuania** (1949 Convention on Road Traffic); **Malta** (1993 ADR Protocol); **Myanmar** (1968 Convention on Road Traffic; 1968 Convention on Road Signs and Signals); **Pakistan** (Convention on CMR; CMR Protocol); **State of Palestine** (1968 Convention on Road Traffic); **Poland** (e-CMR Protocol); **Portugal** (e-CMR Protocol); **Romania** (e-CMR Protocol); **Tajikistan** (e-CMR Protocol); **United Kingdom of Great Britain and Northern Ireland** (e-CMR Protocol).

*Road Safety*

13. Due to the continuing growth of road traffic deaths - now 1.35 million per year - in the past two decades, the Committee adopted the ITC Recommendations for Enhancing National Road Safety Systems ([ECE/TRANS/2020/9](#)), as per Decision 40, and endorsed the “Road Safety System Assessment” concept note and outline([ECE/TRANS/2020/10](#)), as a supporting assessment tool. The ITC Recommendations will enhance the abilities of national administrations to systematically and efficiently identify gaps in national road safety systems, thus effectively improving safety and building a missing link between the international and national levels, particularly in new contracting parties, by offering guidance in implementing the legal instruments.

14. The Group of Experts on Road Signs and Signals (GERSS) completed its review of the 1968 Convention on Road Signs and Signals and the 1971 European Supplement. An electronic version of the 1968 convention was developed by the secretariat with financial assistance of an external donor.

*Border Crossing Facilitation*

15. The global expansion of the TIR Convention, 1975, continued unabated in 2019, with the accession of Argentina and Oman, bringing the total to 76 Contracting Parties. Additionally, a new Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-Luggage was adopted and transmitted to ITC for adoption; Chad became the first signatory.

16. 2019 was also a significant year for eTIR. AC.2 agreed on the final texts of proposals to amend provisions of the Convention and on a new Annex 11 to the 1975 TIR Convention to accommodate eTIR. The final text of the proposals was formally adopted during the February 2020 session of the Administrative Committee for the TIR Convention (AC.2). Various eTIR pilot projects were also carried out in 2019, between Iran (Islamic Republic of) and Turkey, Georgia and Turkey, and Azerbaijan and Iran (Islamic Republic of). In order to have smooth implementation of eTIR international system, three Information Technology experts joined the TIR secretariat.

*Vehicle Regulations*

17. As agreed in 2018, GRVA in 2019 developed a Framework Document on Automated/Autonomous and Connected Vehicles. This document concerns the safety and security of automated vehicles of SAE levels 3 and higher, fosters performance-based and technology-neutral provisions without restricting future developments and contains neutral provisions as a basis for regulative acts under the three vehicle agreements. The full text of the Framework Document can be found here ([ECE/TRANS/WP.29/2019/34/Rev.1](#)). Additionally, four new Informal Working Groups (IWG) were established to address various issues related to vehicle automation.

18. On the 1958 Agreement, lighting regulations were simplified so that 21 UN Regulations are now covered by three new UN Regulations (UN Regulation No. 148 on Light Signalling devices, UN Regulation No. 149 on Road Illumination Devices and UN Regulation No. 150 on Retro-Reflective Devices). There is also a new UN Regulation No. 151 on Blind-Spot Information System and UN Regulation No. 152 on Advanced Emergency Braking Systems. Finally, 139 amendments to existing UN Regulations were adopted to keep pace with technological innovation and introduce limits to facilitate increased safety and environmental performance.

19. On the 1997 Agreement, amendments on clarifying provisions by adding new definitions, the possibility for electronic international inspection certificate and the introduction of requirements for the conformity of the periodic technical inspection process

entered into force. UN Rule No. 3 on periodical technical inspections of CNG/LPG/LNG powered vehicles also entered into force. Finally, UN Rule No. 4 on periodic technical inspections for electric and hybrid electric vehicles also entered into force.

20. On the 1998 Agreement, there were amendments to three Global technical Regulations (UN GTRs): UN GTR No. 2 on worldwide Motorcycle emission Test Cycle, UN GTR No. 15 on Worldwide harmonized Light vehicle Test Procedure, UN GTR No. 19 on Evaporate Emission Test for Worldwide harmonized Light Duty test Procedure. Lastly, a new draft UN GTR on the Determination of electrified Vehicle Power was completed.

#### *Transport of Dangerous Goods*

21. In 2019, to facilitate the implementation of the provision adopted by the Committee of Experts, the secretariat prepared revised, consolidated editions of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations; the Manual of Tests and Criteria; and the Globally Harmonized System of Classification and Labelling of Chemicals.

22. Also, in 2019 WP.15, the RID/ADR/ADN Joint Meeting and the Joint Meeting of Experts on ADN started work to amend ADR, RID and ADN to take into account the recommendations adopted by the ECOSOC Committee of Experts in December 2018 and included in the 21st revised edition of the Model Regulations. Also in 2019, the Conference of the Parties to ADR adopted a Protocol amending the title of the Agreement to remove the word “European”. The amendment has been accepted and will enter into force on 1 January 2021.

23. The mandatory requirement to install a loading instrument to increase stability in all tank vessels transporting dangerous goods introduced to the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) is now fully in effect, as the transition period ended in 2019.

#### *Transport of Perishable Foodstuffs*

24. In 2019, the Working Party on the Transport of Perishable Foodstuffs (WP.11) updated and printed a version of the ATP available in 2017. A collected set of amendments were approved in January 2020 and will be mandatory from 6 July 2020. Among these amendments is the allowance for refrigeration in use to switch to another refrigerant due to lower global warming potential.

#### *Road Transport*

25. There were seven new contracting parties to e-CMR in 2019, bringing the total to 24 as of 23 February 2020. A guidance note on the legal aspects of e-CMR was endorsed by SC.1 during the October 2019 session. An informed Group of Experts was also formed to prepare research and recommended actions for e-CMR.

26. In 2019, Article 14 of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) was amended to make Lebanon eligible for accession. Progress was also being made for Algeria, Israel, Jordan, Morocco and Tunisia to become parties to this agreement. The Working Party on Road Transport (SC.1) and its subsidiary body — AETR Group of Experts — continued to work towards reconciliation of the AETR regime in EU and non-EU AETR contracting parties following the introduction of the smart tachograph in the European Union in June 2019.

27. SC.1 members continued to share new technologies and innovations in road transport. Road infrastructure and road safety audits were discussed in the context of the European Agreement on main international traffic arteries (AGR) and SC.1 decided to consider the

topic of safe and sustainable road infrastructure in general as a new item on its agenda for future sessions, and not as part of the AGR agreement.

#### *Rail Transport*

28. To increase the effectiveness of rail transport from Asia to Europe and vice versa, the Group of Experts on Unified Railway Law (URL) during 2019 continued to (i) discuss rail issues which would be best addressed through unified railway law, (ii) test the provisions developed under the unified railway law, as well as (ii) work on converting the agreed provisions into a legally-binding instrument. A pilot test of the URL contract of carriage was conducted in April 2019 along the corridor Azerbaijan – Georgia – Turkey. Goods were run along this corridor with the URL contract of carriage as well as the existing legal documentation.

29. The Working Party also adopted a number of changes to the European Agreement on Main International Railway Lines and adopted the revised consolidated text of the Agreement.

30. Furthermore, the Working Party discussed railway financing in the framework of the Luxembourg Rail Protocol to the Cape Town Convention on International Interests in Mobile Equipment and proposed the creation of Group of Experts on the Permanent Identification of Railway Rolling Stock as part of the activities of the Protocol.

31. In addition, the Working Party on Rail Transport organised its annual workshop which in 2019 discussed the importance of increasing the competitiveness of rail for freight to encourage modal shift (as set out in paragraph 39 below).

#### *Intermodal transport*

32. The Working Party on Intermodal Transport and Logistics worked on amendments to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and discussed the Protocol to the AGTC in view of the recent amendments to the European Agreement on Main Inland Waterways of International Importance.

#### *Inland Water Transport*

33. The Working Party on Inland Water Transport (SC.3) adopted several strategic documents in 2019. The first of these was the White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport, endorsed by ITC at its 82<sup>nd</sup> session. The third strategic document for inland water transport in the UNECE region, this White Paper provides an overview of the performance of the sector since the publication of the second White paper in 2011 and describes the current status of the E Waterway Network, highlights the evolution of the institutional and regulatory framework for inland navigation, addresses the ongoing work and priorities for the coming years at the international level, identifies eight priority areas and comes up with policy recommendations for UNECE actions for each of them. Second, following the Ministerial declaration “Inland Navigation in a Global Setting”, and ITC Resolution No. 265 “Facilitating the Development of Inland Water Transport”, SC.3 adopted recommendations for member States on monitoring the implementation of the declaration in order to report progress at future Committee sessions. Furthermore, SC.3 adopted the road map for ratification, acceptance, approval and accession to AGN in order to facilitate its implementation, increase the number of contracting parties and carry out the new ITC strategy of increasing the number of accessions to United Nations Transport Conventions.



34. In 2019, SC.3 continued discussion on automated navigation and smart shipping on inland waterways. At its sixty-third session, SC.3 adopted the resolution “Enhancing international cooperation to support the development of smart shipping on inland waterways” as its resolution No. 95. Furthermore, SC.3 approved the road map for the international cooperation that aimed to promote and develop automated navigation on inland waterways and started the discussion on harmonizing the legal framework and policy areas for fostering innovations in inland navigation and agreed on conducting analysis of international conventions and agreements and UNECE resolutions relevant to inland water transport with a view to make automated navigation possible, and encouraged member States to support and continue this work.

35. In 2019, the Working Party on Inland Water Transport (SC.3) and its subsidiary bodies:

- adopted Addendum No. 2 to the third revision of the Inventory of Main Standards and Parameters of E Waterway Network (the Blue Book);
- adopted the second revision of the European Recreational Inland Navigation Network (resolution No. 52) by SC.3 as its resolution No. 92;
- continued efforts aimed at the implementation and updating of the fifth revised edition of the European Code for Inland Waterways (CEVNI);
- adopted Amendment No. 1 to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61, revision 2) as its resolution No. 93;
- revised resolution No. 21 “Prevention of pollution of inland waterways by vessels” and adopted it by resolution No. 94;
- finalized the revision and adopted (a) the Recommendation on electronic chart display and information system for inland navigation (resolution No. 48, revision 4) as its resolution No. 96, and (b) the International Standard for Notices to Skippers in Inland Navigation (resolution No. 80, revision 1) as its resolution No. 97;
- continued work aimed at promoting recreational navigation. The updated European Recreational Inland Navigation Network (AGNP) was finalized and uploaded onto the SC.3 web page. The database of International Certificate of Competence (ICC) specimens was complemented by new ICC specimens transmitted by Croatia, Ireland, Lithuania and South Africa.

## 2. Policy dialogue, capacity building and analytical activities

### *United Nations Road Safety Fund*

36. After its creation in April 2018, the United Nations Road Safety Fund (UNRSTF) had several significant accomplishments in 2019. On 9 October the UNRSTF issued its first formal Call for Proposals. The call was open until 4 December 2019 (23:59 CET), disbursing USD 4 million to approved projects aimed at reducing road traffic fatalities. Priority was given to individual country and multi-country projects that have immediate and tangible impact.

### *Road Safety*

37. In 2019, the Sustainable Transport Division continued working on Road Safety Performance Reviews (RSPR), which aim to identify the most critical road safety gaps and priorities in the countries under review and thus help Governments to strengthen their road safety management capacities and effectively address and improve national road safety performance. In 2019, the Division followed up on the Georgia Road Safety Performance

Review by engaging external experts to prepare national technical regulation in order to implement the 1958 Agreement for the first time. RSPR methodology was also updated to be in line with the Global Framework Plan of Action for Road Safety (2019) and a Concept Note was agreed upon. Road Safety Performance Reviews for Ethiopia and Zimbabwe were undertaken under the auspices of Special Envoy for Road Safety, with the support of the Sustainable Transport Division.

38. In July 2019, WP.6 published the Fifth edition of the Glossary for Transport Statistics in partnership with Eurostat and the International Transport Forum, which enables statisticians to use common definitions that allow for meaningful data comparisons. *Statistics of Road Traffic Accidents in Europe and North America*, which contains the latest detailed information on road traffic fatalities, was also released in 2019.

#### *Promoting Euro-Asian connectivity*

39. A Workshop on “Making rail freight more competitive: the coordinated development of the rail network with a focus on how to work together at the government and sectoral levels on the EATL (Euro-Asian Transport Links)” was held on 25 November 2019. Over 60 delegates exchanged views, best practices and concrete examples on how best to improve the competitiveness of freight and increase the market share of the railways in East-West transport, especially in landlocked countries. Several common themes were identified in the various interventions during the workshop, which include placing an emphasis on technology and innovation, ensuring a level playing field, reducing bottlenecks and infrastructure and coordination between member States and at the operator level to obtain common objectives.

40. A Forum on Sustainable Transport Connectivity between Europe and Asia in the framework of the Working Party on Intermodal Transport and Logistics (WP.24) was organized on 30 October 2019 in Geneva. The Forum brought together 52 participants from 17 UNECE and ESCAP member States as well as international organisations and private sector. Participants exchanged information on the national work undertaken to create conditions for improving intermodal transport and logistics in international inland transport supporting the sustainable Euro-Asian connectivity. The Forum also exchanged views on what are the challenges to connectivity, and which is the good international basis for facilitating connectivity.

41. A Workshop on “Strengthening security and inter-operability along Euro-Asian inland transport corridors” took place in Tbilisi, on 12-13 December 2020, co-organized by UNECE and OSCE with the support of the Ministry of Economy and Sustainable Development of Georgia. Over 40 security experts and officials from ministries of transport, economy, trade, customs committees and other relevant agencies as well as road and railway transport operators, infrastructure operators, shipping companies and logistics providers from across the Euro-Asian region participated in the event. Participants took stock of both “at” and “behind” the border measures in support of international supply chain security and transport facilitation, such as the use of customs risk management systems, techniques for profiling of suspicious cargo flows, exchange of preliminary customs information and the introduction of regional transit regimes. Participants also discussed how administrative bottlenecks on Euro-Asian inland transport routes can be solved through corridor specific regulatory coordination and harmonization efforts. They exchanged views on the many benefits related to the introduction of a unified railway regulatory regime, and the use of a harmonized road transport consignment note such as CMR and its electronic variant eCMR. The possible use of the TIR/ eTIR for multi-modal transport operations across Euro-Asian corridors was also discussed alongside cyber threats, which pose a growing danger to increasingly digitalized inland transport systems.

42. A high-profile side event was held on the margins of the 82nd session of the Inland Transport Committee, a roundtable co-organized by the Governments of Azerbaijan and

Turkmenistan and UNECE. The event gathered a selected audience of national transport policy makers as well as international experts, representatives of international organizations, development banks, academia, private sector and NGOs from across the Euro-Asian region and beyond to discuss the 2030 Agenda and unlock the transport and connectivity potential in the area. (ECE/TRANS/294/Annex V).

43. A second high-profile side event was also held during the 82nd session of ITC, co-organized by UNECE and the Shanghai Cooperation Organisation in order to discuss the implementation of the 2030 Agenda for Sustainable Development along the trans-continental Eurasian Transport Corridors. The participants of the High-level roundtable recommended that countries in the Eurasian corridor use the EATL project when planning infrastructure investments, ratify the related transport instruments including TIR and eTIR and also consider sustainable transport solutions. (ECE/TRANS/294/Add.1, Annex VI).

#### *Climate change*

44. The Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes finalized its report in 2019. Part I of the report outlined the main UNECE transport infrastructure networks and nodes exposed to potential impacts from climate change and Part II provided case studies. The task was complex with limited data and limited experience in countries. Sharing country experience is key to identification and prioritization of transport adaptation needs, and intermodal, cross-sectoral impacts are key to avoid maladaptation. The report recommends, inter alia, emphasized the urgency of adapting transport systems to climate change, disseminating information and tools about strategies, improving data availability and geocoding networks and nodes to present them to GIS. The full report and a complete list of recommendations can be found [here](#).

#### *Mobility as a Service*

45. The Working Party on Transport Trends and Economics finalized its publication on Mobility as a Service (MaaS) as part of its work on activities of Transport Trends and Economics 2018–2019. In this publication the MaaS concept is discussed along with MaaS enablers and challenges. The publication provides conclusion and recommendation in support of MaaS implementation.

#### *Transport Statistics*

46. The Sustainable Transport Division continued its activities in assisting member States to monitor progress towards the transport-related Sustainable Development Goals over the course of 2019. In June, the secretariat presented a plan to better monitor Sustainable Development Goal indicator 9.1.2: Passenger and freight volumes, by mode of transportation passenger and freight volumes by publishing a wiki page that shows how countries currently monitor this target.

#### *Sustainable Inland Transport Connectivity Indicators*

47. A United Nations Development Account-funded project titled “Sustainable transport connectivity and implementation of transport related Sustainable Development Goals in selected landlocked and transit/bridging countries” is currently underway. The project, which is led by the Sustainable Transport Division and implemented with the support of the Economic and Social Commission for Western Asia and the Economic Commission for Latin America and the Caribbean, aims to develop a set of Sustainable Inland Transport Connectivity Indicators. The current draft indicators are structured within three pillars of sustainability (economic, social and environmental) and applied across the four inland transport sectors: road, rail, inland waterways and inter-modal transport. The project will be piloted in Georgia, Kazakhstan, Serbia, Jordan and Paraguay during the first phase. The main objective of the project is to develop a tool that enables countries to measure their degree of

connectivity both domestically & bilaterally/sub-regionally as well as in terms of soft and hard infrastructure. This will allow policy-makers to assess their country's degree of external economic connectivity in terms of efficiency of land transport, logistics, trade, customs and border crossing.

#### *THE PEP*

48. The work of the Sustainable Transport Division has continued to support the activities of the Transport, Health and Environment Pan-European Programme through the publication of the studies on Managed Mobility, Green and Healthy Jobs in Transport and Best Practice in Urban Transport and Land Use Planning as well as the preparations for the 5<sup>th</sup> High Level Meeting of THE PEP to held 26-27 November 2020 in Vienna, Austria.

#### *Professional requirements in inland navigation*

49. The workshop "Education standards and professional requirements in inland navigation" held on 13 February 2019, at the fifty-fourth session of SC.3/WP.3. The workshop focused on the current situation in the professional sphere of inland navigation, the legislative framework, standards and challenges for workers, programmes and tools for education and training and related issues. It consisted of two discussion panels: "Professional qualifications in the inland water transport sector", "Modern approaches, methods and tools in education for inland navigation" and a round table. The participants recognized the need to make jobs more attractive, in particular, to young specialists, women, specialists in modern and innovative technologies, and workers from other sectors. The challenges of professional staffing included the lack of qualified staff in the sector, with general or with special qualifications, the increased average age of workers, low wages and differences in crew member wages in different parts of Europe. It was pointed out that the situation could be improved by increasing the efficiency and competitiveness of inland water transport, the visibility of the sector and the prestige of jobs, as well as through computerization by introducing modern technologies. The participants agreed that education and training could be improved by international cooperation, a competence-based approach and a wider use of modern training tools and simulators.

#### *Modernization and greening of the inland fleet*

50. The workshop "Encouraging the realization of a modern fleet, enhancing navigation safety and fostering innovations" was held on 19 June 2019, at the fifty-fifth session of SC.3/WP.3. It focused on the ongoing projects aimed at the development of inland waterways, ports and coastal routes, European regulations for greening of the inland fleet, innovative technologies for reducing emissions from onboard engines, promotion of automated shipping and policy areas for a common approach to foster innovations. The workshop consisted of 4 discussion panels on (a) "Innovative projects and programmes for inland waterways and coastal routes", (b) "Greening of the fleet", (c) Modernization and greening of the fleet on the Danube and (d) harmonization of the legal framework and policy areas for fostering innovations. The participants discussed the main reasons for modernizing the inland fleet, ways and technical solutions for improving the environmental performance of inland water transport, the main existing obstacles and challenges and further steps. SC.3 further agreed on the measures that would facilitate fleet modernization at the transnational and national levels, and emphasized the importance of the proper maintenance, rehabilitation, modernization and development of inland waterways infrastructure for the environmental and economic performance of the fleet. This activity is in line with SDG 7, 9 and 13.

#### *Integration on inland water transport in multimodal transport and logistics chains*

51. The workshop "Integration of Inland Water Transport in Multimodal Transport and Logistics Chains" was held in the afternoon of 6 November, at the sixty-third session of SC.3. The purpose of this workshop was to (a) highlight and summarize initiatives and best practice

in this field, (b) consider the views and experiences from other transport modes, (c) develop the viewpoint of the Working Party on the sector's potential which could facilitate integration and address the advantages and challenges that may arise and (d) define the steps that may be undertaken at the national or international levels. SC.3 agreed that the integration of inland water transport in multimodal transport and logistics chains was a priority for the coming years, and the existing and ongoing developments in inland water transport could facilitate the integration process. The participants addressed advantages which integration might bring both for the sector and the whole transport chain, major obstacles that impeded the integration process and challenges that may arise for inland water transport. SC.3 agreed that the next steps for the sector could be (a) the deployment of a long-term multimodal strategy and (b) a more efficient use of the regional and cross-border infrastructure.

## II. Major issues and activities planned for 2020 and beyond

52. Going forward, during 2020 and beyond, the highest priority for the Committee is the implementation of the ITC Strategy until 2030.

53. At the time of the preparation of this report, the pool of UN Member States that are contracting parties to legal instruments under the purview of the Committee **has increased to 150 out of a total of 193 UN Member States** (or 78 per cent).

54. It follows that translating into action the role of the Committee as the UN platform for inland transport has already started at full force but more need to be done to fully implement it, in order to promote sustainable inland transport and mobility, that is adequately suited to support the implementation of the 2030 agenda and the SDG targets.

55. The first step in this transformation will be the further adjustment of the organization of work of the Committee and its subsidiary bodies, to be examined during the 83<sup>rd</sup> session of the Committee.

56. Below is a selection of additional issues and planned activities for the upcoming year that can be of interest to EXCOM.

### A. Transport of Dangerous Goods

57. In 2019, UNECE intergovernmental bodies dealing with inland transport of dangerous goods considered the ECOSOC recommendations on the transport of dangerous goods adopted by the ECOSOC Committee of Experts and updated the 2019 editions of ADR, RID and ADN to take account of these recommendations. Draft amendments to annexes A and B of ADR will enter into force 1 January 2021.

58. In addition, the Joint Meeting of Experts on RID/ADR/ADN will continue to work to facilitate implementation and further development of the guidelines for the use of telematics in the context of paragraph 5.4.0.2 of RID/ADR/ADN, which allows the use of electronic data exchange to satisfy documentation requirements of RID/ADR/ADN, provided they meet the legal requirements and are available during transport equivalent to paper documentation.

59. The Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) will continue work to facilitate the implementation and further development of a new explosion protection concept that introduces a new classification of zones for the vessel and specifies the types of electrical and non-electrical equipment to be used in each zone. The concept also includes provisions for degassing of cargo tanks and revised provisions for training of experts, all aimed at increasing safety during the transport of dangerous goods by inland waterways.

60. The ECOSOC bodies serviced by the UNECE secretariat will continue to work on provisions for worldwide implementation addressing transport of dangerous goods by all modes and harmonized classification and labelling of chemicals. The TDG Sub-Committee will also continue work on the development of a hazard-based classification system for lithium batteries and cells. This work is particularly important to address the hazards posed by these articles in transport, in particular, air transport while ensuring that they can continue to be shipped safely. The GHS Sub-Committee will also consider the feasibility and challenges of the development of a list of chemicals, classified in accordance with the GHS, for worldwide use.

## **B. Transport Statistics**

61. In 2020 and beyond, WP.6 will continue to develop methodologies for monitoring sustainable transport, and improve data collection, coverage and quality. In order to better monitor Sustainable Development Goal 11.2.1 (the proportion of the population with convenient access to public transportation by age, sex and persons with disabilities), the secretariat sent out a survey to countries on data availability for tram and metro statistics, an area not currently covered internationally. The responses were overwhelmingly positive, and the secretariat has started to collect data, with a planned publication in 2020. The next meeting of WP.6 is planned for 17-19 June 2020, which will focus on transport-related SDGs in addition to regular items on road safety, how to improve data quality, country innovations in data production and transport/energy/environment indicators.

## **C. Rail transport**

62. Significant progress was made in the work of the Trans European Railway Project. The TER High Speed Railway Master Plan Phase II is approaching completion and will provide the region with a concrete tool to assist member States in identifying the most appropriate areas for investment in High Speed Rail.

63. Freight competitiveness will remain a key issue in SC.2 with continued discussions planned at the session and in parallel capacity building activities. Passenger transport also remains of importance with the next session of the SC.2, on 18-20 November in Geneva, featuring the workshop “The development of international passenger rail transport in the context of ITC resolution No. 264.”

64. The Group of Experts towards Unified Railway Law (URL) requested more time to conclude on tasks included in its 2018-2019 mandate. ITC agreed to grant an extension for one year (two meetings).

65. ITC requested the creation of the Group of Experts on the Permanent Identification of Railway Rolling Stock, as mentioned above, to start in 2020.

## **D. Inland water transport**

66. In 2020, SC.3 will continue working on (a) updating the European Code of Inland waterways (CEVNI) with a view to finalize and adopt the sixth revision of CEVNI in 2021 (b) automation in inland water transport and (c) other issues as a follow-up of the Wroclaw Ministerial Declaration and ITC resolution No. 365. Another topic included in the agenda of SC.3 is the preparation of the Glossary of terms and definitions in inland water transport. SC.3 decided to follow the practice and prepare biennial programmes of work and evaluate achievements based on the programmes. The programme of work and biennial evaluation for 2020-2021 are aligned with ITC strategy and its activities are aligned with the Wroclaw Ministerial Declaration and ITC resolution No. 265. The workshops planned for 2020 will be dedicated to (a) Sustainable Development Goals and how they can be achieved in inland

waterways (held in February 2020), circular economy and inland water transport (June 2020) and cybersecurity (October 2020).

#### **E. Transport of perishable foodstuffs**

67. The purview of the Working Party on the Transport of Perishable Foodstuffs (WP. 11) will continue to grow in importance as businesses and consumers continue to sell and buy online and international distribution grows. This results in a fundamental change in international distribution, from long distance haulage moving to shorter distances and internet sales leading to a shift to small containers delivered by couriers. Higher ambient global temperatures also will mean increased need and increased use of technologies and energy to adequately freeze or chill foodstuffs. ATP must also consider the practicalities and use of alternative sources of energy for heating/cooling and respect for cold chain logistics. ATP will also discuss stimulating the use of alternative sources of energy, such as recuperating energy from vehicle breaks, solar radiation and increasing the number of parking places with electrical connections for charging electric vehicles.

#### **F. Road Safety**

68. In 2020, the Global Forum for Road Traffic Safety (WP.1) will turn its attention to the road signs that could be added to the 1968 Convention on Road Signs and Signals.

#### **G. Border Crossing Facilitation**

69. The Information Technology experts of the TIR secretariat started working on the implementation of the eTIR international system. The priorities set for this system are reliability, security and ease of connectivity for contracting parties to the TIR Convention.

70. An audit report of the TIR Trust Fund by the United Nations Office of Internal Oversight Services (OIOS) resulted in ten recommendations aimed at strengthening governance of the authorized international organization, studying the decline in sales of TIR Carnets and developing an action plan, finding alternative financing arrangements for the TIR Trust Fund and developing an action plan to provide training and support for newly acceded TIR countries.

#### **H. Harmonization of Vehicle Regulations**

72. Top priorities for the work of the World Forum for Harmonization of Vehicle Regulations lie in the field of automated vehicles paving the way for a regulatory framework supporting the introduction of these emerging technologies towards future autonomous vehicles and in environmental protection and climate change

73. **1958 Agreement:** At the 81st session of ITC, the Committee re-iterated its support for hosting the Data for the Exchange of Vehicle Type-Approvals (DETA) at UNECE. DETA, however, is currently not in the 2020 UNECE programme budget subprogramme 2 “Transport” and must find financing under the United Nations regular budget or from voluntary contributions from Contracting Parties. DETA will continue to be upgraded with functionalities.

74. GRVA will continue to foster the establishment of performance-based and technical neutral provisions, which represent state-of-the-art technology but not restricting future innovations. These technical provisions will be drafted in an agreement-neutral way and thus provide the basis for regulations, or even guidelines, under the three agreements serviced by WP.29.

## **I. Intermodal transport**

75. WP.24 has initially agreed on its long-term programme of work (2020-2030). Its work was divided into four key clusters and aligned to the ITC Strategy. These activity clusters include monitoring, review and updating of the AGTC Agreement and Protocol to the AGTC, policies and measures in support of intermodal transport, reviewing and monitoring emerging issues, and reviewing and updating the IMO/ILO/ECE Guidelines for Packing of Cargo in Intermodal Transport Units (CTU Code). WP.24 will work to finalise a handbook for preparation of national master plans for freight transport and logistics in 2020. It will also explore on possibilities to develop a mobile application on CTU Code and consult on the needs to update the CTU Code. WP.24 will host a workshop on 28 October 2020 on, “Intermodal transport and logistics’ role in making cities and human settlements inclusive, save, resilient and sustainable”.

## **J. Transport Trends and Economics**

76. WP.5 agreed its long-term programme of work (2020-2030). Its work was divided into six key clusters and aligned to the ITC Strategy. These clusters include development of transport networks and/or links, transport and climate change, sustainable urban mobility, transport infrastructure data, review and monitoring of emerging issues and sustainable development goals and inland transport security. In 2020, WP.5 will focus on identification of specific activities in support of corridor operationalisation, on continuation of analysis of climate change impacts on transport, on preparing infrastructure module for cycling master plan and on finalising its report on benchmarking transport infrastructure costs. WP.5 will also host in a framework of its 2020 session a workshop on economic impact and cost of urban transport and planning policies.

## **K. SPECA**

77. To support sub-regional cooperation in development of sustainable transport system and better regional connectivity, the United Nations Special Programme for the Economies of Central Asia adopted the Programme of Work for the SPECA Working Group on Sustainable Transport, Transit and Connectivity (TWG-STTC) during its 24th Session in 2019 ([SPECA/TWG-STTC \(24\)/8](#)). Although the place, time and date for the regular sessions will be decided later, TWG-STTC agreed to work to develop transport connectivity, enhanced by legal frameworks, by increasing international and sub-regional cooperation and assistance, with particular attention to the transport-related Sustainable Development Goals, especially road safety.

## **III. Proposed changes to the subsidiary structure of the Committee**

78. EXCOM is invited to endorse the ITC Decisions on the extension of the mandates of the Group of Experts on Road Signs and Signals and the Group of Experts on Unified Railway Law, as contained in document ECE/TRANS/294.

79. EXCOM is invited to endorse the ITC Decisions on the establishment of the following bodies, as reflected in ECE/TRANS/294:

- Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport
- Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure



- Group of Experts on the Permanent Identification of Railway Rolling Stock.

#### **IV. Follow-up to the 2019 session of the Economic Commission for Europe**

80. The Committee at its eighty-first session (19–22 February 2019) adopted its revised terms of reference, as contained in Annex I of ECE/TRANS/2019/R.1 (restricted) and as reflected in Annex I of [ECE/TRANS/288/Add.2](#). The Economic Commission for Europe endorsed at its sixty eighth session the Committee's revised terms of reference. The consideration of the ITC Terms of Reference from the Economic and Social Council is pending, before they come into force.

81. No further follow-up to the 2019 session of the Commission is envisaged at this stage.

#### **V. Intersectoral Activities: new Activities and/or Progress in Existing Ones**

82. Following the creation of the UNECE Nexuses, 2018 saw ITC and its working parties are involved in all of the activities spanning all the nexuses. In particular, work has been focused on the nexus on smart connectivity and sustainable mobility but division representatives have also been contributing to the nexuses on smart cities, natural resources and monitoring.

83. The 5th High-level Meeting on Transport, Health and Environment (5HLM) will be held in Vienna in 2020 (26-27 November), complemented by the Vienna Declaration. High-level meetings at the ministerial level are convened every 5 years and are the governing body of the Transport, Health and Environment Pan-European Programme (THE PEP), that administered jointly by the Regional Office for Europe of the World Health Organization (WHO-Europe), and the Environment and Sustainable Transport Divisions of UNECE. The meeting is expected to gather high-level attendance from states and ministers and forge a strong link to the Paris Agreement and the Sustainable Development Goals. The meeting will also strengthen THE PEP as a pan-European policy platform to accelerate the transformation of transport and mobility towards clean and healthy mobility and net-zero emission transport. THE PEP Decade of Action 2020-2030 will also be launched. The 5HLM will also adopt a number of studies and projects aimed at making transport cleaner and greener. These include a Masterplan on cycling promotion aimed at providing an integrated European approach to promoting cycling, a study on helping member States integrate transport and land use policies, a guide to help drivers drive more fuel efficiently, a study on Mobility Management and an identification of the green and healthy jobs that can be created in transport.

#### **VI. Technical Cooperation Activities**

84. In 2019, the Sustainable Transport Division organized a wide spectrum of technical assistance activities (capacity-building projects, advisory services and workshops) to contribute to strengthening national capacities to accede to and implement United Nations legal instruments administered by ITC. As outlined in the ITC Strategy until 2030, the Secretariat prepared the ITC Capacity Development Action Plan, which identified the pillars of (i) awareness-raising; (ii) capacity enhancement; (iii) seek synergies; and (iv) monitor and evaluate results.

85. A national technical regulation for efficient implementation of the 1958 Agreement was prepared by external experts as a follow-up to the Georgia Road Safety Performance

Review of 2018. Additionally, all seven SPECA countries emphasized the importance of regional transport connectivity and cooperation at the SPECA Economic Forum 2019. Two thematic reports (Building information modelling for road infrastructure: TEM requirements and recommendations and Tooling systems deployment on the TEM Network: Considerations and recommendations) were prepared under the auspices of TEM and the final report of the draft TER High Speed Railway Master Plan Phase II should be ready in the first quarter of 2020.

86. For a comprehensive presentation of the subprogramme's broader capacity building and technical assistance work, see the 2019 annual report of the Inland Transport Committee ([ECE/TRANS/2020/19](#)).

## VII. Cooperation with Other Organizations

87. The collaboration between UNECE 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. UNECE provides the secretariat for the Special Envoy.

88. 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 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, IAEA, 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, International Sava River Basin Commission, Mosel Commission), 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), European Federation of Inland Ports (EFIP), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), European Boating Association (EBA), UNITAR. The Division contributes to the Sustainable Mobility for All (SuM4All) initiative, pursued by the World Bank and a number of key partners and as a member of the Steering Committee of the initiative.

## Annex: Achieving the SDGs: Inland Transport Contributions in 2019

Sustainable Development Goals	Working Parties of the Inland Transport Committee											ECOSOC Committee of Experts on TDG and on GHS and its two sub-committees
	SC.1	SC.2	SC.3	WP.1	WP.5	WP.6	WP.11	WP.15	WP.24	WP.29	WP.30	
1. No Poverty					✓							
2. Zero Hunger					✓		✓					
3. Good Health and Well-being	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
4. Quality Education					✓							
6. Clean Water and Sanitation			✓		✓			✓				✓
7. Affordable and Clean Energy			✓		✓					✓		
8. Decent Work and Economic Growth	✓	✓	✓				✓	✓	✓			✓
9. Industry, Innovation and Infrastructure	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
10. Reduced Inequality					✓							
11. Sustainable Cities and Communities		✓	✓	✓	✓	✓		✓	✓	✓		✓
12. Responsible Consumption and Production					✓		✓	✓			✓	✓
13. Climate Action		✓	✓		✓			✓		✓		
14. Life Below Water			✓					✓	✓			✓
17. Partnerships to achieve the Goals			✓								✓	

Working Parties of the Inland Transport Committee	Types of Contributions to the Implementation of the Sustainable Development Goals in 2019			
	Regulatory	Analytical	Capacity-Building	Sustainable Development Goals
SC.1 Road Transport	✓		✓	3 8 9
SC.2 Rail Transport	✓	✓	✓	3 8 9 11 13
SC.3 Inland Water Transport	✓	✓	✓	3 6 7 8 9 11 13 14 17
WP.1 Road Traffic Safety	✓	✓	✓	3 11
WP.5 Transport Trends & Economics		✓	✓	1 2 3 4 6 7 9 10 11 12 13
WP.6 Transport Statistics	✓	✓	✓	3 9 11
WP.11 Transport of Perishable Foodstuffs	✓	✓	✓	2 3 8 9 12
WP.15 Transport of Dangerous Goods	✓		✓	3 6 8 9 11 12 14
WP.24 Intermodal Transport and Logistics	✓		✓	3 8 9 11 13
WP.29 World Forum for Harmonization of Vehicles Regulations	✓	✓	✓	3 7 9 11 13
WP.30 Border Crossing & Customs	✓		✓	9 12 17
ECOSOC Committee of Experts on TDG and on GHS and its two sub-committees	✓	✓	✓	3 6 8 9 11 12 14