



# Economic and Social Council

Distr.: General  
8 August 2023

Original: English

---

## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Road Transport

118<sup>th</sup> session

Geneva, 17-19 October 2023

Item 7(c)(i) of the provisional agenda

**Activities of interest to the Working Party:**

**Activities of United Nations Economic Commission for Europe bodies  
and other United Nations organizations-  
ITC related**

## 2023 Review of Working Party mandates

### Note by the secretariat

On 18 May 2023, the Chair of the Inland Transport Committee (ITC) and the Director of the Sustainable Transport Division wrote to the Chairs of ITC Working Parties to invite their support and contribution to key decisions of ITC on its subsidiary Working Parties, notably the alignment of Working Parties' Terms of Reference and Rules of Procedures with those of the ITC, and the 2023 review of ITC Working Parties' mandates.

The letter and Annex I which provides a detailed overview of the recommended modalities of the review process is contained in an informal document available on SC.1's website.

This document contains Annex II which is a template of recommended information.

To assist the Chair and SC.1, the secretariat has provided suggestions for Annex II. SC.1 is invited to consider and endorse these suggestions or alternatively provide appropriate text.

## Annex II

### Recommended information for the review of ITC Working Parties

This document is prepared in implementation of decision 8 of the Inland Transport Committee at its 85th session (ECE/TRANS/328, para 18). It covers the 5-year period 2018-2023<sup>1</sup>.

[To be filled out by Chairs of ITC Working Parties on behalf of the respective bodies under their responsibility]

#### I. Subsidiary body mandates and governance framework

A. General Assembly/ECOSOC

B. UNECE

C. ITC

D. **Memo item: Alignment with ITC revised Terms of Reference and Rules of Procedure**

- *Past and present, incl. renaming of Working Parties, changes geographical scope and membership structure*
- *Planned*
- *Identified needs and gaps (outline and provide documentation)*

#### II. Working Party objective

According to the terms of reference of the Working Party on Road Transport (SC.1) which were previously revised and adopted at its 106th session in 2011 (ECE/TRANS/SC.1/396/Add.1), its objectives are to:

(a) Promote the facilitation and development of international transport by road (goods and passengers) through the harmonization and simplification of the rules and requirements relating to it and the administrative procedures and documentation to which such transport is subject;

(b) As regards infrastructures, define a coordinated plan for the construction and upgrading of roads of international importance (the international “E” network) in the ECE region, based on a consistent and easily identifiable numbering system and meeting minimum pre-established technical standards. Promote the extension of the network, develop its characteristics in terms of technological developments and traffic flows and reinforce its safety and environmental protection aspects. Also contribute to the construction, maintenance and operation of the Trans-European North-South Motorway (TEM) Project in the context of an integrated international road infrastructure;

(c) Draw up, apply and update appropriate legal instruments in order to meet the above objectives, also taking road safety and the environment into account;

(d) Encourage the accession of new countries to the Conventions and Agreements listed in the annex;

(e) Develop, circulate and update the Consolidated Resolution on the Facilitation of International Road Transport (R.E.4), making it a reference document for disseminating best practices in road transport, and also prepare recommendations on specific subjects. In this context, promote the international motor insurance card system (Green Card);

---

<sup>1</sup> If a Working Party considers it relevant, it may submit information for the period **2013-2023**, i.e. since the previous full review of working parties.

- (f) Promote the harmonization of taxation and other measures in order to prevent discriminatory practices in international road transport;
- (g) Encourage exchanges of data between countries and the circulation of information, particularly on the facilitation of border-crossing and the legal provisions that countries have adopted as regards road transport or that have an impact on road transport;
- (h) Collaborate closely with the other subsidiary bodies of the Inland Transport Committee on issues of common interest concerning road transport, particularly the Working Party on Customs Questions Affecting Transport (WP.30), the Working Party on Intermodal Transport and Logistics (WP.24), the Working Party on Transport Trends and Economics (WP.5), the Working Party on the Transport of Perishable Foodstuffs (WP.11) and the Working Party on Transport Statistics (WP.6);
- (i) Foster participation in the activities of SC.1 and encourage cooperation and collaboration with the countries, the other ECE Divisions, particularly Trade, the European Commission, the international governmental organizations, particularly the European Conference of Ministers of Transport (ECMT), the international non-governmental road transport organizations and the other United Nations regional commissions on issues of common interest. Organize seminars on appropriate topics as need arises;
- (j) Develop a coordinated and logical programme of work relating to the legal instruments listed in the annex and the Consolidated Resolution;
- (k) Create a working environment that facilitates the fulfilment by Contracting Parties of their obligations set forth in the respective legal instruments;
- (l) Ensure openness and transparency of the work of SC.1.

The list of legal instruments related to SC.1 in the annex of its TOR and ROP are:

European Agreement on Main International Traffic Arteries (AGR), of 15 November 1975.

European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), of 1 July 1970.

Convention on the Contract for the International Carriage of Goods by Road (CMR), of 19 May 1956.

Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR), of 5 July 1978.

Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR), of 1 March 1973.

Protocol to the Convention on the Contract for the International Carriage of Passengers and Luggage by Road (CVR), of 5 July 1978.

Convention on the Taxation of Road Vehicles Engaged in International Goods Transport, of 14 December 1956.

Convention on the Taxation of Road Vehicles Engaged in International Passenger Transport, of 14 December 1956.

Convention on the Taxation of Road Vehicles for Private Use in International Traffic, of 18 May 1956.

General Agreement on Economic Regulations for International Road Transport, of 17 March 1954.

It should be noted that the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road concerning the electronic consignment note (eCMR) has yet to be included in the annex. This may have been because eCMR was not in force when the present version of the TOR and ROP of SC.1 were

adopted in 2011.

### III. Work areas covered by the Working Party [substance]

#### A. Transport facilitation [select one of the following]

- Only work area
- Main work area
- Minor work area
- N/A

#### B. Safety (including Road safety) [select one of the following]

- Only work area
- Main work area
- Minor Significant work area
- N/A

#### C. Environmental/climate performance [select one of the following]

- Only work area
- Main work area
- Minor Emerging work area
- N/A

#### D. Other (Road infrastructure and digitalization of paper consignment notes) [select one of the following]

- Only work area
- Main work area
- Minor Significant/emerging work areas
- N/A

### IV. Work areas covered by the Working Party – efficiency and value added

#### A. Internal overlaps/duplication (other UNECE bodies performing similar/identical tasks) [expand as necessary, if more than one areas of overlap]

- Area of work 1: Road safety
  - Full overlap (explain)
    - Partial overlap (explain): on the matter of road signs and signals and markings, there could potentially be an overlap between the following legal instruments (administered by WP.1) and the AGR agreement in terms of the subject matter of road signs and signals and markings to the extent that the E-roads envisaged in the AGR agreement are also covered under the 1949 Protocol on Road Signs and Signals, 1968 Convention on Road Signs and Signals, 1971 European Agreement supplementing the Convention on Road Signs and Signals, and 1973 Protocol on Road Markings, Additional to the European Agreement supplementing the Convention on Road Signs and Signals. If this is the case, SC.1 does not consider it to be a conflict as the work areas of SC.1 and WP.1 are complementary and being sister ITC Working Parties, consultation has occurred previously and continues to take place. The guidelines for road signs, signals and markings in the AGR agreement align with the spirit of the relevant text in the legal instruments administered by WP.1.
  - No overlap
- Area of work 2 (...)

#### B. External overlaps/duplication (other non-UNECE bodies performing similar/identical tasks) [expand as necessary, if more than one areas overlap]

- Area of work 1:
  - Full overlap (explain)
  - Partial overlap (explain)
  - No overlap
- Area of work 2 (...)

#### C. Internal synergies (with other UNECE bodies performing complementary tasks) [expand as necessary, if more than one areas of synergies]

- Area of work 1: Road safety
  - There is synergy between the work of SC.1 and WP.1 and WP.29. The secretaries of WP.1 and WP.29 are regularly invited to provide updates at SC.1's annual sessions on topics of mutual interest.

- Area of work 2: Electronic consignment notes (eCMR)
  - WP.30 is responsible for border crossing facilitation, and there is synergy between WP.30 and SC.1 on the use of paper and electronic consignment notes by customs authorities.
  - In February 2018, UN/CEFACT launched data standards recommended for those wishing to use electronic consignment notes<sup>2</sup>. At the third session of the SC.1 Group of Experts on Operationalization of eCMR (GE.22) in November 2022, the Group of Experts requested the secretariat to liaise with the UN/CEFACT secretariat to discuss and if needed, revise the UN/CEFACT eCMR standards to ensure the alignment of the standards with the discussions and outputs of GE.22.
- Area of work 3: Climate change impacts and adaptation for transport networks and nodes
  - In light of the relevance of the topic for SC.1, the secretary for WP.5/GE.3 has been invited to provide annual updates on the work of the group since the 115th session of SC.1.
- Area of work 4: Electrification of light-duty vehicles (LDVs) and heavy-duty vehicles (HDVs)
  - This is a new area of work for SC.1 with the topic being considered for the first time during its 118<sup>th</sup> session in October 2023 and stemming from ITC's invitation to SC.1 to collaborate with WP.24 to find solutions serving transport haulage as well as last mile deliveries.

**D. External synergies (with other non-UNECE bodies performing complementary tasks)**  
[expand as necessary, if more than one areas of synergies]

- Area of work 1: cross border motor insurance
  - The Council of Bureaux (COB) is the managing organization of the International Motor Insurance Card System (commonly referred to as the Green Card System) under the aegis of SC.1. The scope of the Green Card System extends to the countries lying to the west of the Ural mountains and the Caspian sea, and to the countries bordering the Mediterranean sea. COB provides facilities for the administration of the agreements between bureaux and for the consideration of matters of mutual interest for participating bureaux. At the annual sessions of SC.1, the President or the Managing Director of COB provides a report supplemented by a presentation to update SC.1 on its activities. From time to time, requests for changes to the format of the Green Card are brought to SC.1 for a decision. The most recent one was in 2022 (ECE/TRANS/SC.1/418, para 57).
  - During the 117<sup>th</sup> session of SC.1 in October 2022, a workshop on cross-border insurance of motor vehicles was jointly organized by ECE, ECA, ECLAC, ESCAP and ESCWA. It was well supported by COB and the other insurance card organizations responsible for administering the Blue, Orange, Brown and Yellow Cards. A follow up workshop has been requested in 2023.
- Area of work 2: passenger bus services
  - In October 2020, the European Union ratified a Protocol to its Interbus Agreement regarding regular and special regular services but the Protocol has yet to come into effect as it requires ratification by at least two other contracting parties besides the European Union.
  - The European Commission attends the annual sessions of SC.1, and is invited to provide regular updates on the status of its related legislation, as well as to participate in the discussions of SC.1 on the proposal for a draft global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS). At its 115<sup>th</sup> session in October 2020, SC.1 decided to suspend further discussions on the latter until the transport sector has had the opportunity to recover from the Covid 19 pandemic.
- Area of work 3: road infrastructure
 

Since the 113<sup>th</sup> session of SC.1 in October 2019, the annual sessions of SC.1 provide an opportunity for member States, non government organizations (such as FIA, PIARC and IRF amongst others) and private sector companies sharing a synergy with SC.1 on quality road

<sup>2</sup> <https://unece.org/trade/uncefact/brs>

infrastructure, to participate and share good practices on the topic in the spirit of continuous education, awareness raising and potential collaboration.

## V. Work methods

[please outline, e.g. numbers of meetings and official documents, other types of meetings, number of subsidiary Working Parties, supervision of informal groups or Groups of Experts, communication methods, etc.]

Between 2018 and 2023, SC.1 has held six annual sessions and one special session (April 2018). The meeting reports are ECE/TRANS/SC.1/S/398 and ECE/TRANS/SC.1/410, 412, 414, 416, 418 and 420. All of the documents and presentations for the sessions may be found at <https://unece.org/info/events/unece-meetings-and-events/road%20transport>. At its 117<sup>th</sup> session, SC.1 re-elected its Chair (Mr. R. Symonenko from Ukraine) and its Vice-Chairs (Ms. A. Novikova from Latvia and Mr. K. Lewczak from Poland) for the period from October 2023 to September 2025.

Two Groups of Experts report to SC.1 as their parent body during its annual sessions and provide updates on the progress made by the groups in between the sessions of SC.1. They are the Group of Experts on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (GE.21) and the Group of Experts on Operationalization of eCMR (GE.22).

GE.21 was established in 2011 initially with a two year mandate to address key issues related to the AETR, though its mandate has been extended since then and usually for two years at each extension. In February 2023, the Inland Transport Committee extended the mandate of GE.21 until 30 June 2025 (ECE/TRANS/328, paragraph 31). The terms of reference of GE.21 may be found at [https://unece.org/DAM/trans/main/sc1/tor/tor\\_AETR\\_ECE-EX-2011-L.16e.pdf](https://unece.org/DAM/trans/main/sc1/tor/tor_AETR_ECE-EX-2011-L.16e.pdf). Typically, GE.21 meets three times per year over the course of one day per session. The Chair of GE.21 is also the Chair of SC.1.

GE.22 was established in 2022 also initially with a two year mandate to discuss and if possible agree on the requirements of article 5 of the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road including the objective/scope, the high level architecture, and the conceptual specifications for a future environment that would support the conclusion and exchange of electronic consignment notes in accordance with the provisions of the Convention and its Additional Protocol (ECE/TRANS/2022/6, Annex IV). Between July 2022 and July 2023, GE.22 met six times over three days per session. The Chair of GE.22 is Ms. A. Novikova (Latvia), who is also a Vice-Chair of SC.1.

At the sixth and final session of GE.22 in July 2023 under its initial mandate, the Group of Experts acknowledged that there were some points in the analysis contained in its documents that require further elaboration for the Group to give concrete recommendations to SC.1 and to finalize the conceptual and functional specifications. Therefore, the Group of Experts, with the exception of Iran (Islamic Republic of) which expressed a reservation, has requested an extension of its mandate under its current terms of reference and workplan to complete its tasks and report to SC.1 at its 119<sup>th</sup> session in October 2024.

All of the meeting documents and presentations related to the sessions of both GE.21 and GE.22 may be found at <https://unece.org/info/events/unece-meetings-and-events/road%20transport>.

## VI. Main partners [please outline]

- A. **Government sector:** ECE member States, and other UN member States depending on their interest in the legal instruments administered by SC.1. The latter includes EUROMED countries (from north Africa) and ECO member States (from the Middle East and South West Asia).
- B. **International/intergovernmental organizations:** ESCAP, ECA, ESCWA, ECLAC, and the European Commission.
- C. **Non-governmental sector: Council of Bureaux (administering the Green Card system).**

**D. Academia: not noticeable**

- E. Other (private sector key stakeholders):** IRU and its associations, the International Federation of Freight Forwarders Associations (FIATA), and the Slovenian Logistics Association.

**VII. Results achieved (highlight major results since 2017)**

- Regulatory/Normative work and contracting parties (*e.g., amendments to legal instruments, number of contracting parties, etc.*)

Of the eleven legal instruments administered by SC.1, five of these are discussed during its annual sessions, and four of these are currently the subject of work initiatives as reflected in the meeting agendas of SC.1, and in the programmes of work of GE.21 and GE.22. The legal instruments referred to include AGR, AETR, CMR and eCMR.

Between 2018 and 2023, there were two amendments to AETR which came into force in January 2020 and April 2022. Both amendments were on article 14 (final provisions). Kyrgyzstan acceded to AETR in 2021. At the time of writing, the number of contracting parties to AETR was 52.

During the period, there were no amendments to AGR, and one accession (Turkmenistan in 2020). At the time of writing, the number of contracting parties to AGR was 38.

During the period, there were no amendments to CMR and its two protocols, and three (3) accessions to CMR (Pakistan in 2019; and Oman and Afghanistan in 2020), four (4) accessions/ratifications to the Protocol to CMR (Pakistan in 2019; and Bosnia and Herzegovina, Serbia and Ukraine in 2020), and nineteen (19) accessions/ratifications to eCMR (Republic of Moldova, Russian Federation and Türkiye in 2018; Belarus, Finland, Poland, Portugal, Romania, Tajikistan, United Kingdom of Great Britain and Northern Ireland in 2019; Norway, Oman, Sweden and Uzbekistan in 2020; and Azerbaijan, Germany, Kyrgyzstan and Turkmenistan in 2022). At the time of writing, the number of contracting parties to CMR was 58; for the Protocol to CMR, it was 48; and for eCMR, it was 33.

- Policy recommendations

Between 2018 and 2023, SC.1's most significant contribution in support of the ITC agenda until 2030 has been to educate and raise awareness of the CMR and eCMR, to encourage countries to accede to these legal instruments, and to assist and provide expediency to contracting parties in their efforts to operationalize eCMR. This contribution includes the following initiatives.

In April 2018, SC.1 held a special session dedicated to progressing the operationalization of eCMR. The session was attended by eCMR contracting parties as well as countries that had yet to become contracting parties at that time, UNCEFACT, UNCITRAL and IRU and others. The key outcome was a request to the secretariat to prepare a guidance note on the legal aspects of eCMR. The guidance note was prepared, and subsequently tabled as a formal document by the government of the Netherlands (ECE/TRANS/SC.1/2018/1/Rev.1) at the 114<sup>th</sup> session of SC.1 in October 2019, when it was also formally endorsed. The guidance note focuses on the key articles in eCMR and does not include technical aspects. It may be found on the website for SC.1.<sup>3</sup>

In February 2019, at its eighty-first session, ITC expressed support for SC.1 being the main platform for multilateral dialogue and exchange of best/emerging practices by contracting parties implementing eCMR, and encouraged SC.1 to increase its efforts to advocate and raise awareness of the benefits of being a contracting party to the CMR and its protocols, with a particular emphasis on eCMR. In addition, ITC requested SC.1, with the support of the secretariat, to prepare a paper detailing the research and other actions needed and/or recommended for the operationalization of e-CMR (ECE/TRANS/288, para. 70).

<sup>3</sup> [https://unece.org/fileadmin/DAM/trans/main/sc1/eCMR\\_Brochure\\_EN.pdf](https://unece.org/fileadmin/DAM/trans/main/sc1/eCMR_Brochure_EN.pdf)

Accordingly, SC.1 established an informal group of experts comprising of Slovenia (Chair), Germany, Latvia, IRU and the Union of Chambers and Commodity Exchanges of Turkey which worked together between May 2020 to July 2021 to prepare and table a paper (ECE/TRANS/SC.1/2021/1) covering a background and introduction, benefits and costs of implementation, eCMR pilot projects, lessons learned and conclusions, at the 117<sup>th</sup> session of SC.1 in October 2021. Following SC.1's endorsement, the paper was tabled at ITC's eighty-fourth session in February 2022, and received favourably.

Also at its 117<sup>th</sup> session, SC.1 decided to establish a formal group of experts on the operationalization of the eCMR procedure for 2 years (2022 and 2023) to discuss and if possible agree on the requirements of article 5 of the Additional Protocol to CMR including the objective/scope, the high level architecture, and the conceptual specifications for a future environment that would support the conclusion and exchange of electronic consignment notes in accordance with the provisions of CMR and eCMR.

Following approvals by ITC in February 2022, and EXCOM shortly thereafter, the Group of Experts on Operationalization of eCMR (GE.22) was established, and provides a convening platform for interested contracting parties to gather, discuss and be supported by the secretariat on the task of operationalizing eCMR. It is chaired by Latvia.

Over the course of its sixth sessions between July 2022 and July 2023, GE.22 has worked hard in accordance with its mandate to prepare a report for the 118<sup>th</sup> session of SC.1 in October 2023 covering proposed conceptual and functional specifications of the future eCMR system; operational procedures stipulated by the eCMR Additional Protocol – digital environment; use case analysis; and the use of CMR consignment notes by customs authorities.

There were some points in the analysis contained in the report of the Group of Experts that require further elaboration for GE.22 to give concrete recommendations to SC.1 and to finalize the conceptual and functional specifications. Therefore GE.22, with the exception of Iran (Islamic Republic of) which expressed a reservation, has requested an extension of its mandate under its current terms of reference and workplan to complete its tasks and report to SC.1 at its 119<sup>th</sup> session in October 2024.

Besides SC.1's tangible contribution on eCMR over the past six years, the Working Party made a key decision at its 114<sup>th</sup> session in October 2019 to consider the topic of safe and sustainable road infrastructure as an item on its agenda for future sessions (ECE/TRANS/SC.1/412, para 25). Since then, SC.1 has started to discuss the topic with a focus on road safety audits and technical inspections. SC.1 is also exploring collaborating with the Trans-European North-South Motorway (TEM) Project on practices in the road infrastructure safety management of TEM member countries.

- Capacity development and technical assistance (*e.g., seminars, webinars, other activities*)

Between 2018 and 2023, SC.1 has organized various capacity development and technical assistance workshops. These include the following.

A special session of SC.1 in April 2018 which was comprised of a meeting dedicated to progressing the operationalization of eCMR (see section above for details) and a workshop on smart/digital road infrastructure (ECE/TRANS/SC.1/S/398). For the workshop, representatives from FIA, Julius Baer, the city of Ghent (Belgium), the Ministry of Infrastructure and Water Management (the Netherlands), Hellastron group of motorways in Greece, and various UN agencies including ECE (Forests, Land and Housing Division) and ITU gave presentations on emerging digital/smart technologies for the planning of new, or upgrading of existing, road infrastructure. A summary of the presentations may be found at <https://unece.org/DAM/trans/doc/2018/sc1/ECE-TRANS-SC1-INF-2018-7e.pdf>.

Since the 113<sup>th</sup> session of SC.1 in October 2019, the annual sessions of SC.1 provide an opportunity for member States, non government organizations (such as FIA, PIARC and IRF amongst others) and private sector companies sharing a synergy with SC.1 on quality road infrastructure, to participate and share good practices on the topic in the spirit of continuous education, awareness raising and potential collaboration.



During the 117th session of SC.1 in October 2022, a workshop on cross-border insurance of motor vehicles was jointly organized by ECE, ECA, ECLAC, ESCAP and ESCWA. It was well supported by COB and the other insurance card organizations responsible for administering the Blue, Orange, Brown and Yellow Cards. A follow up workshop has been requested in 2023. At the time of writing, the date of the workshop was 31 October 2023.

- Analytical work
  - Guidance note on the legal aspects of eCMR (ECE/TRANS/SC.1/2018/1/Rev.1).
  - Paper on the operationalization of the Additional Protocol to the CMR concerning the electronic consignment note (ECE/TRANS/SC.1/2021/1).
  - Report of GE.22 comprising of proposed conceptual and functional specifications of the future eCMR system; operational procedures stipulated by the eCMR Additional Protocol – digital environment; use case analysis; and the use of CMR consignment notes by customs authorities (ECE/TRANS/SC.1/2022/2 to 5).

## VIII. Results and changes expected in near future

- A. Possibilities for streamlining and synergizing activities within each of the expected results
  - Continued collaboration with WP.1, WP.5, WP.24, WP.29 and WP.30 on topics of mutual interest through invitations to present at respective working party meetings, dedicated workshops and other joint initiatives on appropriate topics.
  - Continued collaboration with external stakeholders such as the European Commission, COB, FIATA, ITF, IRF and IRU on topics of mutual interest.
  - Continued collaboration with ECA, ECLAC, ESCAP, ESCWA, COB and other insurance card organizations on cross border motor insurance, including through joint workshops and other analytical work.
- B. Ways of improving efficiency and methods of work
  - In person attendance of SC.1 sessions by relevant officers from ECE member States (preferably) on the range of items on the agenda or that there is a coordination by the attending officer with his or her colleagues from the capital so as to have briefing points on relevant agenda items. This suggestion stems from the challenge to have the relevant officers/experts attending the sessions of SC.1 for the increasing range of topics covered by SC.1. Usually, one officer from a particular field/area attends the entire session of SC.1. While these officers have the expertise on one topic, they usually are unable to contribute substantively on other topics.
  - In addition, as quorum can be an issue, it is recommended to have representatives of permanent missions coordinating with their capitals and attending when there are no colleagues from the capital attending.
  - In general, more active participation by SC.1 participants during sessions of the working party, as well as voluntary written contributions by more participants on topics of interest and relevance to the working party, would be very helpful.
- C. Expected results and related activities that may need to be reoriented/refocused to better reflect priority demands of member States and contracting parties
  - At its 114<sup>th</sup> session in October 2019, SC.1 decided to restructure its agenda from its 115<sup>th</sup> session to better reflect the alignment of its agenda with the ITC Strategy. In doing so, SC.1 has been able to consider its work and activities more strategically.
  - It may be timely to consider SC.1's expanding body of work beyond its pre-2018 focus on AETR, and the expectations which ECE member States and ITC may have of SC.1, and if needed, to further reorient SC.1's programme of work to ensure that the working party continues to meet such expectations.
- D. Possible optimization of the structure of the programme of work
  - See response to question C above.
- E. Areas identified for enhancement or abolishment, if any

- At its 117<sup>th</sup> session, SC.1 decided to remove the item of “Quantitative restrictions imposed on international road transport of goods” from its agenda as there was no further discussion on the topic at that or the 116<sup>th</sup> session. The topic had been discussed for several years, at Türkiye’s request, and feedback provided by other SC.1 participants including Austria and the European Commission.
- On the matter of the proposal for a global multilateral agreement on the international regular transport of passengers by coach and bus (OmniBUS), further discussions on the topic have been suspended since the 115<sup>th</sup> session of SC.1 when the secretariat informed that Switzerland and Türkiye had indicated in November 2020 that they would not be continuing their involvement in discussions on the proposed agreement. Previously, the key proponents of the proposal were the Russian Federation, Switzerland and Türkiye. Accordingly, SC.1 decided to keep the item on its agenda but to suspend discussions until the transport sector has had the opportunity to recover from the Covid 19 pandemic (ie in 2023 or 2024).

---

F. Ways of improving communication and public outreach

- There is interest by delegates who do not have the finances to attend meetings in person to be able to attend the meetings of SC.1 and GE.22 virtually, however at the time of writing, there were no resources available for such.

---

G. Any other comments

- Historically, SC.1’s work was predominantly on the provision of road transport services (such as AETR), though increasingly there are opportunities for SC.1 to make a greater contribution to road safety and climate change through safe and sustainable road infrastructure.
-