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Economic Commission for Europe

Inland Transport Committee

Seventy-seventh session

Geneva, 24–26 February 2015

Item 17 of the provisional agenda

Adoption of the list of main decisions of the seventy-seventh session

List of main decisions¹

Note by the secretariat

At its seventy-seventh session, the Inland Transport Committee:

1. **Adopted** the provisional agenda (ECE/TRANS/247 and Add.1);
2. **Endorsed** the outcome of the policy-oriented segment, roundtable discussion on “Rethinking Sustainable Urban Transport and Mobility to Meet the Challenges of a New Era” and **agreed** that a short report of the round table, in the form of Chair’s conclusions, be annexed to the full report of the session; and **requested** its subsidiary bodies to take on board its outcomes, as deemed appropriate;
3. **Welcomed** the organization of the fifth meeting of the Chairs of the Committee’s subsidiary bodies that had been dedicated to enhancing the participation of non-UNECE countries which have acceded to or have ratified (or intend to accede to) legal instruments serviced by UNECE, as well as on issues related to strengthening cooperation, synergy and interdependence and sharing experiences and **recommended** that this item could be tabled at the Committee’s session in 2017 or 2018;
4. Having assessed the current practices that enhance the participation of non-UNECE countries as contained in document ECE/TRANS/2015/2, **pointed out** that the Committee’s sessions are of an open nature and that the decision-making process is traditionally by consensus-building; **underlined** the decision-making role of the treaty bodies, i.e. the Administrative Committees of the different transport conventions and agreements where all Contracting State Parties have equal voting rights;
5. **Welcomed** the results of the survey on Sustainable Urban Mobility and Public Transport in the UNECE capitals; **thanked** the secretariat for this analysis and **urged** the secretariat to print the final report as soon as possible; in light of the growing need for the

¹ As adopted at the seventy-seventh ITC session.

seamless transport of passengers and freight and the role of public transport in sustainable development, **decided** to regularly review the developments in urban mobility and transport, and particularly, the inter-linkages between urban, regional, national and international transport networks and services; and in this regard, **requested** the Working Party on Transport Trends and Economics (WP.5) to follow-up on this matter;

6. Was **informed** about the ongoing global negotiations on formulating the post-2015 Sustainable Development Goals (SDGs) and the main developments concerning the position of sustainable transport within the framework of the SDGs; in this regard, the Committee **expressed its continued support** for the inclusion of transport priorities in a coherent and comprehensive way within the framework of the SDGs;

7. To this effect and after having considered the presence of transport-related priorities in numerous proposed SDGs, **requested** the secretariat to closely monitor discussions on SDGs;

8. **Welcomed** the up-scaling to global coverage of the publication on “Transport for Sustainable Development” that was originally prepared in 2011 as a forerunner awareness-raising for the Rio-20 Conference; **expressed its appreciation** for the preparation of the paper with the other Regional Commissions, the International Union of Railways (UIC) and the International Road Transport Union (IRU); **requested** the secretariat to publish it both electronically and in a printed form; and **encouraged** Governments to use it as a resource in their ongoing negotiations, when relevant;

9. **Took note** of the publishing in May 2014 of the discussion paper/publication “Diesel engine exhausts: Myths and realities” and the impact of this publication, and **requested** the respective subsidiary bodies to indicate the measures taken and under investigation in combating these emissions;

10. **Welcomed** the activities to support Governments in mitigating the negative impacts of transport on the environment, such as progress in the application of the For Future Inland Transport Systems (ForFITS) tool in the city of Kaunas and at a national level in Lithuania and Georgia; and; **requested** the secretariat to ensure the wide dissemination of the findings of these activities; and **encouraged** Governments who were willing to contribute but had not yet sent their verified data to the secretariat for the regional review, to do so before the end of 2015;

11. **Took stock** of the so far results and future plans for the use and further development of ForFITS and **requested** the preparation of a publication on ForFITS case studies, reflecting progress in the development and application of the tool at the regional, subregional, national and city levels, and highlighting its main findings and achievements;

12. In light of the timeliness and relevance of the tool for sustainable development and the scope and utility of proposed enhancements to the tool, **encouraged** Governments and cities to benefit from and contribute to the use and further development of the ForFITS tool;

13. **Decided** to support the continuation for two more years of the work of the Group of Experts on Climate Change Impacts and Adaptation for International Transport Networks, according to the UNECE Rules and Regulations, pending approval by the Executive Committee (EXCOM), and based on the Terms of Reference contained in document ECE/TRANS/2015/6 and **approved** the change of the name of the Group to “Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes”; and **requested** that the secretariat should ensure that all relevant documentation of the group meetings during 2015 (June, October) and 2016, such as agendas, reports and series of official documents, is provided in the three official languages of UNECE on time;

14. **Took note** of the twenty-first United Nations Climate Change Conference (COP21) that will be held in Paris, France from 30 November to 11 December 2015 with the

objective to achieve a legally-binding and universal agreement on climate; and **requested** the secretariat to explore synergies and potential contributions to this important Conference;

15. **Welcomed** the outcomes of the Fourth High-Level Meeting of the Transport, Health and Environment Pan-European Programme (THE PEP) (Paris, 14–16 April 2014) and **took note of** the Paris Ministerial Declaration;

16. **Welcomed** the election of Mr. Matthias Rinderknecht of the Federal Office of Transport of Switzerland as the Chair of THE PEP Steering Committee for 2014–2015;

17. **Expressed its expectation** that the transport pillar of THE PEP would be strengthened; to this end, **appreciated** that THE PEP Steering Committee agreed to use ForFITS analysis for countries and cities that host THE PEP annual workshops; **requested** the secretariat to continue building such synergies; and, in order to strengthen the presence of the transport sector in this multisectoral cooperation, **invited** its member States to nominate national focal points for THE PEP and communicate those to the secretariat;

18. **Took note of** the proposal by the Russian Federation to organize in 2015, two international conferences in Irkutsk and in Moscow in the framework of THE PEP Partnership on the integration of transport, health and environmental considerations into urban development and planning policies;

19. **Requested** the secretariat to prepare, for the Committee's consideration at its next session, a document with possible contributions to the Fifth High-Level Meeting of THE PEP that will be in Vienna in 2019;

20. Having considered: the outcome of the Joint Belgium-UNECE Workshop on Intelligent Transport Systems (ITS) (Brussels, 17–18 November 2014); the UNECE contribution to the Networked Car conference jointly organized with ITU during the 2014 Geneva Motor Show (6–16 March 2014); the relevant regulatory developments in the different Working Parties, but particularly the World Forum for Harmonization of Vehicle Regulations (WP.29) and the Working Party on Road Traffic Safety (WP.1); and the overall status of implementation of the ITS Road Map that had been launched at its seventy-fourth session (ECE/TRANS/2015/7): **made the assessment that** (i) the annual flagship ITS event for UNECE can best be organized when a host country supports it; (ii) the conference at the Geneva Motor Show is a good opportunity to further strengthen links with all stakeholders and also for visibility; (iii) extremely important transport policy and system changes are driven by ITS applications; **noted** the various activities within several Contracting Parties and further **recognized** the need to harmonize these activities, provide a coordinating role, or launch initiatives to be able to fully embrace the regulatory and policy implications to address the challenges and disseminate best practices; in this context, **invited** its member States to support actions for covering automated vehicles within the internationally harmonized regulatory framework, as fostering regulatory actions would ensure the benefits that ITS could provide in terms of road safety, environmental protection, energy efficiency and traffic management; and **invited** WP.1 and WP.29 to investigate different possibilities to increase their cooperation and to optimize synergy within these Working Parties, as the knowledge of the human behaviour in relation to complex technology will be of utmost importance in the future, and as technology and the driver/road user cannot be regulated in isolation from each other;

21. **Noted** the twenty-second ITS World Congress will take place in Bordeaux, France, on 5–9 October 2015 and **welcomed** the cooperation between the Government of France and the secretariat on organizing the 2015 flagship annual roundtable in Bordeaux during the World Congress; **also noted** that the World Cyber Security Symposium will take place in mid-April 2015 in the Hague and that a new law is implemented in the Netherlands to arrange controlled ITS pilots on public roads on the basis of special permits granted after a positive analysis and test by RDW;

22. **Invited** its subsidiary bodies **to strengthen** ITS activities linked to infrastructure and all transport modes by addressing ITS issues in an integrated approach, and to report back to the Committee at its next annual session on progress made;
23. **Noted** the activities in the field of technical assistance and capacity-building vis-à-vis the main directions for future technical assistance, capacity-building activities and policy dialogue by the UNECE Transport Subprogramme;
24. **Took note** of the comprehensive 10-year review of the implementation of the Almaty Programme of Action (Vienna, 3–5 November 2014) and **expressed its support** for the newly adopted Vienna Programme of Action for 2014–2024;
25. In order to better contribute to the implementation of the Vienna Programme of Action for 2014–2024, **invited** landlocked developing countries in the ECE region which have not yet acceded to the relevant UN transport legal instruments to consider becoming Contracting Parties; **invited** ITC delegates to attend the workshop on UN Transport Legal Instruments on 27 February 2015;
26. **Expressed its appreciation** for the activities carried out on inland transport security by the relevant Working Parties, in particular, for the results of the rail security work of the Working Party on Rail Transport (SC.2), and **requested** the secretariat to incorporate them into the agenda of the next UNECE Inland Transport Security Forum to be held in autumn 2015;
27. **Noted** the importance of continuing interaction between ITC and UIC on rail security, and **recommended** that the Group of Experts on Improving Safety at Level Crossings make use of the Platform for Security material prepared by UIC, including the List of basic concepts and terms;
28. **Took note** of the status of signatures, ratifications and accessions to UN legal instruments on inland transport administered by the Committee and its subsidiary bodies as of 31 December 2014 and **invited** countries, which had not yet done so, to accede to these legal instruments;
29. **Expressed its support** for the activities carried out by the Trans-European Motorway (TEM) and Trans-European Railways (TER) Projects, and **urged** all interested parties to resolve pending issues vis-à-vis the management of the TEM and the TER Projects as well as on the location of the TER Project Office; **requested** the project managers to accelerate the delivery of tangible results; **found it** important to ensure cooperation with other corridor initiatives in order to reach synergies; and **requested** the secretariat and the in-kind contributing host or donor countries to complete the administrative procedures without further delay;
30. **Expressed its support** for activities in the field of the Euro-Asian Transport Links (EATL) Project which facilitates an internationally harmonized response to transport demand generated by the growing trade between Europe and Asia; **appreciated** the financial support by certain Governments and organizations, such as the Russian Federation and OSCE; **encouraged** other donors to support the project financially or through in-kind contributions; and **invited** Governments to step up their participation in the final year of the EATL Group of Experts;
31. **Invited** all the Working Parties to consider how they can contribute to the EATL Project; **requested** the EATL Group of Experts to pay attention not only to road and rail, but also to intermodal transport to ensure tangible results at the end of the project; and make the project results sustainable;

32. **Took note** of the third ASEM Transport Ministers' Meeting that would be held in Riga on 29-30 April 2015 during the Latvian Presidency of the European Union and **welcomed** the initiative for an EATL side-event;
33. **Welcomed** the discussions on the importance of periodic technical inspections and the 1997 Agreement for the sake of road safety and environmental protection, and **requested** WP.29 to consider the introduction of harmonized rules on testing equipment, on skills, training and certification of inspectors, as well as on supervision benefiting from recent achievements ;
34. **Welcomed** the four new vehicle regulations and the 70 amendments adopted in 2014 and **requested** the secretariat to seek ways to increase the visibility of vehicle regulations at a global level;
35. **Reviewed** the progress in the development of amendment proposals to the 1958 Agreement and **invited** Governments and the secretariat to explore options for strengthening the application of the Agreement;
36. **Took note** of the amendment proposal on driver assistance system and registration plates to the 1968 Convention on Road Traffic carried out by WP.1;
37. **Welcomed** progress in the implementation of the UN Decade of Action on Road Safety in the UNECE region across its priority areas of work from 2011 to 2014; and **requested** the preparation of a publication highlighting road safety activities implemented in the UNECE region in the framework of the UN Decade as its contribution to the mid-term review of the Decade during the Second Global High-Level Conference on Road Safety (Brasilia, Brazil, 18–19 November 2015);
38. **Took note** of the development of the SafeFITS project and **encouraged** member States to support the project and its envisaged application as much as possible by providing the secretariat with relevant national data and information and agreed to present this project to the related subsidiary bodies (WP1, SC1 and WP29 etc);
39. **Welcomed** the information that a new UNDA-funded road safety project was about to start; however **found it disappointing** that so limited financial resources had been allocated to support improved road safety in four countries; and **invited** Governments and other stakeholders to match funds for the sake of more in-depth analyses leading to policy interventions;
40. **Urged** the Contracting Parties that had not yet done so, to update the database on road signs and signals so that the Group of Experts on Road Signs and Signals could continue its activities in optimal conditions;
41. **Invited** member States to exchange information on their road safety strategies;
42. **Encouraged** Governments and other stakeholders to expand their participation in the activities of UNECE in order to contribute to the achievement of the goals of the UN Decade of Action for Road Safety and **invited** Governments and other donors to contribute to the implementation of the UNECE Road Safety Action Plan;
43. **Took note** of the results of the work of the Group of Experts of the European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR); and **decided** that the mandate of the Group of Experts should be recommended for extension in order to continue its work;
44. **Noted** the concern of the Russian Federation related to the insufficient progress made by the AETR Group of Experts regarding the revision of Article 22 bis, which, according to the Russian delegation, does not allow for equal participation of countries in

the development of uniform requirements for digital tachographs within the AETR Agreement, and for the creation of a unified system for their certification;

45. **Welcomed information** on a proposal of the Working Party on Road Transport (SC.1) to amend Article 14 of the AETR Agreement to allow accession by Algeria, Jordan, Morocco and Tunisia and **requested** the secretariat to inform the Committee at its next session on progress achieved;

46. **Called on** all interested Governments to attend a special SC.1 session (Geneva, 28–29 April 2015) to further discuss and, if possible, finalize the draft OmniBus Agreement;

47. **Took note** of the activities of SC.2 and **expressed its support** for the efforts of SC.2 to increase railways competitiveness and efficiency; and **noted** the importance of developing the master plan for high-speed railways and of cooperation with the TER project;

48. **Welcomed** cooperation between SC.2 and the Working Party on Customs Questions affecting Transport (WP.30) in monitoring the implementation of Annex 9 of the International Convention on the Harmonization of Frontier Controls of Goods (1982) and **requested** the secretariat to prepare a report for the next session of the Committee;

49. **Took note** of the results of the Group of Experts on Unified Railway Law, and **called upon** all involved parties to fine-tune the wording both substantively and linguistically in three languages (English, French and Russian) and reach a decision on an appropriate management system for unified railway law; called upon the secretariat to **ensure** that all relevant documentation for the Group's meetings during 2015 (February, June, November), such as agendas, reports and series of official documents, is provided in the three official languages of UNECE on time;

50. **Noted** that its Bureau had, on an exceptional basis, approved the extension of the mandate of the Group of Experts for one more year in order to avoid losing the momentum that had been created; and submitted this request to EXCOM at its meeting on 17 December 2014; and **noted with satisfaction** that EXCOM had approved the extension of the mandate of the Group of Experts;

51. In accordance with decision 25 of the seventy-sixth ITC annual session, **took note** of the activities related to the development of a new Convention on the facilitation of border-crossing for international passenger railway operations; and **recommended** to the interested parties to continue the work on the formulation of a draft convention within the Informal Expert Group on the Development of a New Convention on the Facilitation of Crossing of Frontiers for Passengers and Baggage Carried by Rail with an aim to review the results of such work in an appropriate manner, first in SC.2 and WP.30 and then at the Committee at its seventy-eighth session;

52. **Noted with satisfaction** that, following its endorsement of the CTU Code at its seventy-sixth session (ECE/TRANS/240, para. 59), IMO and ILO had endorsed the Code in July 2014 and November 2014, respectively; and **expressed its strong support** for the wide dissemination and application of the new non-mandatory CTU Code; **invited** key stakeholders, including Governments and the transport industry, to use the new CTU code as it would enhance safety, including the safety of workers and the general public, during handling and transport of containers at sea and on land; and **invited** the secretariat to explore the possibility of developing e-training on the CTU-Code;

53. **Agreed** to include the intermodal aspects of the various consignment notes for the various modalities and the digitalisation of those consignment notes, and **took note** of the wish to update the AGTC Agreement and its protocol with a view to operationalize the information in a web-based format;

54. **Reminded** of its decisions regarding the recommendations in the White Paper on Efficient Inland Water Transport in Europe published in 2011 and **requested** the Working Party on Inland Water Transport (SC.3), the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (WP.3) and the secretariat to report on the status of implementation of the White Paper recommendations at the seventy-eighth session of the Committee;
55. **Expressed its support** for the activities of SC.3 towards harmonization of pan-European River Information Services (RIS), such as UNECE Resolution No. 48 on Electronic Chart Display and Information System (Inland ECDIS);
56. **Expressed its support** for the outcome of recent activities in the framework of WP.30, in particular, to strengthen the Harmonization Convention, 1982 and the TIR Convention, 1975;
57. In this respect, **welcomed** progress made in further elaborating the new provisions of Annex 9, Part 3 of the TIR Convention aimed at strengthening the accountability and transparency of TIR operations carried out by the international organization authorized to ensure the international guarantee system and to print and distribute TIR Carnets;
58. **Expressed concern** related to the problems in the implementation of the TIR Convention in certain Contracting Parties, i.e. the Russian Federation and Ukraine, as is laid out in the Reports of WP.30 and AC.2: ECE/TRANS/WP.30/276, paras. 25-31 and ECE/TRANS/WP.30/AC.2/121, paras. 28-31; and **took note** of the efforts and activities undertaken by Governments, the TIR bodies, the secretariat and other stakeholders in seeking a solution;
59. **Reiterated its call** for full respect of the provisions of the TIR Convention, including the obligation of Contracting Parties, in accordance with its Article 42 bis, to communicate any planned measure that may have an impact on the implementation of the TIR Convention, in a timely manner to the TIR Executive Board or the Administrative Committee; in this context, the Committee **took note** of the announcement of the Russian Federation on the extension of the contract between the Federal Customs Service of the Russian Federation (FCS) and ASMAPP, the TIR guaranteeing association of the Russian Federation, until 30 June 2015;
60. **Welcomed** progress in the eTIR Project and, to ensure its continuation, including the various currently conducted pilot projects, **approved** the prolongation of the mandate of the WP.30 Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) to the year 2015;
61. In addition, **approved**, subject to endorsement by EXCOM, the establishment of a Group of Experts on Legal Aspects of the Computerization of the TIR Procedure, whose main task would be to provide a specialized and dedicated international platform with the objective of developing the eTIR legal framework;
62. **Agreed** that, pursuant to ECOSOC Resolution 1984/79, the secretariat should continue to ensure that the TIR Handbook be made available in the six official United Nations languages to further facilitate the promotion of the TIR Convention; and **called for** further efforts to expand the use of the TIR Convention by new accessions to the system;
63. **Requested** the secretariat to ensure the translation of the Customs Convention on the Temporary Importation of Private Road Vehicles (1954) and Commercial Road Vehicles (1956), subject to availability of resources, in the Arabic language in order to further promote the accession to and implementation of the Convention;

64. **Supported** the decision of the Administrative Committee of the Convention to consider the possibility of developing new annexes to the Convention on border crossing procedures at seaports as well as on performance indicators;
65. **Encouraged** Contracting Parties to continue systematically pursuing surveys of the implementation of Annex 8 and Annex 9 of the Convention in order to facilitate monitoring of the implementation of these two most important Annexes;
66. **Urged** the Contracting Parties to ADR that had not yet acceded to the 1993 Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of ADR (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Serbia, Tajikistan, the former Yugoslav Republic of Macedonia, Tunisia, Turkey and Ukraine) to take the necessary steps to accede to the Protocol in order to allow its entry into force;
67. Concerning the proposed safety database related to the mandatory reporting of occurrences during inland transport of dangerous goods and to risk evaluation, **invited** member States to consider the options presented in document ECE/TRANS/WP.15/AC.1/2014/52 of entering data in and extracting information from the database, before the spring 2015 session of the RID/ADR/ADN Joint Meeting so that a decision may be taken on the way forward, and **encouraged** those which have not yet volunteered to provide inputs;
68. **Took note** that the Working Party on Transport of Perishable Foodstuffs (WP.11) had discussed its decision-making procedures and established an informal working group under the leadership of Belgium to discuss the issue in greater detail;
69. **Approved** the adoption by WP.11 at its last session in 2014 of its Work Plan for 2014–2018;
70. **Welcomed** the comprehensive report of activities undertaken by the Committee's subsidiary bodies during 2014 in administering the 58 United Nations conventions, agreements and other types of legal instrument which shape the international legal framework for road, rail, inland waterway and intermodal transport, as well as dangerous goods transport and vehicle construction; **considered it important** to step up technical assistance to countries that wish to accede to these transport conventions or wish to improve their implementation and **requested** the secretariat to explore the feasibility of setting up fund-raising mechanisms, such as a trust fund, dedicated to this cause;
71. **Took into consideration** the expected challenges for ITC and its subsidiary bodies in 2015 as contained in ECE/TRANS/2015/19 and **requested** the secretariat to explore innovative ways for strengthening its support to the Committee and its subsidiary bodies, as well as to the treaty bodies of the legal instruments under their purview and to present its findings in an official document at the next Committee session;
72. **Approved** as a whole the reports and related activities of its subsidiary bodies and **requested** the secretariat to incorporate related references into the complete ITC report on the basis of the respective annotations contained in the annotated agenda;
73. Was **informed** about the preparations for the sixty-sixth session of the Economic Commission for Europe, which will be held in Geneva from, 14–16 April 2015;
74. **Endorsed** the planned list of publications for the biennium 2016–2017 and requested the secretariat to continue its efforts to arrange for hard-copy publications;
75. **Adopted** its schedule of meetings in 2015 and from January to March 2016 (ECE/TRANS/2015/22) with some modifications;
76. **Adopted** the list of main decisions at its seventy-seventh session.