



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

Geneva, 21–24 February 2023

Item 7 (w) of the provisional agenda

Strategic Questions of a Horizontal and Cross-Sectoral**Policy or Regulatory Nature:****Draft Annual Report of Activities Undertaken****by the Committee's subsidiary Bodies in 2022****2022 Draft Annual Report of the Sustainable Transport
Division of the United Nations Economic Commission for
Europe****Note by the secretariat*****I. Introduction**

1. The Year 2022 was a historic one for the Sustainable Transport Division and the Inland Transport Committee (ITC) of the Economic Commission for Europe (ECE). It was the Seventy-Fifth anniversary of the founding of the ITC, and the beginning of a new era for the Committee as ECOSOC endorsed the revised Terms of Reference.
2. While the challenge posed by COVID-19 began to ease slightly in 2022, there were still shocks felt around the globe from the pandemic. Throughout the pandemic, ECE was directly involved in assisting member States adapt to the challenges posed. While the world is beginning to move to a state of recovery, the lessons learned by the ECE Sustainable Transport Division as well as the direct engagement remain. Hybrid meetings may now be giving way to in person meetings however, the ability to allow flexibility for members and participants remains. The Pandemic was a challenge that the Sustainable Transport Division rose to meet and is now stronger and more engaged because of it. This direct engagement and action will now be applied to the revised ITC Terms of Reference.
3. There have been several successes this year documented below, including the significant progress moving forward on the eTIR system, a series of amendments on autonomous driving that allow full automated driving on motorways, and the launched LearnITC – the Inland Transport and Trade Connectivity eLearning Platform.
4. This document provides an account of the accomplishments of the Sustainable Transport Division in 2022.

* This document was submitted late due to delayed inputs from other sources.

II. Historic Highlight in 2022: ECOSOC endorsement of the Revised Terms of Inland Transport Committee

5. The year 2022 was marked by a historic development that coincided with the seventy-fifth anniversary of the Inland Transport Committee: The Economic and Social Council (ECOSOC) endorsed the revised terms of reference of the Inland Transport Committee (E/2022/2) on Wednesday, 16 February 2022. The revised ITC Terms of Reference (TOR) can be found in ECE/TRANS/316/Add.2 (in A/C/E/F/R/S).

6. 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.

7. Under the revised TOR, ITC membership includes:

- Member States 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.

8. 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.

III. Accomplishments of the Sustainable Transport Division in 2022

A. The Eighty-Fourth Annual Session of the Inland Transport Committee that marked its Seventy-Fifth Anniversary

9. The eighty-fourth session of ITC (hybrid, 22-25 February 2022) marked its seventy-fifth Anniversary and was opened with the Anniversary Ministerial on “Seventy-five years of ITC: connecting countries and driving sustainable mobility”. This Ministerial Segment was opened by H.E. Mr. Georges Gilkinet, Deputy Prime Minister and Minister of Mobility of Belgium (ITC Chairing country) and saw the participation of Transport ministers from Africa, Asia, Europe, Latin America and the Middle East. Keynote speeches by H.E. Ms. Simonetta Sommaruga, former President of the Swiss Confederation and Head (Minister), Federal Department of the Environment, Transport, Energy and Communication of Switzerland (hosting country); H.E. Mr. Mohammed Abdeljalil, Minister of transport and logistics of Morocco; and H.E. Mr. Juan Edghill, Minister of Public Infrastructure of the Republic of Guyana. There were 550 participants from more 92 countries, including 49 non-ECE ones, and the heads and high-level representatives of intergovernmental and non-governmental organizations as well as key inland transport stakeholders. The main highlights of the High-level Policy Segment (see ECE/TRANS/316/Add.1, Annex IV) included:

(a) The adoption at the end of the Ministerial Segment of the ITC Ministerial Resolution, “Ushering in a decade of delivery for sustainable inland transport and sustainable development.” by Ministers and Heads of Delegations of countries in Africa, Asia, Europe, Latin America and Middle East (ECE/TRANS/316, Annexes I and II).

(b) The official launch of the Anniversary publication “75 Years of Inland Transport Committee – 75 Documents that Changed the World of Transport”.

(c) The Global Road Safety Film Festival organized on 21 and 22 February 2022 in conjunction with the 75th Anniversary of ITC by the Laser International Foundation, together with the United Nations Road Safety Fund and the United Nations Economic Commission for Europe (ECE/TRANS/316/Add.1, Annex V).

(d) A high-level side event on Used Cars for Africa organized on 21 February 2022 by ECE and UNEP (ECE/TRANS/316/Add.1, Annex VI).

(e) A high-level side event on Automation, Connectivity and E-mobility organized on 23 February 2022 by ECE together with Austria (ECE/TRANS/316/Add.1, Annex VII).

(f) A high-level side event Euro-Asian transport links organized on 24 February 2022 by ECE together with the Russian Federation and Turkmenistan (ECE/TRANS/316/Add.1, Annex VIII).

(g) A high-level ITC Roundtable on “On the road to sustained and full recovery: post-Covid-19 initiative for inland transport and the role of the Committee” organized on 25 February 2022 (ECE/TRANS/316/Add.1, Annex X).

B. Horizontal activities

The Transport Health and Environment Pan-European Programme THE PEP

10 Member States started the implementation of the Vienna Declaration with the agreement to start work on the development of a strategy for THE PEP and a review of potential legal instruments to develop for the programme.

Capacity Building

11. In 2022 ECE (lead by the Sustainable Transport Division) launched LearnITC – the Inland Transport and Trade Connectivity eLearning Platform. LearnITC aims to provide member States and other stakeholders with a platform to learn about United Nations Inland Transport and Trade Connectivity principles and policies so as to facilitate member State accession and implementation to them. LearnITC currently contains 10 interactive courses from the wide spectrum of ITC activities as well as access to the Trade Implementation Facilitation Guide. To date, participants have launched over 150 courses from more than 20 countries. As the project continues, further courses plan to be added and targeted capacity building will be delivered to further understand and encourage its use.

C. The Global Forum for Road Traffic Safety (WP.1)

12. The Global Forum for Road Traffic Safety (WP.1) remains the only permanent body in the United Nations system that focuses on improving road safety. Its primary function is to serve as guardian of the United Nations legal instruments aimed at harmonizing traffic rules. The Conventions on Road Traffic and on Roads Signs and Signals of 1968, and other ECE legal instruments that address the main factors of road accidents are tangible contributors to improved road safety. Consequently, many countries across the world have become contracting parties to these legal instruments and thus benefit from their implementation. These contracting parties are also the key driving forces keeping these international road safety conventions up to date by participating in WP.1 sessions. Given this background, the Global Forum has continued playing an important role in facilitating and forging international cooperation to improve road safety.

13. In 2022, 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 co-operation with vehicle regulations subsidiary bodies.

14. 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”; intends to continue considering policy challenges of remote driving; and will keep overseeing the work of its Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic.

15. 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.

D. The Working Party on Road Transport (SC.1)

16. In 2022 SC.1 continued to expand its body of work and made good progress on existing initiatives. A new subsidiary body, the Group of Experts on the operationalization of eCMR (the Additional Protocol to the CMR concerning the electronic consignment note) (GE.22) was established in 2022. The Group of Experts met three times between July and November 2022. They have comprehensively discussed the provisions of article 5 of the e-CMR Additional Protocol and relevant key provisions of the Convention on the Contract for the International Carriage of Goods by Road (CMR Convention). At their recent meeting, the Group of Experts started to discuss proposed concepts and processes of a future eCMR system. In addition, they continued to expand on a compilation of customs practices concerning the use of CMR consignment notes by CMR contracting parties.

17. 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.

18. 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.

19. Additionally, during its annual session, SC.1 had constructive discussions on the subject of road infrastructure, with a focus on road safety inspections and audits, and potential opportunities to collaborate with the Trans-European North-South Motorway (TEM) project. The latter could potentially include analytical works and the identification of current practices in the road infrastructure safety management of TEM member countries and within the ECE region, as well as a review of the European Agreement on Main International Traffic Arteries (AGR) for the inclusion of road safety audits and road safety inspections.

20. Driving times and rest period for professional drivers continued to be an important aspect of SC.1’s work. Its 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.

21. SC.1’s activities and outputs may be linked with Goals 3, 9 and 11 of the 2030 Agenda for Sustainable Development, particularly targets 3.6, 9.1 and 11.2.

E. Working Party on Rail Transport (SC.2)

22. Building on the successes of previous years, the Working Party on Rail Transport (SC.2) continued to provide cutting-edge policy and regulatory contributions to the sector. During the Working Party session, a workshop was held titled “The impact of climate change

on the railways: how to protect, adapt and mitigate”. Over 130 registered delegates exchanged views, best practices and concrete examples on how best to ensure that the railways can deal with climate related emergencies.

23. The European Agreement on Main and International Railway Lines (AGC) continues to be modernized through amendments. A guide has been prepared for member States which facilitates accession and implementation of the agreement. A new tool has been developed, based on GIS, which allows member States, operators and other stakeholders to identify the minimum parameters necessary for running a train between any two locations on the AGC and the AGTC. This can be done either by inputting the locations directly, or by choosing them on a map.

24. Following the completion of the work of the Group of Experts on the Permanent Identification of Railway Rolling Stock, the Working Party has approved the creation of the Model Rules on the Permanent Identification of Railway Rolling Stock and its Revisions Committee which facilitates the identification of rolling stock across the world, thus making their financing easier and cheaper and, consequently facilitating further modal shift to rail resulting in a reduced environmental footprint of the transport sector. If adopted at ITC, this would become the 60th legal agreement under the auspices of ITC and its subsidiary bodies.

25. The work of the Group of Experts on International Railway Passenger Hubs continues with the Group agreeing to pursue the finalisation of an amendment to the AGC to include Hubs in the agreement and thus facilitate passenger transport by rail by providing users with harmonised facilities at major rail stations.

26. The Working Party also agreed to work towards the finalisation of a new Convention on the Contract of Carriage of goods by rail.

F. Working Party on Inland Water Transport (SC.3)

27. 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 their activities based on the revised terms of reference of SC.3, adopted by ITC at its eighty-fourth session on 25 February 2022 (ECE/TRANS/316, paragraph 27). The main priorities guiding this work were: (a) the implementation of the ITC Strategy until 2030; (b) Wroclaw Ministerial Declaration and ITC resolution No. 265 “Facilitating the Development of Inland Water Transport”; (c) the White Paper on the Progress, Accomplishment and Future of Sustainable Inland Water Transport and (d) other relevant documents and decisions of ITC and the SC.3 programme of work for 2022–2023.

28. In the field of regulatory work and capacity development aimed at promoting international agreements related to inland water transport and responding to Sustainable Development Goal 9, the following events were held in 2022:

(a) 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 the European Agreement on Main Inland Waterways of International Importance (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.

(b) Workshop “Development of Container Transport on Inland Waterways” and the round table on facilitating the alignment between the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations and AGN 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 participants agreed on the draft ITC resolution “Facilitating the Development of Container Transport on Inland Waterways” and recommended to both Working Parties to transmit the draft to the upcoming eighty-fifth session of ITC for adoption. The draft was approved by SC.3 and by WP.24 at its sixty-fifth session

29. Responding to Sustainable Development Goals 9 and 13, SC.3 in 2022 delivered the following outputs in the field of regulatory work:

- Amendment No. 5 to the third revision of the Inventory of Main Standards and Parameters of the E Waterway Network (“Blue Book”)
- Amendment No. 4 to the second revision of resolution No. 61 “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” as SC.3 resolution No. 104
- Approval of the 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” based on the Guideline “Vessel Traffic Services in Inland Waters” of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA).

30. 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. This is the first edition of the glossary 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. It comprises over 700 terms and definitions used in international conventions and agreements administered by ITC, SC.3 resolutions and ECE publications relevant to the various aspects of inland water transport. The glossary will be issued as a trilingual publication in the beginning of 2023.

31. In the field of prevention of pollution, combatting climate change and innovations in inland water transport (Sustainable Development Goals 6, 9, 13 and 14), the following capacity building events were held:

(a) 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. The workshop highlighted the various aspects of preventing pollution from inland waterway vessels and reducing the environmental impact of inland navigation: (a) the legislative framework for management of waste generated as a result of operation of vessels, (b) modernization and greening of the inland fleet, (c) improvement of the ecological performance in ports, (d) prevention of pollution by noise generated by vessels, (e) further steps and other relevant issues.

(b) Innovative materials, equipment and technologies in inland water transport on 13 October 2022 at the sixty-sixth session of SC.3. The key presentations and discussion focused on innovations aimed to reduce the environmental footprint and improve the performance of ships: (a) innovative composite materials, (b) additive manufacturing and digital technologies for the shipbuilding, (c) alternative fuels and other innovative approaches as well as prospects for wider application on inland waterways.

32. In the field of regulatory framework for recreational navigation, that is linked to Sustainable Development Goal, Target 8.9, SC.3 approved updates to annex IV of resolution No. 40 “International Certificate for Operators of Pleasure Craft” (ICC) and took note of new entries to the ECE online database of ICC specimens.

G. Working Party on Transport Trends and Economics (WP.5)

1. Euro-Asian transport links operationalization

33. 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 Trans-Caspian and Almaty-Istanbul corridors including the availability of reliable corridor wide agreed timetables and tariffs as well as en route border crossing point efficiency.

34. 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. Based on document ECE/TRANS/WP.5/2022/1, prepared by the secretariat, the round table led to a prioritized list of actions to be taken in relation to the harmonization of existing tariffs, services, time schedules, already documented physical/non-physical challenges and bottlenecks. The document contains corridor specific data and information collected through a network of national railway, transport and customs focal points. It provides an overview of trade and transport developments between Europe and Asia and their impact on the Trans-Caspian and Almaty-Istanbul corridors. It also provides a short analysis of the logistics performance of both corridors and a railway capacity assessment at an individual country level.

35. The expert round table was divided into two interactive panel discussions. Panel I focused on defining “Concrete next steps towards reliable, corridor-wide timetables and tariffs”. Discussions centred around a series of guiding questions on which panellists were invited to exchange views, aiming at, among other things, identifying:

- (a) Key factors that slow down rail freight movements on both corridors, including national, bilateral and/or international levels, i.e. due to:
 - (i) Shortcomings in infrastructure and/or rolling stock.
 - (ii) Operational limitations put in place (e.g. only nightly operations; priority given to passenger trains over freight trains, and lack of sidings etc.).
 - (iii) Insufficient quality of Internet Communication Technology connectivity.
 - (iv) Border crossing/transshipment inefficiencies.
 - (v) Lack of harmonized operating standards or procedures and lack of technical interoperable standards.
- (b) Reasons for remaining discrepancies in freight rail transport costs among individual countries on the same corridor or segment thereof.
- (c) Ways to strengthen use of the current network capacity for railway operations on both corridors.
- (d) Key factors hampering the establishment of a corridor-wide established timetable and tariff.
- (e) Opportunities to enhance the trust of the market in the corridor services under discussion.

36. Panel II focused on concrete next steps towards efficient, harmonized en route border crossing and customs services. Discussions centred around guiding questions on which panellists were invited to exchange views, aimed at identifying main bottlenecks at rail freight border crossing points or transshipment points of international significance and solutions that are being deployed.

37. In this regard, participants took stock of:

- The availability or lack thereof of information exchange/delegation of authority mechanisms among different control agencies both domestically and bilaterally.
- The use of digitalized transport and customs documents in cross-border rail freight operations.
- The use of new technologies and non-intrusive inspection methods.
- The availability of joint control facilities involving officials from various agencies and from both sides of the border conducting inspections together.
- The implementation levels of special arrangements surrounding rail freight transit e.g. based on advance information from the country of origin and/or destination and the availability of border crossing facilitation measures specifically for container block trains.
- The use of electronic information systems for sharing information; railways to railways electronic data interchange (EDI); Standardization and harmonization of data requirements; rail transport Single Window facility/system etc.

38. Participants in the round table thanked ECE and ECO secretariats for organizing the round table and 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 corridor-wide 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.

39. 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.

2. Urban mobility

40. On 5 September 2022, further to a request of WP.5 at its thirty-fourth session inviting the secretariat to continue holding and facilitating interregional transport consultations on targeted topics of interest, 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". At ECE, the workshop was co-organized by the Sustainable Transport Division, the Sustainable Energy Division and the Housing and Land Management Section. It was co-hosted by all five United Nations regional commissions: ESCAP, ECE, ECLAC, ECA, and ESCWA.

41. The workshop provided a comprehensive platform for representatives of city and urban transport authorities, grid managers as well as spatial planners, Ministry of Transport/Mobility experts, NGOs and academia from around the world to exchange views on trends, opportunities and challenges in the field of electrification of road vehicles at urban, suburban, and regional levels. Participants also discussed the policy and infrastructure needs that these developments create for transport, energy, and spatial planning, inter alia in an urban environment.

42. Participants in the workshop agreed on the high relevance of several related aspects, including:

(a) The need to develop a deeper understanding of e-mobility of road vehicles and its consequences for and interaction with the electricity grid.

(b) The significant role of developing sound regulatory frameworks surrounding e-mobility of road vehicles combined with effective implementation of medium to long-term strategies, policies and practices aimed at accelerating the transition to e-mobility in road transport, in particular in an urban and suburban context.

(c) The importance of adapting existing transport infrastructure and spatial planning approaches to arising e-mobility requirements. In this regard, agreement was reached on the significance of accommodating new types of Electric Vehicle (EV) smart charging solutions in cities and regions both for passenger and public transport vehicles (including among others: wireless electric vehicle charging/inductive charging; pop-up pavement chargers; innovative use of existing roadside infrastructure, “charging on the go”, etc.).

(d) The need to also consider e-mobility solutions and requirements for urban and long-distance road freight transport including for commercial electrical vehicles, eLight Duty Vehicles (eLDV) and eHeavy Duty Vehicles (eHDV) and their charging infrastructure. Regarding the latter, participants agreed on the pivotal role that regional central freight

consolidation centres could play in providing a gateway to urban and long-distance freight transport electrification.

(e) The importance to continue work on regulatory tools for standardized communication between charging infrastructure and vehicles and electric vehicle supply equipment (EVSE) (de jure) standards and other related standards and/or protocols.

43. The proceedings of the workshop, presentations and all workshop materials are available at: <https://unece.org/transport/events/wp5-working-party-transport-trends-and-economics-35th-session>.

3. International Transport Infrastructure Observatory

44. 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). On this occasion the secretariat provided a live demonstration of the various functionalities ITIO offers.

45. ITIO, offers 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.

46. WP.5 appreciated the inaugural meeting of ITIO and welcomed the finalization of the platform after several years of combined efforts among ECE, IsDB, ESCWA, CETMO and ECO and called upon governments that had not yet done so to appoint national focal points and start exploring its functionalities, provide feedback on their user experience and start feeding it with additional geocoded data and shapefiles.

4. Adaptation of transport to climate change

47. A Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (GE.4) operating under WP.5 auspices commenced its activities in 2020 focusing on: (a) raising awareness, building capacity and integrating knowledge from countries and scientific community on climate change impact assessment and adaption for transport, and (b) further advancing the state of knowledge, the analysis of climate change impacts on inland transport and identification of suitable and costs-effective adaptation measures.

48. During 2022 the Group of Experts 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.

5. Benchmarking transport infrastructure construction costs

49. At the WP.5 thirty-fifth annual session, the Chair of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs (WP.5/GE.4) together with lead country Türkiye (on road) and Polish Railways (on rail) presented the final report of the Group as contained in ECE/TRANS/WP.5/2022/6.

H. Working Party on Transport Statistics (WP.6)

50. The Inland Transport Statistics in Europe and North America publication was developed and will be released by early 2023. This publication compares road, rail and inland waterway statistics across countries, with tables covering infrastructure, transport equipment, traffic and transport measurement. These data sets are crucial for understanding sustainable transport in general as part of the 2030 Development Agenda, and the transport volumes data provided can directly measure Sustainable Development Goal indicator 9.1.2 on transport modal split.

51. In addition to biennial publications and regular database updates, additional efforts have been made to ensure that data already collected is disseminated to policy makers in the most appropriate way. WP.6 has therefore produced an online, interactive version of the transport statistics, Infocard; a dashboard that highlights key indicators like road safety progress and modal split. Further, an experimental data story has been produced on road safety, combining interactive data visualisations with narrative using a “scrollytelling” approach.

52. WP.6 continued to help countries to integrate new data sources into their statistical production; the secretariat is now collaborating with other international partners on sharing best practices of using Mobile Phone Data for Transport Statistics and organised a webinar on the topic to increase international awareness.

I. Working Party on Transport of Perishable Foodstuffs (WP.11)

53. The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) is intended to ensure that deep-frozen and chilled foodstuffs are transported efficiently, safely and hygienically, and do not pose a danger to human health.

54. Armenia acceded to ATP in 2022, bringing the total number of Contracting Parties to 52. During 2022 WP.11 worked on some important topics as follows:

- Definition of the independence of a unit, in order to cope with decarbonization trends as new energy source technologies are becoming available.
- Adopted provisions for airflow circulation in the body of the equipment, improving transport conditions for perishable foodstuffs.
- Miscellaneous proposals improving the criteria for testing and certification of ATP equipment.

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

J. Transport of dangerous goods and classification and labelling of chemicals, including the Work of ECOSOC bodies serviced by the Sustainable Transport Division

56. The Sustainable Transport Division works on administering and making available legal instruments as well as the related Economic and Social Council (ECOSOC) recommendations for transport of dangerous goods by all modes, and for the classification and labelling of chemicals contribute to the safe management of chemicals through their life cycle (production, storage, transport, workplace, and consumer use).

57. In 2022, the international legal instruments regulating air, maritime and land transport of dangerous goods were 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 (GHS) (9th revised edition) published by the ECE secretariat.

58. The secretariat also prepared amendments to the seventh revised edition of the “Manual of Tests and Criteria”. The Manual supplements national or international regulations derived from the Model Regulations or the GHS and provides competent authorities and testing laboratories worldwide with the test methods and procedures to be used for the classification of chemicals in accordance with the Model Regulations and the GHS.

59. The update of international legal instruments was done in a coordinated way by the international organisations involved, to ensure that provisions may be applied simultaneously for all modes of transport as of 1 January 2023, as follows:

- For air and maritime transport, publication by ICAO and IMO of updated versions of the ICAO Technical Instructions and the IMDG Code;
- For rail transport, publication by OTIF of the 2023 edition of the Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID);
- For road and inland waterways transport, publication by ECE of the 2023 editions of the Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR) and the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

60. Thanks to these harmonization mechanisms and efforts, companies, countries, workers and consumers have consistent and appropriate information on the chemicals and goods they import, produce, handle, use or transport on all modes, as well as information about their physical, health and environmental hazards through their life cycle.

61. One overarching theme which is key to achieving the Sustainable Development Goals and on which the above-mentioned work has resulted in and will continue to have a positive impact is on the advancement of the circular economy. The Model Regulations and the various regulations which are based on them enable the collection and transport of hazardous wastes such as damaged lithium batteries and packagings and containers containing hazardous residues. They also contain requirements for packagings for dangerous goods that directly influence design, reuse and recycling targets and parameters such as the optimization, re-use and the possible use of recycled plastics in packagings used for the transport of dangerous goods.

62. In November 2022, the Working Party on the Transport of Dangerous Goods (WP.15) held a round table on the circular economy from the perspective of multimodal transport of dangerous goods to underline the importance of the circular economy and sustainable use of natural resources in achieving the Sustainable Development Goals of Agenda 2030. It was decided to dedicate a new agenda item to the issue of the Sustainable Development Goals and the circular economy so as to allow for regular discussion on follow-up actions.

63. The work of the Sustainable Transport Division on the regular update of the regulations annexed to ADR/ADN agreements, the GHS and the Model Regulations including their implementation contribute to the achievement of the 2030 Agenda in the social, economic and environmental areas, and in particular to sustainable development goals 3 (targets 3.9 and 3.4); 6 (target 6.3), 8 (target 8.8); 12 (targets, 12.4, 12.6 and 12.A), 13 (targets 13.1 and 13.2) and 14 (target 14.1).

64. Transport of dangerous goods regulations also played a fundamental role in ensuring safe and seamless transport of supplies to fight the COVID-19 pandemic. These included for instance, transport of gases for medical care (e.g: medical oxygen), vaccines and medical wastes. COVID-19 vaccines needing temperature control were transported worldwide in accordance with the provisions of the United Nations Model Regulations and the modal instruments implementing them. In addition, the TDG Sub-Committee shared best practices on the national transport of clinical waste related to COVID-19 and on packing instructions for such waste.

65. The provisions in the regulations annexed to ADR/ADN also cover the transport of waste of dangerous goods and therefore facilitate the recycling of products and materials and foster the sustainable use of natural resources, including the reuse of plastics materials for

packagings of dangerous goods that can be remanufactured, recycled and recovered. This also contributes to reduce the production of waste and their adverse impacts on environment.

66. The relevant working parties on the transport of dangerous goods on road, rail and inland waterways develop provisions for the safe transport of electric storage systems such as sodium ion and lithium batteries and cells for electric vehicles, tools and equipment, thereby facilitating the use of low-carbon energies, strengthening resilience and adaptive capacity to climate change related hazards. These provisions also cover the transport of these articles for disposal or recycling. The working parties also consider covering the safe transport of cleaner or alternative low-carbon fuels such as compressed natural gas for combustion engines or hydrogen for fuel cell engines.

K. Working Party on Intermodal Transport and Logistics (WP.24)

67. The Working Party on Intermodal Transport and Logistics (WP.24) continued its effort to strengthen the frameworks for sustainable intermodal transport and logistics operations as well as the intermodal transport and logistics policies in the ECE region. They also worked to enhance cooperation of ECE member countries on intermodal transport and logistics through the exchange of experiences and good practices.

68. WP.24 held workshops to explore the themes of and get a more in-depth insight into issues and challenges surrounding document and information digitalization in intermodal freight transport and regarding automation in freight transport and logistics. The first of these workshops discussed digitalization at various levels such as regional, country or enterprise level. The second workshop focused on various projects piloted in countries, group of countries, companies or consortia on automation in freight transport, intermodal and logistics sector. It showcased successfully implemented solutions (at maritime terminals, inland terminals, or railways) as well as solutions in testing phases. It offered insight into benefits from correctly approached automation, as well as possible automation pitfalls. It presented how virtual simulations through digital twins can help find solutions to optimize transport and logistics processes in the physical world. Last but not least, it discussed impacts from automation on the workforce and how the “human element” should be considered in automating the freight transport and logistics industry. The conclusions and lessons learned from the workshops can be consulted respectively at: <https://unece.org/transport/events/workshop-17-october-2022-national-experience-and-challenges-faced-intermodal> and <https://unece.org/transport/events/workshop-19-october-2022-automation-freight-transport-and-logistics>. In conclusion of the automation workshop, WP.24 agreed to develop the handbook on automation in freight intermodal transport and logistics.

69. WP.24 continued its work to modernize the European Agreement on Important International Combined Transport Lines and Related Installations. The Agreement was further updated on lines and installations to reflect the planned or implemented changes to the network and installations. A new tool has been developed, based on GIS, which allows member States, operators and other stakeholders to identify the minimum parameters of the network. The tool helps, among others benefits, to better understand the degree of the implementation of the Agreement.

70. WP.24 explored further through discussion setting up of appropriate targets for intermodal transport. Work will continue with rail unitization rate and rail modal share for ECE countries for this purpose.

71. WP.24 would look into good practice promoting intermodal transport to create more demand for it. In this regard, analysing the potential for modal shift from road to railway and inland waterways is to be undertaken. The geospatial analysis for modal shift should be part of this work.

72. WP.24 also continued its discussion on how to further update the Code of Practice for Packing of Cargo Transport Units so that it could serve the industry even better by referring latest cargo packing and handling practices. In this regard, it notes the progress made and the

availability of specific proposals for updates. It is also exploring possibilities to make the Code available in the application and so be accessible in a more user-friendly manner.

L. The World Forum for Harmonization of Vehicle Regulations (WP.29)

Vehicle automation

73. Following the restructuring of WP.29 in June 2018 to implement ITC Decision No.19 of 2018 and 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), endorsed by ITC at its eighty-second session, which guided the work on automated vehicles. This work, led by Co-Chairs from America, Asia and Europe is performed in line with the safety vision, key safety elements, guidance provided by the framework document to the Working Parties of WP.29 and in line with the programme of activities included in its Annex, which 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 2022, 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.

74. 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

1958 Agreement

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

76. WP. 29 continued its regulatory work on protection of vulnerable road users and established at the June 2022 session a new UN Regulation No. 165 on Reverse Warning, and at the November 2022 session the following two new UN Regulations:

(a) UN Regulation No. [166] on Vulnerable Road Users in Front and Side Close Proximity and

(b) UN Regulation No. [167] on Vulnerable Road Users Direct Vision.

77. Existing United Nations Regulations and related Resolutions 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.

78. As funding for the hosting of DETA at ECE could not be secured so far both under the regular budget or extra budgetary resources. WP.29 was grateful to Germany who is currently hosting the system on an interim basis. WP.29 would continue to look into possibilities for sustained solutions for the funding of the hosting of DETA.

79. As regards the development of additional functionalities/modules of DETA, the International Motor Vehicle Inspection Committee reconfirmed its readiness to finance the development of the module for Declaration of Conformity (DoC). The industry associations: International Organization of Motor Vehicle Manufacturers, the European Association of

Automotive Suppliers and the European Tyre and Rim Technical Organization confirmed their intention to finance the module for the Unique Identifier (UI), when current contractual issues are solved.

1997 Agreement

80. 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.

1998 Agreement

81. 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.

82. 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.

M. Working Party on Customs Questions affecting Transport (WP.30) and the TIR Administrative Committee (AC.2)

83. There was a major accomplishment for WP.30 in 2022. 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 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 several 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.

84. 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, paragraph. 29-33).

85. 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.

86. 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.

87. 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.

88. 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.
