



# Economic and Social Council

Distr.: General  
12 December 2023

Original: English

---

## Economic Commission for Europe

### Inland Transport Committee

#### Eighty-sixth session

Geneva, 20-23 February 2024

Item 5 of the provisional agenda

**Meeting on the implementation of the  
Inland Transport Committee's revised Terms of  
Reference and Strategy until 2030 for Government  
Delegates only with the Participation of the Chairs  
of the Committee's Subsidiary Bodies**

### **Fourth Cycle of Review of Working Parties' Mandates by their Parent Sectoral Committee**

#### **Note by the secretariat**

##### *Summary*

At its eighty-fifth annual session, the Committee noted that the year 2023 marks the fourth cycle of reviews of Working Parties' mandates by their parent sectoral committees, in line with the outcomes of the 2005 reform of ECE and the ensuing guidelines for the establishment and functioning of Working Parties within ECE (ECE/EX/1). Taking into consideration the review and analysis contained in ECE/TRANS/2023/4/Rev.1, the Committee decided to proceed with the review process in the course of 2023, noting that it takes place in the context of a broader transformation following the endorsement of the ITC Terms of Reference by ECOSOC (E/RES/2022/2) (ECE/TRANS/328, para. 18).

The present document has been prepared in direct implementation of the Committee's decision. The enclosed annexes contain the submissions by the Committee's subsidiary bodies, outlining, inter alia, their mandate, objectives and activities.

The Committee is invited to **review and consider** these submissions for the review.

## **Annex I**

### **Submission by the Global Forum on Road Traffic Safety (WP.1)**

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

- A. General Assembly/Economic and Social Council**
- B. Economic Commission for Europe**
- C. Inland Transport Committee**
- D. Memo item: Alignment with Inland Transport Committee revised Terms of Reference and Rules of Procedure**

As per paragraph 1 of TRANS/WP.1/100/Add.1 (Terms of reference of the Working Party on Road Traffic Safety (WP.1)): “1. The Working Party on Road Traffic Safety (hereinafter referred to as WP.1), acting within the framework of the policies of the United Nations and the Economic Commission for Europe (hereinafter ECE) and subject to the general supervision of the Inland Transport Committee shall, provided such actions are in conformity with the Terms of Reference of the ECE (document E/ECE/778/Rev.3) and consistent with the legal instruments listed in the annex:” TRANS/WP.1/100/Add.1 is currently being revised. The Working Party’s current name is “Global Forum for Road Traffic Safety (WP.1).

#### **II. Working Party objective**

“Initiate and pursue actions aimed at reinforcing and improving road safety, developing and harmonizing traffic regulations and rules for road signs and signals while also taking account notably of the environment, and strengthening relations between countries” as per TRANS/WP.1/100/Add.1 (Terms of reference of the Working Party on Road Traffic Safety (WP.1)). TRANS/WP.1/100/Add.1 is currently being revised.

#### **III. Work areas covered by the Working Party**

##### **A. Transport facilitation (including border-crossing facilitation)**

- Road safety is a cross cutting issue contributing to the transport field in general. In addition, the 1949 and 1968 Conventions on Road Traffic, and the 1968 Convention on Road Signs and Signals, are aimed at facilitating international road traffic.

##### **B. Road Safety**

- Main work area

##### **C. Environmental/climate performance**

- Contributing to the ITC endeavour on climate change mitigation

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

### A. Internal overlaps/duplication (other bodies of the Economic Commission for Europe performing similar/identical tasks)

#### 1. Area of work 1: road safety at the global level

- No overlap
- The UNECE pioneered road safety activities in the United Nations system with the establishment of an Ad Hoc Working Group on the prevention of road accidents in 1950. In 1988, the Working Party on Road Traffic Safety (WP.1), an intergovernmental body, was established. The Working Party changed its name to “**Global Forum for Road Traffic Safety (WP.1)**” in 2017.
- Today, Global Forum for Road Traffic Safety 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 UNECE legal instruments that address the main factors of road accidents (road user behaviour, vehicle and infrastructure) are tangible contributors to improved road safety. Many countries across the world have become Contracting Parties to these legal instruments and benefit from their implementation. These Contracting Parties are also the key driving forces keeping these international road safety conventions up to date. The UNECE also supports the development and promotion of best road safety practices and the organization of road safety weeks and other awareness raising events.
- Participation in Global Forum for Road Traffic Safety (WP.1) is open to all countries across the world. Typically, WP.1 meets twice a year in Geneva, Switzerland. The UNECE Sustainable Transport Division provides the Forum’s secretariat support: it services sessions, prepares documents, agendas and reports, collects and disseminates information and facilitates the liaison among Governments.
- In 2010, WP.1 celebrated 60 years of road safety initiatives in the United Nations system. This coincided with the Decade of Action for Road Safety proclaimed by the United Nations General Assembly Resolution 64/255. Since 2010, UNECE has contributed by participating in the development and implementation of the Decade’s Action Plan.
- In 2012, the Inland Transport Committee (WP.1’s parent body) adopted the UNECE Action Plan for the UN Decade of Action for Road Safety (2011-2020) ([ECE/TRANS/2012/4](#) and Corrs. 1 and 2). The UNECE Action Plan is directly aligned to the Decade’s Action Plan and aims to achieve the UNECE’s overall road safety goals by addressing priority areas of work as well as implementing continuous and future actions for each goal in its geographical area and beyond. It includes actions, initiatives and measures for several UNECE Working Parties, with Global Forum for Road Traffic Safety being the main coordinating entity in the area of road safety.

### B. External overlaps/duplication (other non-Economic Commission for Europe bodies performing similar/identical tasks)

- Area of work 1: road safety at the global level
  - No overlap (see above)

**C. Internal synergies (with other Economic Commission for Europe bodies performing complementary tasks)**

- Area of work 1: road safety at the global level
- There are synergies with other UNECE working parties.

**D. External synergies (with other non-Economic Commission for Europe bodies performing complementary tasks)**

- Area of work 1 road safety at the global level
- There are synergies with other United Nations regional commissions.

**V. Work methods**

The WP.1 deliverables such the number of meetings and official documents are indicated in the ITC programmes of work of the Transport subprogramme, programme plans and publication programmes, as follows:

2023 - ECE/TRANS/2023/11, ECE/TRANS/2023/12

2022 - ECE/TRANS/2022/8, ECE/TRANS/2022/9

2021 - ECE/TRANS/2021/8, ECE/TRANS/2021/9

2020 - ECE/TRANS/2020/21, ECE/TRANS/2020/22/Rev.1

2019 - ECE/TRANS/2019/24

2018 - ECE/TRANS/2018/21, Add.1 and Corr.1, ECE/TRANS/2018/22

Occasionally, where required, WP.1 would hold “special sessions” such in 2018, 2019, and 2021

The secretariat has serviced the following group of experts:

Group of Experts on Road Signs and Signals (GERSS), 2018-2022

Informal, Intergovernmental Group of Experts on Road Signs and Signals (IIGERSS), 2023–

GERSS would typically meet formally several times per year and would also hold informal sessions. For example, in 2022, GERSS held 3 formal meetings (4 days) and 7 informal sessions.

IIGERSS only holds informal sessions (in 2023, it will hold 5 or 6 sessions).

Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic (LIAV), 2021–

All other informal “groups of experts” are not formally recognized by ECE and are not serviced by the secretariat.

**VI. Main consultations**

WP.1 consists of governments and consults with international/intergovernmental organizations, non-governmental sector, academia and the private sector.

**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.)

Amendments (2018-2023):

1968 Convention on Road Traffic, Amendments to Article 1 and new Article 34 bis

1968 Convention on Road Traffic, Amendments to Articles 25 bis and 32, and to Annexes 1 and 5

Current amendment proposals to 1968 Convention on Road Signs and Signals, European Agreement supplementing the 1968 Convention on Road Signs and Signals, and 1973 Protocol on Road Markings to be adopted shortly.

Contracting Parties to three most important legal instruments:

1968 Convention on Road Traffic: 88

1968 Convention on Road Signs and Signals: 73

1949 Convention on Road Traffic: 102

Accessions (2018-2023):

1968 Convention on Road Traffic: UK, Cabo Verde, Nigeria, Myanmar, State of Palestine, Liechtenstein, Thailand, Oman, Ethiopia, Uganda, Benin, Saudi Arabia, Maldives,

1968 Convention on Road Signs and Signals: Armenia, Myanmar, Honduras, Liechtenstein, Uganda, Benin, Turkiye, Maldives,

1949 Convention on Road Traffic: Lithuania, Croatia, Liechtenstein, Estonia,

1949 Protocol on Road Signs and Signals: Liechtenstein, Brunei Darussalam,

European Agreement supplementing the 1949 Convention on Road Traffic and the 1949 Protocol on Road Signs and Signals: Liechtenstein,

European Agreement supplementing the 1968 Convention on Road Traffic: Liechtenstein, Turkmenistan,

European Agreement supplementing the 1968 Convention on Road Signs and Signals: Liechtenstein, Turkmenistan, Türkiye,

1973 Protocol on Road Markings: Liechtenstein, Turkmenistan, Turkiye,

Policy recommendations

In 2022, WP.1 adopted a resolution on safety considerations for activities other than driving undertaken by drivers when automated driving systems issuing transition demands exercise dynamic control (ECE/TRANS/WP.1/2021/2/Rev.1).

In 2021, the “Prevailing Convention for the issue/use of Domestic Driving Permits and International Driving Permits under the 1949 and 1968 Conventions on Road Traffic” document was issued.

In 2021, a “Charter of Road Traffic Victims’ Rights” which is a joint initiative of the WP.1 secretariat, the Institute for European Traffic Law and the Council of Bureaux was issued.

In 2019, the Resolution on the Deployment of Highly and Fully Automated Vehicles in Road Traffic was adopted by the Global Forum for Road Traffic Safety (WP.1).

Ongoing assessment and revision of [Consolidated resolution on road traffic \(R.E.1\)](#).

[Consolidated resolution on road signs and signals \(R.E.2\)](#).

## **VII. Results and changes expected in near future**

### **A. Possibilities for streamlining and synergizing activities within each of the expected results**

Major collaboration with other United Nations regional commissions and United Nations agencies working on road safety and on Sustainable Development Goals 3.6 and 11.2.

### **B. Ways of improving efficiency and methods of work**

Facilitate the organization of special WP.1 sessions inside and outside of the Palais des Nations, Geneva, when requested by WP.1, and to facilitate hybrid modality for virtual participation.

### **C. Expected results and related activities that may need to be reoriented/refocused to better reflect priority demands of member States and contracting parties**

The focus of WP.1 should be truly global.

### **D. Possible optimization of the structure of the programme of work**

The programme of work of WP.1 is already comprehensive and exhaustive. Encourage new participants to attend as we move towards our goal of being truly global.

### **E. Ways of improving communication and public outreach**

See (B)

### **F. Any other comments**

The timing allocated to the report/update of each working party during annual ITC sessions should be increased and directly related to the complexity of the agenda, the topics addressed, the work carried out, and the length of the sessions of the relevant working party.

## Annex II

### Submission by the Working Party on Transport Trends and Economics (WP.5)

#### I. Objectives of the Working Party on Transport Trends and Economics

1. The main objectives of WP.5 in accordance with its current Terms of Reference (ToR) are to provide an inter-regional forum for ECE and non-ECE member States as well as relevant private sector stakeholders and academia to:

(a) Discuss and enhance the understanding of the main inland transport trends and developments in the ECE region in the context of ongoing integration processes within the ECE region, and/or reform processes under way in member States; and

(b) Analyse the trends and developments, identify ways and promote, through a strengthened international cooperation and sharing or elaboration of best practice, a transition to more sustainable inland transport systems in ECE member States and other interested countries.

#### II. Agreed clusters of work and long-term (2020–2030) programme of work

2. In view of its past activities, and considering the ITC Strategy until 2030, WP.5 at its thirty-second annual session, in September 2019, agreed on six thematic clusters for its long-term 2020–2030 programme of work (ECE/TRANS/WP.5/66, Annex II):

(a) Development of transport networks and/or links

Under this cluster, WP.5 agreed that the work on Euro-Asian Transport Links and other links and corridors, including monitoring of network developments was to be continued. It stated that WP.5 should continue to serve as a platform to foster and monitor operationalization activities. In this regard it specified that under the term “operationalization” the following topics were to be covered: harmonization and simplification of border-crossing formalities; infrastructure connections and interoperability standards; efficient corridor management; and application of new technologies and digitalization. Providing guidance on alignment of national standards and rules with international regulations (those provided in the United Nations transport legal instruments) was also agreed to be part of this first thematic cluster.

(b) Transport and climate change

Under this cluster WP.5 agreed that the analytical work and research on impacts of climate change on transport assets and operations and identification of most suitable adaptation measures was to be continued.

(c) Sustainable urban mobility

Under this cluster WP.5 agreed to build on its past work and continue developing urban mobility policies supporting sustainable urban development. Further MaaS developments would also fall under this cluster.

(d) Transport infrastructure data

Under this cluster, WP.5 agreed to establish and maintain the International Transport Infrastructure Observatory (ITIO) available on a Geographical Information System (GIS) platform. The work of the Group of Experts on benchmarking transport infrastructure construction costs was also to fall under this cluster.

(e) Review and monitoring of emerging issues and sustainable development goals

Under this cluster WP.5 agreed to discuss and analyse emerging transport issues and prepare analytical outputs. WP.5 also agreed to continue monitoring trends in achieving transport-

related sustainable development goals and contribute to the development of support tools for achieving these goals.

(f) Inland transport security

Under this cluster WP.5 agreed to provide through holding thematic discussions a platform for mainstreaming and further enhancing solutions for addressing inland transport security issues.

### III. Evaluation report for the period 2020–2023

3. Building on the previously agreed six thematic clusters of work, the below table, in column 1, provides an overview of activities that were planned for the biennial 2020–2021 programme of work, while column 2 lists the achievements over time. Given that the implementation of activities continued beyond the initial 2020–2021 period inter alia due to restrictions imposed by the COVID-19 pandemic, the table lists accomplishments by the Working Party for the period 2020–2023.

#### A. Development of transport networks and/or links

<i>Activities planned</i>	<i>Accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 manages the operationalisation of transport links/corridors to build up on EATL, Phase I, II and III projects and their findings and recommendations.</li> <li>• WP.5 conducts a review of existing approaches and methodologies for measuring economic value of international transport corridors.</li> </ul>	<ul style="list-style-type: none"> <li>• November 2020: in follow-up to the WP.5 thirty-third annual session, a virtual round of consultations on the operationalization of Euro-Asian transport corridors was organized (gathering 155 participants from public/private sectors and academia, representing 32 EATL and non-EATL countries. Governments of Azerbaijan, Georgia, Türkiye, Ukraine and Kazakhstan expressed their readiness to contribute to the development of an ECE hosted corridor management mechanism on sections of EATL rail route 3.</li> <li>• September 2022: Round table was held to take stock of the operational rail freight capacity of the Trans-Caspian and Almaty-Istanbul corridors (in conjunction with WP.5).</li> <li>• Upon request of the governments, an ECE-ECO Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors was established in the format of a Group of Friends of the WP.5 Chair (sessions were held in December 2022 in Geneva; and June and July 2023 in Istanbul and Baku); Terms of Reference for the Coordination Committee and a 2023–2025 programme of work have been endorsed.</li> <li>• Reviews were carried out, inter alia in the framework of the Coordination Committee. In conjunction with the WP.5 thirty-sixth annual session an inter-regional workshop on multimodal transport corridor management was prepared with the participation of OSJD, OTIF, United Nations Regional Commissions ECA, ESCWA, ESCAP, ECLAC and other partners.</li> </ul>



## B. Transport and climate change

Activities planned	Accomplishments
<ul style="list-style-type: none"> <li>• WP.5 initiates the process to establish its group of experts on assessment of climate change impacts and adaptation for inland transport.</li> <li>• The group of experts improves databases with climate data and transport assets and operations.</li> <li>• The group of experts expands the analysis of climate indices for creating more knowledge on future impacts of climate change and extreme events on transport assets and operations.</li> <li>• The group of experts collects and analyses information and data from national climate change adaptation projects seeking to identify key areas of vulnerability of specific assets and facilitates one such project in countries willing to improve in this area.</li> </ul>	<ul style="list-style-type: none"> <li>• The group of experts was established in 2020. It held six meetings so far.</li> <li>• The climate indices are made available in ITIO where they are overlain with transport network data. The group continues working on further improving this data and their visualization.</li> <li>• The group of experts has agreed on additional indices to be analyzed on high temperatures, heavy precipitation and wind gust speed indexes.</li> <li>• The group of experts has reviewed numerous national projects related to improving adaptation of transport to climate change. In this regard it started work on business case for adaptation, where it collects data on losses linked to weather driven incidents at transport infrastructure. It also works on the development of guidance for adaptation pathways and another guidance for transport criticality assessments. The group of experts has also developed a framework for stress testing transport assets to climate change hazard and has organized three workshops since 2020, as follows: <ul style="list-style-type: none"> <li>• A workshop on Consideration of physical climate change risks in transport planning and operational processes (Geneva/ online, 26 March 2021);</li> <li>• A workshop for countries of Eastern Europe, Caucasus and Central Asia to raise awareness about the needs to adapt transport to climate change (Moscow, 15–16 November 2021); and</li> <li>• A workshop for Mediterranean countries on raising awareness on adaptation of transport infrastructure to climate change and on setting up an effective intervention programme (Marseille/ France, 15–16 May 2023).</li> </ul> </li> <li>• The Group of Experts was exploring country/transport asset projects on stress testing infrastructure.</li> </ul>

## C. Sustainable urban mobility

<i>Activities planned</i>	<i>Accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 develops a model to assess urban mobility challenges.</li> <li>• WP.5 develops a handbook to launching or strengthening MaaS at city level.</li> <li>• WP.5 contributes to master plan for cycling through infrastructure module.</li> </ul>	<ul style="list-style-type: none"> <li>• ECE Handbook on Sustainable Urban Mobility and Spatial Planning was published in September 2020, proposing a model to assess urban mobility challenges based on “avoid” “shift” and “improve” principles.</li> <li>• ECE Mobility as a Service handbook (transport trends and economics 2018–2019) was published in February 2020.</li> <li>• Thematic workshops were held in conjunction with WP.5 annual sessions, as follows: <ul style="list-style-type: none"> <li>• Workshop on Economic analysis of the transformation of urban transport systems (9 September 2020).</li> <li>• Workshop on green urban transport (17 September 2021).</li> <li>• Interregional workshop on electrification of mobility – Challenges and opportunities for transport, energy and spatial planning (5 September 2022).</li> <li>• A Group of Experts (GoE) on Cycling Infrastructure Module (WP.5/GE.5) has been established in June 2022. It serves as a platform to collect data on national cycling infrastructure, to analyse the data and to propose routes in the ECE region based on existing national cycling routes, to form an ECE cycling network. The GoE is in the process of elaborating common definitions for various types of cycling infrastructure as well as new road signs for signposting the cycling routes. Through this work the GoE has been implementing the infrastructure module of the master plan.</li> </ul> </li> </ul>

## D. Transport infrastructure data

<i>Activities planned</i>	<i>Accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 develops the international transport infrastructure observatory</li> <li>• The group of experts on benchmarking transport infrastructure construction costs identifies models, methodologies, tools and good practices for evaluating, calculating and analysing inland transport infrastructure construction costs.</li> <li>• The group of experts establishes terminologies used for costing inland transport infrastructure.</li> <li>• The group of experts collects data for benchmarking transport infrastructure construction costs.</li> </ul>	<ul style="list-style-type: none"> <li>• International Transport Infrastructure Observatory (ITIO-GIS.org) was inaugurated at the ITC in February 2022. Test phase by a growing number of member States started in 2022.</li> <li>• The group of experts on benchmarking of transport infrastructure construction costs has completed its mandate and its final report (including a glossary with terminologies) which has been endorsed at the WP.5 annual session in September 2022 to be published as a United Nations publication in the course of 2023.</li> <li>• Data collected and their detailed analysis on inland transport infrastructure construction costs is an integral part of the final report. The group of experts has prepared proposals how this data could be uploaded onto the ITIO and visualized in Geographic Information System (GIS) format.</li> </ul>

## E. Review and monitoring of emerging issues and sustainable development goals

<i>Activities planned</i>	<i>Accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 monitors trends in achieving transport-related sustainable development goals.</li> <li>• WP.5 promotes Sustainable Inland Transport Connectivity Indicators (SITCIN).</li> <li>• WP.5 identifies emerging inland transport issues and analyses them.</li> </ul>	<ul style="list-style-type: none"> <li>• In the wake of the COVID-19 pandemic, as requested by ITC, an informal Multidisciplinary Advisory Group on Transport Responses to COVID-19 has been established under WP.5 auspices. The group gathered transport, customs and health officials from a large variety of member States (ECE region and beyond) and convened on four occasions (June/ September 2020 and June/ September 2021). The Advisory Group formulated a detailed set of recommendations to increase the resilience of the inland transport sector to pandemics and international emergency situations. Based on its guidance a concept for international contingency management for the inland transport sector has been developed (covering road, rail and inland waterways transport).</li> <li>• A set of 215 of Sustainable Inland Transport Connectivity Indicators (SITCIN) has been developed in the framework of a UNDA funded project. The indicators offer a tool to Governments to measure and qualify their degree of transport connectivity, both domestically as well as bilaterally/ subregionally. A SITCIN.org self-assessment user platform and eLearning course are available, and a growing number of member States have expressed interest to use the indicators to understand their inland transport sector performance.</li> <li>• WP.5 has continuously worked on emerging inland transport issues: in addition to its work on transport resilience, two analytical outputs were prepared for consideration at its 2022 annual session and subsequently submitted to ITC: a study report on “Accelerating the inland transport sector’s climate change mitigation measures – lessons learned from the</li> </ul>

aviation and maritime sectors” and a study report on “Taking stock of new trends towards electric vehicle charging infrastructure”.

## F. Inland transport security

<i>Activities planned</i>	<i>Accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 serves as a platform for the exchange of information on threats and risk in inland transport and holds meetings as necessary.</li> </ul>	<ul style="list-style-type: none"> <li>• Three designated workshops/ roundtables have been held in conjunction with WP.5 annual sessions, as follows: <ul style="list-style-type: none"> <li>• A Roundtable on Intelligent Transport Systems and cyber security (9 September 2020)</li> <li>• A Workshop on security aspects of dangerous goods transportation (17 September 2021)</li> <li>• A Roundtable on the protection of transport infrastructure at the stages of design, construction and operation (7 September 2022).</li> <li>• A Workshop on cyber security threats to electrical vehicle charging stations (September 2023).</li> </ul> </li> </ul>

## V. Biennial 2024–2025 programme of work and evaluation framework

4. The below 2024–2025 biennial programme of work for the Working Party sets forth activities for implementation within the coming biennium. Activities build further on achievements of the previous biennial programmes of work (2020–2023) and are defined within the six thematic clusters of the long-term programme of work (2020–2030). The activities are listed together with expected accomplishments which are defined to help WP.5 evaluate its achievements.

5. Given that the six thematic clusters remain highly relevant they could remain unchanged for the coming biennium. As such, while the specific activities and expected accomplishments foreseen within each thematic cluster may slightly differ from those of the previous biennium, there is no need to amend the long-term programme of work.

6. WP.5 is invited to share its views and reach agreement on the activities and expected accomplishments as provided in the table below.

## A. Development of transport networks and/or links

<i>Activities planned</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 supports the efforts being undertaken in the framework of the ECE/ECO Coordination Committee on the Trans-Caspian and Almaty-Tehran-Istanbul Corridors as per its endorsed Terms of Reference and 2023–2025 programme of work.</li> <li>• WP.5 continues to oversee and support operationalisation of transport links/corridors in the ECE region and in adjacent regions.</li> </ul>	<ul style="list-style-type: none"> <li>• A technical study specifying all the technical infrastructure parameters on the corridor(s) under purview of the Coordination Committee is considered for feedback.</li> <li>• A detailed mapping exercise identifying missing links or segments of the network in need of modernization, renewal or upgrading is considered for feedback.</li> <li>• A review of uni- and multi-modal transport documents in use on the corridor(s) is completed and recommendations on digitalization solutions and electronic standards are considered for feedback.</li> <li>• A review on border crossing facilitation measures in place on the corridor(s) is considered.</li> <li>• A proposal for a more unified/ better coordinated time schedule and tariffication system on both corridors is considered.</li> </ul>

## B. Transport and climate change

<i>Activities planned</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• The group of experts improves databases with climate data and transport assets and operations.</li> <li>• The group of experts expands the analysis of climate indices for creating more knowledge on future impacts of climate change and extreme events on transport assets and operations.</li> <li>• The group of experts collects and analyses information and data from national climate change adaptation projects seeking to identify key areas of vulnerability of specific assets, elaborated relevant guidance and facilitates projects in countries willing to improve in this area.</li> <li>• The group of experts prepares its final report on the implementation of its mandate.</li> <li>• Analytical work in support of the development of the ITC Climate Change Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• The database in ITIO is improved.</li> <li>• New climate indices are analyzed and recommendations are formulated.</li> <li>• Information and data from national projects are collected and relevant guidance material is elaborated.</li> <li>• Project is started in at least one country willing to improve in infrastructure climate change adaptation analysis.</li> <li>• Final report is prepared and submitted to WP.5.</li> <li>• WP.5 inputs to the development and implementation of the ITC Climate Change Strategy prepared.</li> </ul>

## C. Sustainable urban mobility

<i>Activities planned</i>	<i>Expected accomplishments</i>
<ul style="list-style-type: none"> <li>• WP.5 through its designated group of experts on cycling infrastructure module contributes to the designation of an ECE cycling network to be devised based on national networks, provides guidance materials for member States in developing their national cycling infrastructure and elaborates definitions for different types of cycling</li> </ul>	<ul style="list-style-type: none"> <li>• ECE cycling network is developed and agreed upon.</li> <li>• A guide for member States on how to designate a national cycling network is produced.</li> <li>• A set of definitions is finalized and agreed upon.</li> <li>• At least one regional or inter-regional workshop is</li> </ul>

infrastructure as well as horizontal and vertical road signs.

- WP.5 continues to serve as a platform for the exchange of information on latest trends and developments in urban mobility, holds targeted workshops and generates recommendations on possible next steps, as requested.
- The group of experts prepares its final report on the implementation of its mandate.

held/ recommendations for follow-up are adopted.

- Final report is prepared and submitted to WP.5.

## D. Transport infrastructure data

### *Activities*

### *Expected accomplishments*

- WP.5 maintains the ITIO which has been established on a GIS platform, continues to deepen its technical functionalities and applications, explores possibilities to broaden its geographical scope and raises awareness among member States, Multilateral Development Banks (MDBs) and Regional Cooperation Organizations (RCOs) about the value it adds.
- WP.5 follows up on the guidance provided by the former group of experts on visualization of benchmarking data onto the platform.

- ITIO reaches a level of maturity whereby users, member States, MDBs and RCOs increasingly start to upload and deploy new data and information.
- Number of active ITIO users and geographic outreach increases.
- At least one existing ITIO application is deepened/ expanded and one new ITIO functionality is developed.

## E. Review and monitoring of emerging issues and sustainable development goals

### *Activities*

### *Expected accomplishments*

- WP.5 monitors trends in achieving transport-related sustainable development goals.
- WP.5 promotes Sustainable Inland Transport Connectivity Indicators (SITCIN).
- WP.5 identifies emerging inland transport issues and analyses them.

- Trends are continuously monitored.
- Number of countries using the SITCIN.org platform increases, additional language versions are deployed, and further applications are developed meeting the needs expressed by users.
- At least one additional issue is identified, and its analysis has started.

## F. Inland transport security

### *Activities*

### *Expected accomplishments*

- WP.5 continues to serve as a platform for the exchange of information on threats and risk in inland transport, including in the field of cyber security and AI, and holds targeted meetings as necessary.

- Effective exchange of information is ensured, among other things through the holding of designated workshops and awareness raising events.

## Annex III

### Submission by the Working Party on Transport Statistics (WP.6)

#### I. Alignment of Terms of Reference and Rules of Procedure

1. At its seventy-second session (9-11 June 2021), WP.6 revised its ToR to bring them in line with the ITC Strategy until 2030 (ECE/TRANS/WP.6/2021/3). The revised ToR were adopted by ITC at its eighty-fourth session on 23 February 2022.

2. At its seventy-fourth session (15–17 May 2023), WP.6 agreed on its own RoP, aligned with those of ITC (ECE/TRANS/WP.6/185). The ToR of WP.6 was further updated at this session to reflect the new RoP and to ensure that it remained fully aligned to the ToR of ITC.

3. WP.6 may therefore wish to note that its ToR and RoP are fully aligned to those of ITC.

#### II. Input for the Review Process of the Mandate

4. The information in this chapter is requested for the review process of the WP.6 mandate. It is structured in accordance with the proposed modalities of the 2023 review of mandates and the list of recommended information attached to the letter of the ITC Chair and the Director of the Sustainable Transport Division mentioned above.

##### A. Subsidiary Body Mandates and Governance Framework

5. Alignment with the ITC ToR and RoP: this information is provided in section I.

##### B. Working Party Objective

6. The objective of WP.6 is to carry out the activities that are in line with the objective of the UNECE sustainable transport subprogramme to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport. They are also in line with the ITC Strategy to 2030.

##### C. Work Areas Covered by the Working Party

7. According to its ToR, the clusters of WP.6 activities are to:<sup>1</sup>

(a) develop appropriate and common methodologies and terminology for the harmonization of land transport statistics to improve international comparability, aiming also at the determination of indicators of sustainable transport (Pillar C);

(b) collect, compile and disseminate land transport statistics that highlight the impact of existing ECE legal instruments, including data on motor traffic, road traffic accidents, rail traffic, inland waterways and transport through pipelines (Pillar A);

(c) develop, maintain and improve the online UNECE Transport Statistics Database in order to ensure good quality, relevant, user friendly and timely transport statistics (Pillar C);

<sup>1</sup> Each ITC Strategy Pillar is identified in brackets at the end of each activity.

(d) contribute to the coordination of statistical activities of international organizations in the field of transport in order to promote good statistical practices and consistency of disseminated data, minimize duplication of work and reduce the reporting and meetings burdens on UNECE member countries, in particular by maintaining and improving the common questionnaire system in partnership with Eurostat and the International Transport Forum (Pillar C);

(e) provide a forum for the exchange of experiences and best practices and provide guidance on how to address statistical challenges, including the availability, quality and interchange of data on land transport (Pillar C);

(f) promote and provide technical cooperation and capacity-building in transport statistics (Pillar D);

(g) contribute to the development of the transport-related Sustainable Development Goal indicators, through methodology sharing and dialogue between member States and relevant custodian agencies (Pillar C);

(h) explore interlinkages between the transport-related Sustainable Development Goal indicators and other areas of sustainable development, for example interactions between transport and environment, energy, health, gender etc (Pillar C);

(i) become a central hub for transport statistics by fostering cooperation and collaboration with the European Commission, intergovernmental and nongovernmental organizations and other United Nations regional commissions and organizations or bodies of the United Nations system (Pillar C);

(j) collaborate closely with other subsidiary bodies of ITC and other UNECE body on matters of common interest (Pillars A and B).

8. Activities of WP.6 listed in paragraph 11 above cover the following main areas of work:

- Transport facilitation (subparagraph (b));
- Safety (subparagraph (g));
- Environmental and climate performance (subparagraphs (a), (g), and (h));
- Innovations (subparagraph (e)).

## **D. Efficiency and Value Added**

### **1. Internal overlaps and/or duplication with other bodies of the Economic Commission for Europe**

9. WP.6 is the only ITC subsidiary body that develops methodologies and terminology for the harmonization of statistics, collects transport data, and disseminates transport statistics through publications and the on-line UNECE Transport Statistics Database.

### **2. External overlaps and/or duplication with other bodies outside the Economic Commission for Europe**

10. The Working Party on Transport Statistics collaborates closely with Eurostat, the ITF, UIC, and DG MOVE. Hosted by Eurostat, the UNECE, Eurostat, and the ITF jointly administer a Common Questionnaire on Inland Transport Statistics where designated country focal points from national statistics offices may submit transport data as available, on the annual basis. This collaborative effort aims to streamline our initiatives, minimize work duplication, and, consequently alleviate the reporting burdens on our member States.

### **3. Internal synergies with other bodies of the Economic Commission for Europe**

11. In its activities, WP.6 serves other working parties by assisting them with their statistical analysis needs. Specifically, WP.6 engages in close collaboration with:



- Working Party on Road Transport (SC.1) and Working Party on Rail Transport (SC.2) in relation to the collection of infrastructure and traffic data on the main highways and rail lines of international importance, through the quinquennial E-Road and E-Rail traffic censuses, as defined in the AGR and AGC agreements respectively.
- Working Party on Inland Water Transport (SC.3) in the context of gathering data related to navigable inland waterway networks, vessel counts, and freight traffic data.
- Global Forum for Road Traffic Safety (WP.1) regarding the collection of data on road traffic accident statistics.
- Working Party on Transport Trends and Economics (WP.5) regarding the development trends of various transport modes and infrastructure.
- Working Party on Intermodal Transport and Logistics (WP.24) in relation to the establishment and refinement of indicators that aid in comprehending the market share of intermodal transport.
- World Forum for Harmonization of Vehicle Regulations (WP.29) regarding vehicle fleet data.

12. Outside of the transport division, other entities occasionally express interest in transport data. These entities include THE PEP, which utilizes WP.6 data, focusing on active and urban mobility. Additionally, the Environment Division engages with WP.6 through collaborations like the Joint Taskforce on Environment Statistics and Indicators and the Working Group on Environmental Monitoring and Assessment (WGEMA). The Statistics Division also serves as a partner in website and database work.

#### 4. External synergies with other bodies outside the Economic Commission for Europe

13. WP.6 collaborates closely with the entities identified in paragraph 14.

### E. Work Methods

14. The deliverables of WP.6, including the number of meetings, official documents, publications and databases, are indicated in the ITC programmes of work of the Transport subprogramme, programme plans and publication programmes:

- 2018: ECE/TRANS/2018/21, Add.1 and Corr.1, ECE/TRANS/2018/22;
- 2019: ECE/TRANS/2019/23, ECE/TRANS/2019/24;
- 2020: ECE/TRANS/2020/21, ECE/TRANS/2020/22/Rev.1, ECE/TRANS/2020/23;
- 2021: ECE/TRANS/2021/8, ECE/TRANS/2021/9, ECE/TRANS/2021/10;
- 2022: ECE/TRANS/2022/8, ECE/TRANS/2022/9, ECE/TRANS/2022/10 and Corr.1;
- 2023: ECE/TRANS/2023/11, ECE/TRANS/2023/12, ECE/TRANS/2023/13/Rev.1.

### F. Main Partners

15. The main partners are listed in paragraph 14 above.

### G. Results Achieved

16. Information regarding the results attained by WP.6 is available in the ITC reports and programmes of work of the Transport subprogramme, as mentioned in paragraph 18. Moreover, WP.6 conducts regular biennial reviews of its results and adjusts its actions

accordingly in alignment with its long-term programme of work. The expected accomplishments for the years 2018-2019 and 2020-2021 can be found in the documents ECE/TRANS/WP.6/2017/4 and ECE/TRANS/WP.6/2020/9, respectively. The latter document also documented the most recent biennial evaluation, which covers the period 2020-2021. The primary anticipated accomplishments involve improved availability and scope of transport statistical data.

17. In terms of regulatory work, recent secretariat efforts include the 2019 Glossary for Transport Statistics, a joint publication of the UNECE, ITF, and Eurostat, which serves as a point of reference for all those involved in transport statistics across the region and beyond. It covers definitions covering infrastructure, vehicles and transport equipment, traffic and transport measurement, safety energy consumption and passenger mobility.

18. Some highlights of particular achievements are given below:

- The yearly collection of transport data through the Common Questionnaire, which is UNECE's principal source of transport data, have been maintained to keep our (online) statistical database up to date.
- The biennial publications (Inland Transport Statistics for Europe and North America, released in even years, and Statistics of Road Traffic Accidents in odd years) have been sustained. These are extensively used by academia as well as member States.
- In 2023, new ways of disseminating statistical products through data stories on transport were introduced and welcomed by the ITC at its 85<sup>th</sup> session.
- In 2022, the 2020 round of E-Road and E-Rail censuses was successfully concluded, accumulating information on infrastructure and traffic volumes essential for providing actual traffic data for policy assessment for other working parties.
- In 2022, WP.6 initiated the collection of electric vehicle charging infrastructure data with an ultimate aim to promote international standards and definition of charging infrastructure data across UNECE countries and to ultimately include this data in the Common Questionnaire in the near future.
- In 2020, WP.6 started the annual collection of tram and metro data in light of the importance of sustainable urban mobility. This data historically had not been collected by any international organisations.
- In 2019, Glossary for Transport Statistics was published, following a co-publication agreement between the United Nations, the European Union, and the International Transport Forum signed in April 2019.
- In 2017, development of a global indicator framework for the Sustainable Development Goals.

19. In the period 2017-2023, WP.6 conducted a series of events and activities, which included five workshops, two informal webinars, and four capacity-building sessions. Notable among these events were:

- Workshop on Transport Related Sustainable Development Goals (June 2020)
- Workshop on Data Quality in Inland Waterway Statistics (June 2018)
- Informal Webinars on New Mobility Monitoring (September 2020 and January 2021)
- Capacity-building activities carried out in 2017 and 2018, aimed at enhancing the quality and completeness of transport statistics data in multiple countries.

---

## H. Results and Changes Expected in Near Future

20. WP.6 will discuss the expected accomplishments for the forthcoming biennial period in the programme of work. The expected accomplishments for 2022-2024 are proposed in ECE/TRANS/WP.6/2022/4.

21. The Working Party acknowledges its successful collaboration with various of internal and external stakeholders, as previously outlined in the previous sections. This productive partnership has resulted in the streamlining of land transport statistics methodologies and the enhancement of the UNECE Transport Statistics Database. The evidence of WP.6's achievements in recent years, as highlighted above and detailed in the programme of work and biannual evaluation, underscores the high level of efficiency within the Working Party and its associated activities. Therefore, the Working Party finds no compelling reason to deviate from its current course, which is firmly aligned with the implementation of the requirements outlined in the ITC Strategy and the Terms of Reference of WP.6. Consequently, the Working Party concludes that no significant alterations are needed to the mandates of WP.6.

22. Presently, all tasks stipulated in this document and mandated by member States and the ITC for WP.6 are carried out by a single professional staff member of the ECE Sustainable Transport Division, with some support provided by a second professional staff member on a part-time basis. While the secretariat is dedicated to delivering high quality service, it has become apparent that its capacity is constrained when it comes to handling several of WP.6's current and future activities in particular in relation to the extensive support that it provides other WPs in providing data for sound policy and regulatory developments. The allocation of additional human and budgetary resources to the secretariat should therefore be considered. This becomes especially pertinent if WP.6 wishes to intensify its efforts in specific areas or introduce new areas of work that are not presently within its purview or necessitate a broader geographical scope.

## Annex IV

### **Submission by the Working Party on Transport of Perishable Foodstuffs (WP.11)**

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

##### **A. General Assembly/Economic and Social Council**

##### **B. Economic Commission for Europe**

##### **C. Inland Transport Committee**

The work of UNECE Inland Transport Committee (ITC) on the transport of perishable foodstuffs goes back to 1948, when after ravaging food shortages in the aftermath of World War II, the ITC decided to set up a Working Party to look into the nature and extent of international traffic in perishable foodstuffs, aiming to ascertain operating difficulties and to study transport requirements for subsequent years. The establishment of the Working Party for transport of perishable goods is reflected in E/ECE/59 paragraph 5 (1948). It is also reflected in Article 18 of the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP). The Working Party on the Transport of Perishable Foodstuffs is commonly known as WP.11.

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

As reported at the eighty-fifth session of ITC (see ECE/TRANS/2023/3), at its seventy-eighth session (May 2022) WP.11 studied a comparison of the rules of procedure of the Working Party and those adopted by ITC (see ECE/TRANS/WP.11/2022/4). WP.11 concluded that there was no need to amend its Rules of Procedure immediately (see ECE/TRANS/WP.11/247, paragraph 87).

Any country member of the United Nations can participate in WP.11's activities. All contracting parties to ATP, even non-ECE countries, may vote on proposals to amend ATP.

#### **II. Working Party objective**

(a) Initiate and pursue actions aimed at enhancing the preservation of the quality of perishable foodstuffs during their carriage, particularly in international transport;

(b) Promote the facilitation of international transport of perishable foodstuffs by harmonizing the relevant regulations and rules and the administrative procedures and documentation requirements to which this transport is subject;

(c) Develop and update the Agreement concerning the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), concluded in Geneva in 1970, and other relevant legal instruments on the transport of perishable foodstuffs that the ITC may charge it with administering;

(d) Encourage the accession of new countries to the Agreements mentioned above;

(e) Ensure harmonization of the ATP with other relevant legal instruments on the transport of perishable foodstuffs developed in other fora;

(f) Contributing through its activities to the implementation of SDGs 2, 3, 8, 9 and 12 and their related targets.

The Working Party adopts draft amendments to the ATP which are proposed to contracting parties for final adoption and entry into force, according to the legal procedure of treaties.

*(Reference document ECE/TRANS/WP.11/229, Terms of reference of WP.11)*

### **III. Work areas covered by the Working Party**

#### **A. Transport facilitation (including border-crossing facilitation)**

- Main work area

ATP allows carriers of one country as a contracting party to carry perishable foodstuffs from its country of origin through and to any other country contracting party without additional requirements imposed by transit or destination countries. Nonetheless, transport operations remain subject to national or international regulations applicable for inland transport in general such as road traffic, international road transport and international trade.

Transport facilitation aspects included in the ATP are certificates of compliance and distinguishing marks, which allows to:

- minimize waiting times for ATP-approved vehicles transporting perishable foodstuffs;
- ensure that the required controls are carried out as quickly as possible;
- allow the operation of the necessary refrigerating units of vehicles carrying perishable foodstuffs during the time of crossing the border;
- cooperate, in particular through advance information exchange, with their counterparts in other Contracting Parties in order to accelerate border crossing procedures for perishable foodstuffs.

Countries contracting parties to ATP share common requirements for the international transport perishable foodstuffs. This simplifies transport operations between these countries, in particular to and from the European Union. These simplified procedures, combined with increased transport safety, strengthen transport and help promote commercial and economic development in the relevant regions.

#### **B. Safety (including Road safety)**

- Main work area

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 perishable ((deep) frozen and chilled) foodstuffs are transported safely and efficiently, to avoid threats to human health and to perform the transport operations in a sound and efficient way. The ATP may also be applied for national transport of perishable foodstuffs by contracting parties giving a sound baseline for safe and efficient transport internally in these countries.

#### **C. Environmental/climate performance**

- Only work area

The ATP main purpose is to guarantee food safety thus reducing food waste, which is an environmental and climate issue in itself (see D. below). Although ATP is not directly involved in setting pollution standards of drive systems the ATP depends on and allows

for regulation done by other subsidiary bodies for example emissions of Non Road Mobile Machinery, battery performance requirements and reducing the GWP of refrigerants.

In addition to this, much work has already been undertaken to ensure that electrification of the refrigeration becomes possible. This work is still ongoing as the guarantee of continuously maintaining the transport conditions depends on the availability of the supply of electricity. For this, electrical supply is needed as overnight stops and other measures that need to be resolved in the near future.

#### **D. Other (Security)**

- Minor work area

Food security has become increasingly important in light of recent food crises caused by drought, the use of agricultural products as biofuels and inflation of food prices. ATP contributes to the overall reduction of food waste due to inadequate transport conditions. Millions of tonnes of foodstuffs going to waste also results in wasting very scarce or non-renewable resources required to produce foods, such as land, water, energy, and chemical fertilizers and pesticides.

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

#### **A. Internal overlaps/duplication (other Economic Commission for Europe bodies performing similar/identical tasks)**

- Area of work 1: Enhanced facilitation of transport of perishable goods;
  - No overlap
- Area of work 2: Safer food with less negative impact on human health;
  - No overlap
- Area of work 3: Reduction of waste due to better food preservation;
  - No overlap

#### **B. External overlaps/duplication (other non-Economic Commission for Europe bodies performing similar/identical tasks)**

- Area of work 1: Enhanced facilitation of transport of perishable goods;
  - No overlap
- Area of work 2: Safer food with less negative impact on human health;
  - No overlap
- Area of work 3: Reduction of waste due to better food preservation;
  - No overlap

#### **C. Internal synergies (with other Economic Commission for Europe bodies performing complementary tasks)**

- Area of work 1 (explain)

WP.5 – for accessibility of electrical power at overnight stops of transport equipment.

WP.29 – for standards on battery performance and emissions of vehicle engines driving thermal appliances, E-axles and braking, electromagnetic compatibility.

#### **D. External synergies (with other non- Economic Commission for Europe bodies performing complementary tasks)**

- Area of work 1 (explain)

International Institute of Refrigeration (IIR): Organizes every year the IIR Sub-Commission “CERTÉ” Meeting, with participation of ATP testing stations, to discuss technical proposals that are submitted at a later stage to WP.11.

There is a long-standing procedure cooperation with the European Committee for Standardization (CEN) and the International Organization for Standardization (ISO). Standards developed by CEN/ISO in relation with transport of perishable foodstuffs are aligned with the provisions developed for ATP and referenced in the regulations.

### **V. Work methods**

The Working Party normally meets once a year with around 60 participants per session who represent contracting parties, their competent authorities, other countries, intergovernmental organizations and non-governmental organizations. Countries intending to accede to ATP are welcome to participate in the sessions of the Working Party.

Industries and businesses involved in shipping and transport of perishable foodstuffs can also follow the work of the Working Party through the non-governmental organizations that represent them in the meetings and through the meeting documentation publicly available. This represents an advantage for all those involved as they can know which standards will govern the sector in the years to come and can anticipate future regulatory changes.

#### **Official documents per year:**

- Around 25

#### **Optimization of the work:**

- Planned to make the best use of the available resources, especially financial resources;
- Procedures to avoid duplication of work;
- Preliminary discussions and preparation of draft amendments in the informal working groups.

#### **Informal working groups under the supervision of WP.11 (2017-2023):**

- Informal working group on improvements to the approval system of ATP equipment and thermal units;
- Informal working group on documentation;
- Informal working group for the improvement of the methods of work of WP.11.

### **VI. Main partners**

#### **A. Government sector:**

Representatives of the following countries have taken part in the sessions of WP.11: Croatia, Czech Republic, Denmark, Finland, France, Germany, Italy, Luxembourg, Netherlands, Poland, Portugal, Russian Federation, Slovakia, Slovenia, Spain,

Switzerland, Turkey, United Kingdom of Great Britain and Northern Ireland and United States of America.

**B. International/intergovernmental organizations:**

- International Institute of Refrigeration (IIR)

**C. Non-governmental sector:**

- Transfrigoroute International (TI)
- International Air Transport Association (IATA)
- International Association of the Body and Trailer Building Industry (CLCCR)

**D. Academia:**

**E. Other (please specify):**

## VII. Results achieved

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

### Amendments to legal instruments

WP.11 adopts draft amendments to the ATP which are proposed to contracting parties for final adoption and entry into force, according to the legal procedure of treaties.

Every two years, a revised consolidated version of ATP as amended is published.

### Main amendments since 2017

The 2017, 2020 and 2022 editions of ATP contain new or revised provisions concerning particularly:

- New methodologies for calculating the mean surface area of the body of a panel van as well as inclusion of Illustrations on the three methods adopted in the ATP Handbook;
- Amendments to Model Test reports included in Annex 1, appendix 2 of the ATP;
- Adoption of provisions to allow for the replacement of fluorinated gases (F-gases) used as refrigerants in special equipment currently in use for other refrigerants with lower Global Warming Potential (GWP). F-gases are a family of man-made gases used in a range of industrial applications;
- Provisions to define a procedure for the replacement of fluorinated gases for other refrigerants with lower Global Warming Potential (GWP), that might emerge in the near future, facilitating the reduction of emission and combating climate change;
- Methods to calculate the internal surface of panel vans and external surface of tanks;

### Number of contracting parties

With the accession of San Marino (17/05/2016), Islamic Republic of Iran (2/12/2021) and Armenia (25/01/2022), ATP now counts 52 contracting parties.

Policy recommendations

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



- Major outputs

At its seventy-first session, WP.11 endorsed a text for a Road Map on accession and implementation of ATP. This Road Map contains information for experts and legal advisers in relevant ministries and departments, as well as for other relevant ministries (e.g. environment, interior, foreign affairs), presidential administrations and national parliaments in countries interested in becoming contracting parties to ATP. It also aims to provide useful information to Contracting Parties to ATP during the implementation process. Now available in electronic format, it is considered a useful tool for promoting ATP and the work of WP.11 in countries not yet Contracting Parties and in the national administrations of countries already Contracting Parties. It also contributes to the implementation of the 2030 Strategy of the ITC. See <https://unece.org/road-map-accession-and-implementation-atp>

#### **Analytical work**

- Major publications

## **VIII. Results and changes expected in near future**

- Use of new insulating foams and blowing agents that are both safe for the ozone layer and highly effective;
- Determination of fuel consumption of vehicle-powered refrigeration units in order to increase energy efficiency and reduce emissions;
- Determination of the insulating capacity of isothermal transport equipment (K value) that directly influences the final CO<sub>2</sub> emissions of a thermal engine;
- Develop energy-labelling schemes or minimum-efficiency standards for the refrigerated transport industry, which have shown a push of the market towards more energy-efficient products.

### **A. Possibilities for streamlining and synergizing activities within each of the expected results**

### **B. Ways of improving efficiency and methods of work**

- Extended cycle of amendments to the Agreement (two years) with the possibility of notifying amendments dealing with urgent matters at any time during the cycle;
- To explore the possibility of including non-legally binding provisions for the transport of fresh fruits and vegetables;
- Creation of informal working groups for topics in which expert knowledge is required (i.e. technical requirements for cooling systems/control systems, etc.).

### **C. Expected results and related activities that may need to be reoriented/refocused to better reflect priority demands of member States and contracting parties**

### **D. Possible optimization of the structure of the programme of work**

### **E. Areas identified for enhancement or abolishment, if any**

- Agreeing on a clear definition of the scope of the ATP including an opening clause/extension clause to provide flexibility to extend the scope of application if necessary.

**F. Ways of improving communication and public outreach**

**G. Any other comments**

## Annex V

### **Submission by the Working Party on Transport of Dangerous Goods (WP.15)**

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

##### **A. General Assembly/Economic and Social Council**

##### **B. Economic Commission for Europe**

##### **C. Inland Transport Committee**

Until 1954, the question of transport of dangerous goods in ECE was referred to three separate working parties: one for road transport, one for inland waterways and one for handling operations. The Working Party on the Transport of Dangerous Goods by Road was a subsidiary body of the ITC Sub-Committee on Road Transport. In 1954, the ITC decided to have only one Working Party dealing with transport of dangerous goods by road and inland waterways and place this Working Party directly under the Committee; it being understood that the whole or part of its sessions could be devoted to the examination of problems concerning one mode of transport only: Working Party on the Transport of Dangerous Goods (WP.15).

Since at least 1967, joint meetings of the RID Committee of experts and the ECE Group of experts on the Transport of Dangerous Goods were organised to discuss in the same forum common provisions concerning the international carriage of dangerous goods by rail (RID) and by road (ADR) such as the provisions for the construction of tanks. In 1970, the ITC endorsed the meeting arrangements and budget implication of a permanent Joint Meeting (E/ECE/TRANS/560) based on W/TRANS/432 which gave information about meeting arrangements (e.g. shared secretariat between ECE/OTIF, and working procedures): Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (WP.15/AC.1). The Joint Meeting, acts within the framework of the policies of the United Nations and the ECE, and those of the Intergovernmental Organisation for International Carriage by Rail (OTIF), and under the general supervision of the ITC and OTIF.

In 2000, when the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) was adopted, the Conference of Parties invited the ECE and the Central Commission for the Navigation of the Rhine and the Danube Commission to establish a joint meeting of experts to discuss provisions for the transport of dangerous goods by inland waterways (resolution in document ECE/TRANS/ADN/CONF/10/Add.1 and Article 18 of the ADN Agreement). The mandate of this Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (ADN Safety Committee WP.15/AC.2) is to prepare the updates of the regulations annexed to ADN and to recommend regular implementation, at national level, of the updated provisions.

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

At its eighty-first session (25-27 October 2006)), the Working Party on Transport of Dangerous Goods adopted new Terms of Reference and Rules of Procedure (ECE/TRANS/WP.15/190 and Add.1). They were approved by the ITC at its sixty-ninth session (6-8 February 2007), including Rule 1 (b) of the Rules of procedure whereby non-

member countries of ECE, as defined in paragraph 11 of the Terms of Reference of ECE, may participate as full members at sessions devoted to matters relating to a legal instrument to which they are Contracting Parties.

Subsequently, the Joint Meeting adopted its own Rules of Procedure based on those of the Working Party and adapted to the specific context of the Joint Meeting (ECE/TRANS/WP.15/AC.1/112/Add.2 as amended in ECE/TRANS/WP.15/AC.1/120 and ECE/TRANS/WP.15/AC.1/122).

At the request of ITC, at its 109th session (May 2021) WP.15 studied a comparison of the rules of procedure of the Working Party and those adopted by ITC (ECE/TRANS/WP.15/2021/2). WP.15 concluded that there was no need to amend its Rules of Procedure immediately. See ECE/TRANS/WP.15/253, paragraph 58 and ITC document ECE/TRANS/2022/3.

The ADN Safety Committee considered and adopted the Rules of Procedures for the ADN Safety Committee at its thirty-ninth session (see annex V to ECE/TRANS/2023/9). It was noted that the secretariat of CCNR had participated in the drafting of the document and their contributions related to the activities performed by CCNR had been included.

Any country as a member of the United Nations can participate in WP.15's activities. All Economic Commission for Europe's member States, even those which are not contracting parties to ADR, may vote on proposals to amend ADR. Non-ECE countries which are contracting parties to ADR may also vote on these proposals.

At its 103rd and 104th sessions, WP.15 considered a proposal to delete the word "European" from the title of ADR and paved the way for the organisation of a Conference of Parties to this effect. This change was adopted by the contracting parties and entered into force on 1 January 2021. This acknowledges the global status of ADR as an encouragement to all United Nations Member States to join and fully implement it, supporting progress towards road safety targets of the Sustainable Development Goals.

At its 114<sup>th</sup> session (6-10 November 2023), WP.15 adopted draft revised terms of reference harmonized with those of ITC and adding the development of standards, recommended practices and guidance material for transports not falling within the scope of RID, ADR and ADN in its activities (see ECE/TRANS/WP.15/264, annex IV). The Working Party will propose them for adoption at the ITC at its eighty-sixth session (20-23 February 2024)

## II. Working Party objective

The Working Party on the Transport of Dangerous Goods focuses on safety and security in the carriage of dangerous goods. A main part of its work is reviewing the development and updates of ADR and ADN. The implementation and interpretation of ADR are also discussed in the sessions.

Its main objectives are:

- Continuous improvement of safety and security of the road transport and the transport on inland waterways of dangerous goods and protection of the environment during such transport;
- Facilitating the international transport of dangerous goods;
- Developing and updating ADR and ADN;
- Facilitating the accession of new countries to the Agreement;
- Ensuring harmonization of ADR and ADN with other relevant legal instruments on transport of dangerous goods;
- Collaborating closely with the other subsidiary bodies of ITC;
- Providing a platform that facilitates fulfilment by the Contracting Parties of the obligations set forth in the ADR/ADN and facilitating exchange of views on

interpretation and resolution of problems connected with the enforcement of ADR/ADN;

- Contributing through its activities to the implementation of Sustainable Development Goal targets (3, 6, 9, 12 and 14).

The Working Party and the joint meetings adopt draft amendments to the technical annexes of ADR and ADN which are proposed to contracting parties for final adoption and entry into force, according to the legal procedure of treaties.

### **III. Work areas covered by the Working Party**

#### **A. Transport facilitation (including border-crossing facilitation)**

- Main work area:

ADR/ADN are important tools for trade and border-crossing facilitation.

It allows carriers of one country as a contracting party to carry dangerous goods from its origin country through and to any other country contracting party without additional requirements imposed by transit or destination countries. Nonetheless, transport operations remain subject to national or international regulations applicable for inland transport in general such as road traffic, international road transport and international trade.

Countries contracting parties to ADR/ADN share common requirements for the transport of dangerous goods. This simplifies transport operations between these countries, in particular to and from the European Union, and to and from the closest signatory countries. These simplified procedures, combined with increased transport safety, strengthen transport and help promote commercial and economic development in the regions in question.

ADR/ADN provisions are also harmonized with those applicable to transport of dangerous goods by air, maritime routes and rail based on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations. This helps to ensure safety throughout a multimodal or intermodal journey without creating unnecessary barriers and delays and simplifies the necessary checks and trans-shipment operations, speeding up the process of loading goods.

#### **B. Safety (including Road safety)**

- Main work area:

One of the fundamental dimensions is to ensure the safe transport of dangerous goods. Inland transport is essential for the distribution of these goods.

Road transport particularly represents a significant road safety risk.

The provisions developed by the Working Party offer high quality standards to be respected for the optimal prevention of the impacts of possible accidents. ADR and ADN provisions are developed to prevent accidents during loading, transport and unloading, and to mitigate as much as possible the effects should an incident or accident occur.

#### **C. Environmental/climate performance**

- Main work area:

The work of the Working Party on the Transport of Dangerous Goods and the joint meetings has direct influence on the priority sectors to achieve a circular economy (packaging, electrical and electronic equipment and batteries, transport and chemicals)

including on product and containment designs, reuse and recycling of packagings, movement of waste classified as dangerous and waste collection programs.

Work is also ongoing in these bodies on more efficient engines and propulsion systems and to allow the safe use and transport of alternative energy sources, including biofuels and batteries. The provisions of ADR/ADN include provisions for the safe transport of batteries and fuel cells for recycling or disposal, including when used or damaged.

#### **D. Other (Security)**

- Main work area:

Security has been traditionally addressed by WP.15 and its joint meetings through safety provisions such as:

- Requirements for construction, testing, approval of packagings, tanks, vehicles, vessels;
- Mandatory training requirements for vehicle/vessel crew;
- Reporting duty on accidents or incidents involving dangerous goods;
- Identification of safety obligations of the participants in the transport chain.

Following the terrorist attacks in the United States of America on 11 September 2001 and other terrorist incidents, it was considered necessary to implement further security measures to increase the security of dangerous goods carried by road, rail and inland waterways. The dangerous goods regulations developed and updated by WP.15 and the joint meetings contain security provisions addressing all parties involved in the transport chain.

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

#### **A. Internal overlaps/duplication (other Economic Commission for Europe bodies performing similar/identical tasks)**

- Area of work 1: ensuring a high level of safety and security of inland carriage of dangerous goods.
  - No overlap
- Area of work 2: protecting the environment and preventing any pollution and other negative effects resulting from accidents or incidents during the inland carriage of dangerous goods.
  - No overlap
- Area of work 3: enhancing transport operations by inland waterways, thus promoting the international carriage of dangerous goods by the environmentally sound inland navigation mode.
  - No overlap

#### **B. External overlaps/duplication (other non-Economic Commission for Europe bodies performing similar/identical tasks)**

- Area of work 1: ensuring a high level of safety of inland carriage of dangerous goods.
  - No overlap

- Area of work 2: protecting the environment and preventing any pollution and other negative effects resulting from accidents or incidents during the inland carriage of dangerous goods.
  - No overlap
- Area of work 3: enhancing transport operations by inland waterways, thus promoting the international carriage of dangerous goods by the environmentally sound inland navigation mode.
  - No overlap

**C. Internal synergies (with other Economic Commission for Europe bodies performing complementary tasks)**

- Area of work 1 (explain): safety and security of road transport

Working Party on Road Traffic Safety (WP.1) with the Conventions on Road Traffic and on Road Signs and Signals, the World Forum for Harmonization of Vehicle Regulations WP.29 with the agreements on vehicle regulations and WP.15 work together to develop and maintain globally agreed standards for safe, secure and sustainable transports. Internationally agreed road traffic signs and signals specific to transport of dangerous goods have been developed in close cooperation between WP.1 and WP.15. Regulations for the construction of vehicles permitted in transport of dangerous goods have been developed in close cooperation between WP.1 and WP.29 and work is ongoing for example as regards the use of electrified vehicles.

- Area of work 2 (explain): traffic on inland waterways

Working Party on Inland Water Transport (SC.3) revises and publishes the European Code for Inland Waterways (CEVNI) that contains a model for national police regulations applicable to the traffic on inland waterways in the UNECE region such as marks and draught scales on vessels, visual signals on vessels, sound signals and radiotelephony, waterway signs and markings, rules of the road, berthing rules, signalling and reporting requirements as well as prevention of pollution of water and disposal of waste.

- Area of work 3 (explain): trade facilitation

The Committee on Trade's Centre for Trade Facilitation and Electronic Business takes into account the work of WP.15 and the Joint Meeting WP.15/AC.1 in their Recommendation 11 on documentary aspects of the international transport of dangerous goods.

**D. External synergies (with other non-Economic Commission for Europe bodies performing complementary tasks)**

The regulations for transport of dangerous goods are developed in close cooperation with the ECOSOC Sub-Committee of Experts on the Transport of Dangerous Goods (also serviced by the Dangerous Goods section of the Sustainable Transport Division), IMO, ICAO, IAEA, OTIF, CCNR (including the European Committee for drawing up standards in the field of inland navigation (CESNI)) and European Union (European Commission) to avoid duplication of work and to ensure proper harmonization of all international instruments related to transport of dangerous goods and dates of application.

Member States of the European Union apply the provisions of RID, ADR and ADN to transports of dangerous goods by rail, road and inland waterways within and between their territories (Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, as amended).

There is a long standing procedure cooperation with the European Committee for Standardization (CEN) and the European Committee for Electrotechnical Standardization (CENELEC). See ECE/TRANS/WP.15/AC.1/122/Add.2, as amended by ECE/TRANS/WP.15/AC.1/130/Annex III. Standards developed by CEN/CENELEC in

relation with transport of dangerous goods are aligned on the provisions developed for RID/ADR/ADN and referenced in these regulations.

The ADN Safety Committee works in close collaboration with CESNI, the European Committee for drawing up standards in the field of inland navigation, specially the European Standard laying down technical requirements for inland navigation vessels (ES-TRIN), for example propulsion systems with low flash point fuels such as liquefied natural gases (LNG), which are binding for inland vessels operating on the Rhine and European Union waterways.

## V. Work methods

### **Number of meetings and participants:**

*Working Party on the Transport of Dangerous Goods (WP.15):*

The Working Party normally meets twice a year. It unites around 60 participants per session who represent contracting parties, their competent authorities, other countries, specialized agencies, intergovernmental organizations and non-governmental organizations. Countries intending to accede to ADR are welcome to participate in the sessions of the Working Party.

From 2018 to May 2023:

Representatives from the following countries took part in the sessions: Austria, Belarus, Belgium, Bulgaria, Bosnia and Herzegovina, Croatia, Czechia, Denmark, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Israel, Italy, Latvia, Luxembourg, Malta, the Netherlands, North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

Representatives of Algeria, Australia, Brazil, Egypt, Jordan, Lebanon, Morocco, Nigeria, Sierra Leone, Tunisia and Zimbabwe also took part in the sessions, as provided for in paragraph 11 of the terms of reference of the Economic Commission for Europe. The representatives of Morocco, Nigeria and Tunisia took part as full member in respect of questions relating to the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), in accordance with rule 1 (b) of the rules of procedure of the Working Party.

The European Union and the following intergovernmental organization were represented: Intergovernmental Organization for International Carriage by Rail (OTIF) and the Transport Community.

The following non-governmental organizations were represented: Council on Safe Transportation of Hazardous Articles (COSTHA); European Chemical Industry Council (Cefic), European Confederation of Fuel Distributors (ECFD), European Federation of Waste Management and Environmental Services (FEAD); European Industrial Gases Association (EIGA); International Association of the Body and Trailer Building Industry (CLCCR), International Association of Dangerous Goods Safety Advisers (IASA), International Organization of Motor Vehicle Manufacturers (OICA); International Dangerous Goods and Containers Association (IDGCA); International Road Transport Union (IRU) and Liquid Gas Europe. The EuroMed Transport Support Project (TSP) was also represented.

*Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods:*

This Joint Meeting meets twice a year. It unites around 120 participants per session who represent ADR/ADN contracting parties, RID contracting states, their competent authorities, other countries, specialized agencies, intergovernmental organizations and non-governmental organizations. The secretariat is shared with OTIF.

From 2017 to May 2023:



In accordance with rule 1 (a) of the rules of procedure of the Joint Meeting, (ECE/TRANS/WP.15/AC.1/112/Add.2), representatives of the following countries participated as full members at the session: Austria, Belarus, Belgium, Croatia, Czechia, Denmark, Finland, France, Georgia, Germany, Greece, Ireland, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, United Kingdom and United States of America.

In accordance with rule 1 (b) of the rules of procedure, the Democratic Republic of the Congo was represented in a consultative capacity at the Autumn 2017 session.

In accordance with rule 1 (c) and (d) of the rules of procedure, the following were represented in a consultative capacity:

(a) European Union (European Commission and European Union Agency for Railways (ERA)), Central Commission for the Navigation of the Rhine (CCNR) and Organization for Cooperation between Railways (OSJD);

(b) The following international non-governmental organizations: Association of the Body and Trailer Building Industry (CLCCR), Council on Safe Transportation of Hazardous Articles (COSTHA), International Association of Dangerous Goods Safety Advisers (IASA), European Association for Advanced Rechargeable Batteries (RECHARGE), European Chemical Industry Council (Cefic), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Council of the Paint, Printing Ink and Artists' Colours Industry (CEPE), European Cylinder Makers Association (ECMA), European Aerosol Federation (FEA), Fertilizers Europe (FE), European Federation of Waste Management and Environmental Services (FEAD), European Industrial Gases Association (EIGA), European LPG Association (Liquid Gas Europe), European Plastics Converters (EuPC), European Recycling Industries' Confederation (EuRIC), Fuels Europe International, International Association of Dangerous Goods Safety Advisers (IASA), International Confederation of Container Reconditioners (ICCR), International Dangerous Goods and Containers Association (IDGCA), International Organization of Automobile Manufacturers (OICA), International Rail Transport Committee (CIT), International Road Federation (IRF), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), Sporting Arms and Ammunition Manufacturers' Institute (SAAMI), International Union of Railways (UIC) and International Union of Wagon Keepers (UIP), World LPG Association (WLPGA).

*ADN Safety Committee:*

The ADN Safety Committee meets twice a year with around 65 participants per session, representing ECE member states, ADN contracting parties, intergovernmental organizations and non-governmental organizations. CCNR acts as co-secretariat.

From 2018 to May 2023:

Representatives of the following countries took part in the work of the ADN Safety Committee: Austria, Belgium, Bulgaria, Czech Republic, France, Germany, Luxembourg, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.

The following intergovernmental organizations were represented: the Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission, the European Union, and the Transport Community.

The following non-governmental organizations were also represented: European Barge Union (EBU), European Bulk Oil Traders' Association (EBOTA), European Chemical Industry Council (Cefic), European River-Sea Transport Union (ERSTU), European Skippers Organisation (ESO), Federation of European Tank Storage Associations (FETSA), FuelsEurope, Grain and Feed Trade Association (GAFTA), International Committee for the Prevention of Work Accidents in Inland Navigation (CIPA), International Dangerous Goods and Containers Association (IDGCA) and Recommended

**Official documents per year:**

- WP.15: around 10
- WP.15/AC.1: around 45
- WP.15/AC.2: around 45

**Optimization of the work:**

- Shared secretariat with OTIF/CCNR for the Joint Meetings;
- Calendar care to make the best use of the available resources, especially financial resources;
- Procedures to avoid duplication of work;
- Preliminary discussions and preparation of draft amendments in the experts groups and informal working groups.

At its 114<sup>th</sup> session (6-10 November 2023), the Working Party reviewed, updated and reaffirmed its commitment to its working methods as regards its calendar of sessions and its rules for documentation (see ECE/TRANS/WP.15/264).

With regard to its schedule of meetings, the Working Party confirmed that it wished for the time being to maintain the schedule of its sessions and the number of its meetings, in view of the future work envisaged, particularly with regard to the dematerialization of documents and information; the monitoring of the implementation of the new amendments concerning battery electric vehicles, fuel cell vehicles and hydrogen vehicles; and the drafting of provisions concerning the carriage of dangerous goods by road with vehicles or cycles not currently regulated in ADR.

**Informal working groups and expert groups under the supervision of WP.15 and the joint meetings:**

- Working Party on the Transport of Dangerous Goods (WP.15)
  - Informal working group on electrified vehicles
- Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods (WP.15/AC.1)
  - Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods
  - Informal Working Group on Telematics
  - Informal Working Group on Reduction of the risk of a Boiling Liquid Expanded Vapour Explosion (BLEVE)
  - Working Group on Tanks (expert group)
  - Informal Working Group on the inspection and certification of tanks
  - Working Group on Standards (expert group)
  - Informal working group on the improvement of accident reporting
  - Informal working group on transport of hazardous wastes
  - Informal working group on e-learning
  - Informal working group on references to competent authorities
- Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (WP.15/AC.2)
  - Informal Working Group on training of experts
  - Informal Working Group of Recommended ADN Classification Societies
  - Informal Working Group on substances
  - Informal Working Group on Degassing of cargo tanks

- Informal working group on membrane tanks
- Informal working group on certificates and other shipboard documents in electronic form
- Informal working group on loading and unloading instructions

## VI. Main partners

### A. Government sector

Any country as a member of the United Nations can participate in its activities. All Economic Commission for Europe's member States, even those which are not contracting parties to ADR, may vote on proposals to amend ADR. Non- Economic Commission for Europe's countries which are contracting parties to ADR may also vote on these proposals.

Participation in the sessions of the Working Party and the Joint Meeting is the best way to meet peers, exchange experiences and discuss implementation issues. It is important for representatives of contracting parties and of industry to be part of the early stages of the process of adopting new amendments, so that the impact of the amendments on regulations can be anticipated in each country.

All countries contracting parties to ADR have equal opportunities to intervene in future developments of ADR by presenting proposals of amendments and thus have a say in future changes in the regulations. In addition, they can participate in the decision-making process on proposals presented by other countries.

### B. International/intergovernmental organizations

OTIF / CCNR / EU / Transport Community

### C. Non-governmental sector

Business companies involved in shipping and transport of dangerous goods can also follow the work of the Working Party through the non-governmental organizations that represent them in the meetings and through the meeting documentation publicly available. This represents an advantage for all those involved in chemical and transport sector since they can know which standards will govern the sector in the years to come and can anticipate future regulatory changes.

### D. Academia:

### D. Other (please specify):

## 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.):

### Amendments to legal instruments

WP.15 and the joint meetings adopt draft amendments to the technical annexes of ADR and ADN which are proposed to contracting parties for final adoption and entry into force, according to the legal procedure of treaties.

Every two years, revised consolidated versions of ADR and ADN as amended are published.

### **Main amendments since 2017**

The 2019, 2021 and 2023 editions of ADR contain new or revised provisions concerning particularly:

- vehicles and machineries;
- transport of battery powered vehicles and equipment;
- marking and labelling for lithium batteries;
- instructions in writing;
- construction and equipment of vehicles;
- use of LPG, CNG and LNG and of electrified vehicles for the carriage dangerous goods;
- safe transport of vaccines and medical wastes;
- use of recycled plastics;
- recognition of DOT pressure receptacles (reciprocal provisions in United States regulations);
- approval of inspections bodies and for the procedures for conformity assessment and inspections of pressure receptacles and tanks;
- fibre-reinforced plastics (FRP) tanks;
- reduction of the risk of BLEVE (tank explosion).

Work is ongoing on defining requirements for e-learning, improving incident reporting, facilitating and promoting the use of telematics and tracking systems simplify and better protect against forgery key documents and certificates related to the carriage of dangerous goods.

For ADN, 2018 marked the end of transitional provisions allowing the use of single-hull vessels for the transport of certain dangerous substances. The gradual approach which made the use double-hull vessels mandatory for the transport of certain substance groups in 2012, 2015, and 2018, depending on the danger inherent and the quantity, allowed for a very high level of safety and harmonized conditions of carriage of dangerous goods by inland waterways.

The ADN Safety Committee finalized in 2019 its work related to the implementation and further development of an explosion protection concept that introduced a new classification of zones for vessels and specified the types of electrical and non-electrical equipment to be used in each zone. The concept also included provisions for degassing of cargo tanks and revised provisions for training of experts, all aimed at increasing safety during the transport of dangerous goods by inland waterways.

31 December 2019 marked the end of the transitional period for the mandatory installation of a loading instrument to increase stability in all tank vessels transporting dangerous goods. This mandatory requirement was introduced in ADN in response to the accident of the “TMS Waldhof” on 13 January 2011, which capsized on the Rhine and released approximately 900 tonnes of sulphuric acid into the river. By the time salvaging operations were completed, the Rhine had been partially or fully closed to vessel traffic for a 32-day period and as many as 450 vessels were unable to continue travelling downstream for longer periods.

WP.15/AC.1 also adopted guidelines for the use of telematics (use of electronic data exchange to satisfy the documentation requirements of RID/ADR/ADN).

### **Number of contracting parties**

With the accession of Nigeria (18/10/2018), San Marino (15/01/2018), Uzbekistan (24/01/2020), Armenia (12/04/2022) and Uganda (23/08/2022), ADR now counts 54 contracting parties. See map

[https://gis.unece.org/portal/apps/dashboards/3d9e78421de34101bd38eb8d63cb9cf1#p\\_i\\_dagr=51](https://gis.unece.org/portal/apps/dashboards/3d9e78421de34101bd38eb8d63cb9cf1#p_i_dagr=51).

ADR is open to all United Nations' Member States and applies to transport operations performed on the territory of at least two of its contracting parties.

Since 1 January 1997 member States of the European Union apply the provisions of ADR to road transport of dangerous goods within and between their territories.

A few other countries such as countries of the Common Market of the South (MERCOSUR), countries of the Andean Community and countries of the Association of Southeast Asian Nations (ASEAN) have also based their national or international regulations on the United Nations Recommendations for the Transport of Dangerous Goods, Model Regulations and ADR.

For ADN the number of contracting parties remains at 18.

- Policy recommendations

#### **Interpretation of ADR/ADN**

Dealing with questions of interpretation is a standing agenda item for WP.15 and WP.15/AC.2 meetings. Adopted points of interpretation are published on the ECE website as an aid and until they lead to amendments to ADR/ADN.

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

#### **Major outputs:**

At its 110th session, WP.15 adopted a text for a Road Map on implementation of ADR. This Road Map contains information for experts and legal advisers in transport ministries and departments, as well as for other relevant ministries (e.g. environment, interior, foreign affairs), presidential administrations and national parliaments in countries interested in becoming contracting parties to ADR. It also aims to provide useful information to the Contracting Parties to ADR during the implementation process. Now available in electronic format, it is considered a useful tool for promoting ADR and the work of WP.15 in countries not yet Contracting Parties and in the national administrations of countries already Contracting Parties. It also participates to the implementation of the 2030 Strategy of the ITC. See <https://unece.org/transport/publications/adr-road-map-accession-and-implementation>.

- Analytical work

## **VII. Results and changes expected in near future**

The Working Party aims to further promote ADR as one of the main UNECE legal instruments contributing to the improvement of road safety, as a follow up to Resolution A/RES/72/271 of the General Assembly on improving global road safety.

In this respect, work will continue to support Contracting Parties in developing, improving and sustaining their national road safety systems and promote accession and effective implementation of the ADR.

The Working Party will continue to enable ADR Contracting Parties to share their experience and to develop provisions that ensure high level of safety and security during road transport of dangerous goods in line with cutting-edge technologies driving transport innovations.

The ADN Safety Committee will continue to support Contracting Parties in developing provisions to tackle future challenges related to the automation of vessels, digitalisation of transport documents, use of alternative fuels and propulsion systems and adaptation to climate change, specially low water levels in inland waterways.

## **A. Possibilities for streamlining and synergizing activities within each of the expected results**

The activities of the Working Party and the joint meetings have been organised many years ago as outlined above in a way that proved over the year to be very efficient and optimized. This includes the long standing cooperation with OTIF and CCNR and the optimized division of tasks between WP.15 and the joint meetings which is permitted by a collaborative planning of meeting scheduled to avoid duplication of tasks.

Furthermore, some of RID, ADR and ADN provisions are specific to regional land transport, but most of them come from the transposition of the provisions of the Model Regulations annexed to the United Nations Recommendations on the Transport of Dangerous Goods developed within the framework of the Economic and Social Council's Subcommittee of Experts. Since 2001, RID, ADR and ADN were restructured to be aligned on the structure of the Model Regulations. Thus, the work of harmonization with these global provisions has since been carried out almost automatically within the framework of an ad hoc working group which meets three days every two years, without interpretation, in the intersessional session of the plenary meeting. This saves one week per year of plenary meeting time and enable regulations for land transport in Europe to be harmonized as far as possible with those of the maritime (IMDG Code) and air (ICAO Technical Instructions) modes as well as with the IAEA safety standards.

Thus the optimization of resources is already maximized. The only further optimization that could be considered would be a modulation of the distribution of meeting days between the different groups according to their respective needs as has already been done for WP.15 and the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods.

## **B. Ways of improving efficiency and methods of work**

### **Monitoring and capacity building**

ECE lacks proper resources to closely monitor implementation of ADR and ADN, in a similar way to what it is done by other United Nations specialized agencies such as IMO, ICAO or IAEA.

Contracting Parties are bound to communicate information to the secretariat for notification to other Contracting Parties, to facilitate mutual administrative support between Contracting Parties for the effective implementation of ADR, exchange of information and sharing experience. Unfortunately, some countries do not communicate the required information.

With a proper mandate and related resources, WP.15 could organise missions to assess the level of implementation in Contracting Parties and further monitor the country notifications.

WP.15 could also develop more guidance and checklists to help new acceding countries in their implementation process, as this was done with the ADR Road Map or the Guidelines for completing the ADR vehicle certificate of approval.

### **Participation of non-ECE countries**

Many countries outside the UNECE region have expressed interest in acceding to ADR. Others have already acceded or adopted ADR provisions as the basis for their national legislation. Participation in the sessions of the Working Party and the Joint Meeting is the best way to meet peers, exchange experiences and discuss implementation issues. The Rules of Procedure of WP.15 allow the participation on non-ECE countries. However, these countries do not participate regularly in the sessions. Their participation should be facilitated. Different options were proposed by the Working Party such as the possibility to hold one session per biennium in hybrid format or the extension of translation services to all the United Nations official languages.

### **Synergies with regional bodies, transport organizations outside Europe, other global transport activities**

Since 2000, there has been close cooperation between the RID Department and the OSJD Committee, with the aim of ensuring harmonisation between RID and SMGS Annex 2, the dangerous goods law applied by the OSJD Member States. This cooperation leads to considerable simplification of dangerous goods transport between these two legal regimes.

To foster the work on harmonising RID and SMGS Annex 2, the Member States of OSJD are invited to the meetings of the RID Committee of Experts and its standing working group and Russian interpretation will be provided. They also participate in the sessions of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods. It would be interesting to further develop partnership between OSJD and the Joint Meeting to secure their permanent involvement in the meetings and the participation of countries applying SMGS and not yet represented in the meetings.

The RID Department of the OTIF Secretariat takes part in WP.15 meetings in an advisory capacity in order to work towards harmonised provisions for European land transport. Same could be done by WP.15 secretariat with appropriate resources.

The resources could also be extended to ensure participation of the secretariat in other international forums dedicated to transport of dangerous goods.

### **C. Expected results and related activities that may need to be reoriented/refocused to better reflect priority demands of member States and contracting parties**

Not applicable.

### **D. Possible optimization of the structure of the programme of work**

Not applicable.

### **E. Areas identified for enhancement or abolishment, if any**

The extension of the mandate of the Working Party could be extended to capacity building and monitoring activities subject to the availability of additional resources (at least 1 additional P staff as already mentioned in previous review cycles).

### **F. Ways of improving communication and public outreach**

The revised versions of ADR should be available in all United Nations official languages. This could help non-ECE countries accede to ADR and implement its provisions in national regulations applicable to domestic traffic.

Thanks to the Euromed Transport Support Project, a translation of ADR 2023 in Arabic will be soon available. The Spanish government already publishes regularly its own translation of each edition of ADR in Spanish and part of the new Administrative Measures for Safety of the Carriage of Dangerous Goods by Road in China are aligned on ADR.

It should be envisaged to find a sustainable solution to provide translation of the biennial lists of amendments and revisions years by the translation services of the United Nations. It should be noted that 70 % of ADR is based on the Model Regulations, which are already translated and updated every two years by the translation services of the United Nations.

**G. Any other comments**



## Annex VI

### Submission by the Working Party on Intermodal Transport and Logistics (WP.24)

#### I. Alignment of Terms of Reference and Rules of Procedure

1. WP.24 had undertaken steps to update and prepare respectively its ToR and RoP as follows:

(a) WP.24 prepared its own RoP at the sixty-fifth session on 20 October 2020 based on the revised ITC's RoP. The WP.24's RoP were then adopted by ITC at its eighty-fifth session, and:

(b) WP.24 amended its ToR on 22 October 2021 during its sixty-fourth session. In his process, WP.24 took into account the priority areas and tasks of the ITC Strategy until 2030. As a result, WP.24's ToR were adopted by ITC at its eighty-fourth session (Geneva, 22-25 February 2023).

#### II. Input for the Review Process of the Mandate

##### (a) Subsidiary Body Mandates and Governance Framework

2. Alignment with the ITC ToR and RoP: this information is provided in section I above.

##### (b) Work objective

3. In accordance with the WP.24's ToR, the WP.24 objective is to:

“Carry out activities in support of the objective of the ECE transport subprogramme to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport. In this context, WP.24 leads activities aimed at making freight transport more sustainable and climate neutral, in particular by increasing the share of intermodal freight transport in freight transport, whereby freight is moved in one and the same loading unit or road vehicle using successively two or more modes of transport without handling the freight in changing modes. These WP.24 activities are also aimed at supporting the implementation of the ITC Strategy until 2030, in particular related to tasks such as (i) servicing and administering legal instruments related to intermodal transport, (ii) developing training material, standards and competency criteria for intermodal transport, (iii) identifying, fostering and facilitating introduction of new intermodal technologies, and (iv) supporting integrated regional and interregional intermodal connectivity.”

##### (c) Work areas and their coverage of transport facilitation, safety and environmental/climate performance:

4. In accordance with the WP.24 ToR and its Long-term programme of work, WP.24 focuses on the following work clusters:

(a) Monitoring, review and updating of the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and the Protocol on Combined Transport on Inland Waterways to the AGTC (Protocol to AGTC);

(b) Policies and measures in support of intermodal transport;

- (c) Review and monitoring of emerging issues in freight transport and logistics;
  - (d) Review and update of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units (CTU Code).
5. With this, WP.24 covers transport facilitation (through clusters i, ii and iii), safety (through cluster iv), and environmental and climate performance (through clusters i, ii and iii).

**(d) Efficiency and value-added (internal and external overlaps and synergies)**

**Internal overlaps**

6. WP.24 is the only ITC subsidiary body addressing freight transport and its transitioning to sustainable freight transport through promoting intermodal transport. WP.24 in working on its focus areas delivers on ITC tasks as contained in the ITC Strategy which are stipulated above under ‘(b) work objective’.

**External overlaps**

7. There is no other intergovernmental body with an equivalent mandate. In addition, WP.24 in accordance with ITC’s decision (ECE/TRANS/192, paragraph 90) continues work of the former European Conference of Ministers of Transport (ECMT) in: (a) monitoring and analysis of national measures to promote intermodal transport; and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport.

**Internal synergies**

8. WP.24 collaborates closely on:

(a) Intermodal issues along Euro-Asian Transport Links – WP.24 contributes to the operationalization of EATL Route 3, as undertaken by the Working Party on Transport Trends and Economics (WP.5);

(b) Intermodal transport and TIR Convention – WP.24 keeps abreast and considers new applications of TIR system and in particular electronic TIR to intermodal transport operations as undertaken by TIR Executive Board;

(c) Intermodal transport on inland waterways – WP.24 explores this subject with the Working Party on Water Transport as per the ITC Resolution on facilitating the development of container transport on inland waterways;

(d) Geospatial analysis for intermodal transport chains – WP.24 explores this type of analysis for identification of links on which more intermodal transport could take place in collaboration with the Working Party on Transport Statistics;

(e) Intelligent Transport System (ITS) – WP.24 contributes to the implementation of the ITC Road Map until 2025 on ITS. In this regard, it collaborates with other ITC subsidiary bodies involved in the Road Map’s implementation;

(f) Charging infrastructure for electric light- and heavy-duty vehicles – WP.24 considers the role that intermodal terminals could play for providing charging infrastructure for these vehicles. It collaborates on this issue with WP.5.

**External synergies**

9. WP.24 collaborates closely on:

(a) Networks for intermodal transport – WP.24 ensures that the AGTC and TEN- T lines and related facilities are aligned. In doing so, WP.24 collaborates with the European Union;

(b) Safety of supply chains – WP.24 works closely with the International Labor Organization (ILO) and International Maritime Organization (IMO) in administering the ILO/IMO/UNEC Code of Practice for Packing of Cargo Transport Units. Industry and

various freight transport associations are involved in review of the clauses in the CTU Code;

(c) Decent jobs in freight transport – WP.24 addressed this issue in its Handbook for national master plans for freight transport and logistics. ILO was involved in preparation of this Handbook;

(d) Policies and measures in support of intermodal transport – WP.24 regularly discusses such measures and policies with involvement of the European Commission, FIATA, UIC and other partner organizations.

### (e) Work methods

10. The WP.24 deliverables, including the number of meetings, official documents, and publications, are indicated in the ITC programmes of work of the Transport subprogramme, programme plans and publication programmes, as follows:

- 2023: ECE/TRANS/2023/11, ECE/TRANS/2023/12, ECE/TRANS/2023/13/Rev.1;
- 2022: ECE/TRANS/2022/8, ECE/TRANS/2022/9, ECE/TRANS/2022/10 and Corr.1;
- 2021: ECE/TRANS/2021/8, ECE/TRANS/2021/9, ECE/TRANS/2021/10;
- 2020: ECE/TRANS/2020/21, ECE/TRANS/2020/22/Rev.1, ECE/TRANS/2020/23;
- 2019: ECE/TRANS/2019/23, ECE/TRANS/2019/24;
- 2018: ECE/TRANS/2018/21, Add.1 and Corr.1, ECE/TRANS/2018/22.

### (f) Main partners:

11. The main partners are listed under point (d) above.

### (g) Results achieved

12. WP.24 is regularly, on biennial basis, reviewing its results and is adjusting its actions as appropriate in line with its Long-term programme of work. This review for the last 4 years is provided in ECE/TRANS/WP.24/2023/11 (review of 2022–23 programme of work) and in ECE/TRANS/WP.24/2021/12 (review of 2020–21 programme of work). Earlier evaluations are provided in ECE/TRANS/WP.24/2017/4 (for 2016–2017) and in ECE/TRANS/WP.24/2015/8 (for 2014–2015).

13. In support of its work, WP.24 organizes annual workshops. In the recent years the following workshops were held:

- 19 October 2022 – Automation in freight transport and logistics;
- 17 October 2022 – National experience and challenges faced with intermodal transport information or document digitalization;
- 12 October 2022 – Development of container transport on inland waterways and river-sea transport;
- 20 October 2021 – Recent actions and projects in support of sustainable development of intermodal transport and logistics;
- 28 October 2020 – Intermodal transport and logistics' role in making cities and human settlements inclusive, safe, resilient and sustainable;
- 26 June 2020 – Meeting of the Friends of the Chair of WP.24 on the COVID-19 impacts on intermodal transport and logistics;

- 30 October 2019 – Sustainable Transport Connectivity between Europe and Asia in the framework of the Working Party on Intermodal Transport and Logistics.

14. Worth noting is also the fact that ITC adopted resolutions worked out by WP.24, among them: ITC Resolutions 268 on Strengthening intermodal freight transport and 269 on Facilitating the development of container transport on inland waterways.

**(h) Results and changes expected in near future:**

15. WP.24 formulates in its biennial programmes of work expected accomplishments on the basis of which it assesses achievements. ECE/TRANS/WP.24/2023/11 formulates activities for 2024–25 biennium and their respective accomplishments.

16. WP.24 notes that its activities are supported by 25 per cent of one staff member's time of the Economic Commission's for Europe Sustainable Transport Division. Given the WP.24 activities and accomplishments the secretariat capacity appears limited for WP.24 work, let alone any intensification of these activities which would require increasing secretariat resources.

## Annex VII

### Submission by the World Forum for Harmonization of Vehicles Regulations (WP.29)

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

##### A. General Assembly/Economic and Social Council

##### B. Economic Commission for Europe

##### C. Inland Transport Committee

The work of UNECE Inland Transport Committee (ITC) on the harmonization of commercial vehicles goes back to 1952, when after the government of Belgium and the Government of Netherlands identified a problem with the maximum permissible weight of each type of vehicle being different in each country resulted in issues for both countries. The ITC decided to set up a Working Group of Experts specializing in technical conditions for vehicles to study the problems [related to different vehicle weights for each country], taking into account their economic implications, and to meet, as appropriate, to consider at the same time any other problems of a similar nature which may be submitted to it in the future. The establishment of the World Forum for the Harmonization of Vehicle Regulations is reflected in E/ECE/TRANS/338 Resolution 45 (1952).

The Inland Transport Committee also endorsed the decisions of WP.29 to change its name into “World Forum for Harmonization of Vehicle Regulations (WP.29)” and to install its new Terms of Reference and Rules of Procedure (TRANS/WP.29/690), as from its one-hundred-and-twentieth session (March 2000) The World Forum for the Harmonization of Vehicle Regulations is commonly known as WP.29.

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

WP.29 TOR and ROPs<sup>2</sup> are in principle in line with the latest of ITC. WP.29 will consider the inclusion of requirements related to the chairing of meetings by Vice-Chair in cases of absence of the Chair, which is an already applied practice.

#### II. Working Party objective

(a) Initiate and pursue actions aiming at the harmonization or development of technical regulations or amendments to such regulations, adapted to the technical progress, which may be accepted world-wide, and which are directed at improving vehicle safety, protecting the environment, promoting energy efficiency and anti-theft performance, providing uniform conditions for periodical technical inspections and strengthening economic relations world-wide, according to the objectives laid down in the respective Agreements;

(b) Develop and realize measures on adaptation of legal instruments to the technical progress, achieve coordination between legal tools, develop the guideline principles for establishment of technical requirements and uniform procedures for compliance assessment;

<sup>2</sup> ECE/TRANS/WP.29/690/Rev.1

(c) Foster the reciprocal recognition of approvals, certificates and periodical technical inspections among Contracting Parties to the Agreements that expressly provide for such action; development of the Database for Exchange of Self Certification and Type Approval Documentation;

(d) Serve as the specialised technical body for the relevant Agreements established under the auspices of the United Nations Economic Commission for Europe, Inland Transport Committee. Its function is to develop recommendations regarding the establishment or amendment of technical regulations which may be accepted world-wide and regarding uniform conditions for periodical technical inspections, consistent with the provisions of those Agreements;

(e) Foster world-wide participation in its activities by encouraging cooperation and collaboration with countries and Regional Economic Integration Organizations (REIOs) not yet participating in WP.29 activities, with regard to technical matters that come before WP.29;

(f) Encourage all its participants to apply or adopt into their law world-wide harmonized technical regulations and conditions for periodical inspections;

(g) Develop a work programme attending the respective Agreements in a coordinated and coherent manner;

(h) Create a working environment that facilitates the fulfilment by Contracting Parties of their obligations set forth in the respective Agreements;

(i) Ensure openness and transparency during the sessions

The World Forum services three UN Agreements, in 1958 (UN Regulations, annexed to the 1958 Agreement), 1997 (UN Rules, annexed to the 1997 Agreement) and 1998 (United Nations Global Technical Regulations (UN GTRs), associated with the 1998 Agreement), which provide the legal framework allowing Contracting Parties (member countries) attending the WP.29 sessions to establish regulatory instruments concerning motor vehicles and motor vehicle equipment.

#### **1958 Agreement (XI.B.16)**

Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations, done at Geneva on 14 September 2017 (Revision 3)

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2)

Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (Original)

#### **1997 Agreement (XI.B.31)**

Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and The Reciprocal Recognition of Such Inspections, done At Vienna on 13 November 1997<sup>3</sup>

#### **1998 Agreement (XI.B.32)**

Concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts Which Can Be Fitted and/or Be Used on Wheeled Vehicles, done at Geneva on 25 June 1998

(Reference document ECE/TRANS/WP.29/690/Rev.2, Terms of reference of WP.29)

<sup>3</sup> As last amended in 2019 (C.N.501.2019.TREATIES XI.B.31, dated 15 October 2019)

### III. Work areas covered by the Working Party

#### A. Transport facilitation (including border-crossing facilitation)

- Minor work area

International Road Transport operators may be requested to provide evidence of Periodic Technical Inspection (PTI) at border crossing procedures.

Vehicles used in international transport may be subject to technical roadside inspections.

#### B. Safety (including Road safety)

- Main work area
  - The UN Regulations and UN GTRs seek to improve the behaviour, handling and equipment of vehicles so as to decrease the possibility of a road crash (active safety), to minimize the risk and severity of injury to the occupants of a vehicle or to other road users in the event of a crash (passive safety) and to address vehicle and component features which are not directly linked to the above mentioned subject areas, such as windshield wipers and washers, controls and displays, devices for indirect vision and glazing (general safety consideration). UN Regulations and UN GTRs seek to minimize health impacts stemming from road crashes, pollutant emissions and noise. UN Rules for PTI aim at keeping vehicles in acceptable safety and environmentally friendly conditions during their use.

#### C. Environmental/climate performance

- Main work area
  - Specific UN Regulations and UN GTRs have been established to address the environmental performance (e.g. emissions of gaseous pollutants, particulates and CO<sub>2</sub>, noise level) of vehicles with conventional propulsion engines, hydrogen and fuel-cell vehicles, hybrid-electric vehicles and electric vehicles. UN Rules for PTI aim at keeping vehicles in acceptable environmentally friendly conditions during their use.

#### D. Other (*Security*)

- Minor work area
  - Technical provisions and are being drafted to address the specificities of vehicle connectivity and automation. This work is needed to integrate innovative technologies into the existing transport system and to ensure that the benefits of these new technologies can be captured: to better road safety, the environmental performance of road vehicles, to reduce congestions and to account for cyber security.

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

#### A. Internal overlaps/duplication (other Economic Commission for Europe bodies performing similar/identical tasks)

- Area of work 1: Enhanced and harmonized legal requirements for the safety of vehicles;

- No overlap
- Area of work 2: Enhanced and harmonized legal requirements for reduced pollutant emissions and energy consumption;
  - No overlap
- Area of work 3: Enhanced and harmonized legal requirements for the safety and security of automated/autonomous and connected vehicles;
  - Partial overlap (explain)

WP.1 is addressing the use of highly automated vehicles in road traffic which needs the understanding of the safety requirements as well as use-cases covered.
- Area of work 4: Enhanced and harmonized requirements legal for periodic technical inspections;
  - Partial overlap (explain)

WP.1 maintains in its resolution R.E.1 requirements related to periodic technical inspections stemming from times before the establishment of the 1997 Agreement.

## **B. External overlaps/duplication (other non-Economic Commission for Europe bodies performing similar/identical tasks)**

- Area of work 1: Enhanced and harmonized legal requirements for the safety of vehicles;
  - No overlap

Note: The European Union has replaced its technical directives with references to UN Regulations.

National legislation of non-contracting parties partially contains related or similar provisions.

Private Standardization Organisations partially address related technical elements.
- Area of work 2: Enhanced and harmonized legal requirements for reduced pollutant emissions and energy consumption;
  - No overlap

Note: The European Union has replaced its technical directives with references to UN Regulations.

National legislation of non-contracting parties partially contains related or similar provisions.

Private Standardization Organisations partially address related technical elements.
- Area of work 3: Enhanced and harmonized legal requirements for the safety and security of automated/autonomous and connected vehicles;
  - Partial overlap (explain)

Note: The European Union has replaced its technical directives with references to UN Regulations.

National legislation of non-contracting parties partially contains related or similar provisions.

Private Standardization Organisations partially address related technical elements.



- Area of work 4: Enhanced and harmonized legal requirements for periodic technical inspections;
  - Partial overlap (explain)
    - The European Union has an identical regional directive.
    - National legislation of non-contracting parties partially contains related or similar provisions.
    - Private Standardization Organisations partially address related technical elements.

### **C. Internal synergies (with other Economic Commission for Europe bodies performing complementary tasks)**

- Area of work 3: Enhanced and harmonized legal requirements for the safety and security of automated/autonomous and connected vehicles;
  - WP.1 is addressing the use of highly automated vehicles in road traffic which needs the understanding of the safety requirements as well as use-cases covered.
- Area of work 4: Enhanced and harmonized legal requirements for periodic technical inspections;
  - WP.1 maintains in its resolution R.E.1 requirements related to periodic technical inspections stemming from times before the establishment of the 1997 Agreement.

### **D. External synergies (with other non- Economic Commission for Europe bodies performing complementary tasks)**

- Area of work 3: Enhanced and harmonized legal requirements for the safety and security of automated/autonomous and connected vehicles;
  - ITU is discussing elements of vehicle communication and cyber security.
- Area of work 4: Enhanced and harmonized legal requirements for periodic technical inspections;
  - CITA, The International Vehicle Inspection Committee, is discussing technical elements related to vehicle inspection as well as related quality control.

## **V. Work methods**

The WP.2) deliverables such as the number of meetings and official documents are indicated in the ITC programmes of work of the Transport subprogramme, programme plans and publication programmes, as follows:

- 2018: ECE/TRANS/2018/21, Add.1 and Corr.1, ECE/TRANS/2018/22;
- 2019: ECE/TRANS/2019/23, ECE/TRANS/2019/24;
- 2020: ECE/TRANS/2020/21, ECE/TRANS/2020/22/Rev.1, ECE/TRANS/2020/23;
- 2021: ECE/TRANS/2021/8, ECE/TRANS/2021/9, ECE/TRANS/2021/10;
- 2022: ECE/TRANS/2022/8, ECE/TRANS/2022/9, ECE/TRANS/2022/10 and Corr.1;
- 2023: ECE/TRANS/2023/11, ECE/TRANS/2023/12, ECE/TRANS/2023/13/Rev.1.

The World Forum and its subsidiary Working Parties normally meet in total sixteen times a year with around 1,200 participants who represent contracting parties, their competent

authorities, other countries, intergovernmental organizations and non-governmental organizations. The work is supported by some 43 Informal Working Groups which provides access to a network of some 4,000 experts globally. Proposals submitted by Contracting Parties are also presented for discussions at the GRs and WP.29 throughout the process.

**Official documents per year:**

- Around 550

**Optimization of the work:**

- WP.29 is supported by six subsidiary working parties:
  - Working Party on Pollution and Energy (GRPE)
  - Working Party on General Safety Provisions (GRSG)
  - Working Party on Automated/Autonomous and Connected Vehicles (GRVA)<sup>4</sup>
  - Working Party on Lighting and Light-Signalling (GRE)
  - Working Party on Passive Safety (GRSP)
  - Working Party on Noise and Tyres (GRBP)<sup>5</sup>
- Co-ordination of work for WP.29 and its subsidiary bodies is performed by an Administrative Committee for the Coordination of Work (WP.29/AC.2 as stipulated in Chapter IX of RoP)
- The WP.29 programme of work specifies priorities of tasks for each of the subsidiary working parties with fixed timelines;
- Preparation of technical proposals is done in a project-based manner by informal working groups directly supervised by the responsible working party;
- Preliminary discussions and preparation of draft amendments are performed in the working parties;
- Final technical considerations are subject to discussions in the working parties subsidiary to WP.29;
- Contracting parties may propose amendments to existing or new regulations/rules as well activities at any stage of the process.
- Policy decisions and considerations of new and amendments to existing UN Regulations, UN GTRs and UN Rules are taken at the World Forum;
- New and amendments to existing UN Regulations, UN GTRs and UN Rules are established by the Treaty Body of the respective UN Agreement.

**Informal working groups under the supervision of WP.29 (2018-2023):**

- Intelligent Transport Systems (ITS)
- Electronic Database for the Exchange of Type Approval documentation (DETA)
- International Whole Vehicle Type Approval (IWVTA)
- Enforcement Working Group
- Periodic Technical Inspections (PTI)
- Safer and Cleaner New and Used Vehicles (SCUNV)
- Quiet Road Transport Vehicles (QRTV UN GTR)
- Additional Sound Emission Provisions (ASEP)

<sup>4</sup> GRVA was established as successor of GRRF (Working Party on Brakes and Running Gear) in 2018 (Decisions of ITC ECE/TRANS/274, para. 52 and WP.29 ECE/TRANS/WP.29/1139, para. 33)

<sup>5</sup> GRBP was established as successor of GRB (Working Party on Noise) in 2019 as follow up of the establishment of GRVA by reallocating GRRF activities on Tyres to GRB.

- UN GTR No. 16 (Tyres), Phase II
- Wet grip performance for tyres in worn state (WGWT)
- Measurement Uncertainties (MU)
- Simplification of the Lighting and Light Signalling Regulations (SLR)
- Visibility, Glare and Levelling
- Electromagnetic Compatibility (EMC)
- Environmental and Propulsion Performance Requirements of L-category vehicles (EPPR)
- Electric Vehicle and Environment (EVE)
- Particle Measurement Programme (PMP)
- Vehicle Interior Air Quality (VIAQ)
- Worldwide harmonized Light vehicles Test Procedures (WLTP Phase 2)
- Global Real Driving Emissions (RDE)
- Automotive-Life Cycle Assessment (A-LCA)
- Task Force on Cyber Security and OTA
- Functional Requirements for Automated and Autonomous Vehicles (FRAV)
- Validation Method for Automated Driving (VMAD)
- Cyber Security and Over-The-Air software updates (CS/OTA)
- Event Data Recorder / Data Storage System for Automated Driving (EDR/DSSAD)
- Automatically Commended Steering Functions (ACSF)
- Advanced Emergency Braking Systems (AEBS) for M<sub>1</sub> and N<sub>1</sub>
- AEBS for heavy vehicles
- Modular Vehicle Combinations (MVC)
- Agricultural Coupling Devices and Components (ACDC)
- Harmonization of Side Impact Dummies
- UN GTR No. 7 on Head Restraints - Development of Phase 2
- UN GTR No. 9 on Pedestrian Safety Deployable – Pedestrian Protection Systems (DPPS)
- Electric Vehicle Safety (EVS) – Phase 2
- Specification of the 3D-H machine
- Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2
- Protective Helmets
- Safer Transport of Children in Buses and Coaches
- Field of Vision Assistants (IWG-FVA)
- Panoramic Sunroof Glazing (PSG)
- Awareness of Vulnerable Road Users proximity (VRU-Proxi)
- Behaviour of M2 and M3 category vehicles' general construction in case of fire events (BMFE)

## **VI. Main partners**

### **A. Government sector:**

Representatives of the following countries have taken part in the sessions of WP.29: Albania, Algeria, Armenia, Australia, Austria, Belgium, Brazil, Bosnia and Herzegovina, Burundi, Bulgaria, Canada, China, Croatia, Czech Republic, Democratic Republic of the Congo, Egypt, El Salvador, Finland, France, Georgia, Germany, Hungary, India, the Islamic Republic of Iran, Iraq, Ireland, Israel, Italy, Japan, Jordan, Kazakhstan, Latvia, Luxembourg, Malaysia, Morocco, Nigeria, Netherlands, Norway, Pakistan, Poland, Portugal, Republic of Korea, Republic of Moldova, Romania, Russian Federation, San Marino, Senegal, Serbia, Singapore, Slovakia, Slovenia, Sri Lanka, South Africa, Spain, Sweden, Switzerland, Thailand, Tunisia, Türkiye, United Kingdom of Great Britain and Northern Ireland, United States of America, Uruguay, Uzbekistan, Viet Nam and Zimbabwe, Representatives of the European Union.

### **B. International/intergovernmental organizations:**

International Telecommunication Union (ITU)

### **C. Non-governmental sector:**

- Association for Emissions Control by Catalyst (AECC),
- Consumers International (CI)
- European Association of Automotive Suppliers (CLEPA/MEMA/JAPIA)<sup>2</sup>
- International Motor Vehicle Inspection Committee (CITA)
- European Garage Equipment Association (EGEA)
- European Tyre and Rim Technical Association (ETRTO)
- European Association of Internal Combustion Engine Manufacturers (EUROMOT)
- Fahrzeugsystemdaten GmbH (FSD)
- Fédération Internationale de l'Automobile (FIA)
- Fédération internationale des véhicules anciens (FIVA)
- Federation of European Motorcyclists' Associations (FEMA)
- Forum 21 Institute
- Fédération Internationale des Grossistes, Importateurs et Exportateurs en Fournitures Automobiles (FIGIEFA)
- Global Auto Regs
- Global New Car Assessment Programme (Global NCAP)
- International Automotive Lighting and Light Signalling Expert Group (GTB)
- International Motorcycle Manufacturers Association (IMMA)
- International Road Transport Union (IRU)
- International Standards Organization (ISO)
- Recreation Vehicle Industry Association, Inc. (RVIA)
- Motor and Equipment Manufacturers Association (MEMA)
- International Organization of Motor Vehicle Manufacturers (OICA)
- International Society of Automotive Engineers (SAE International)

- Towards Zero Foundation (TZF)
- World Blind Union (WBU)

#### **D. Academia:**

- The American University in Cairo
- Tongmyong University

#### **E. Other (please specify):**

- American Automotive Policy Council (AAPC),
- World Bicycle Industry Association (WBIA).
- Kenya Auto Bazaar Association
- EuroMed Transport Support Project and European Committee for Standardization (CEN)
- Development, testing & simulation of powertrain systems (AVL)
- Ford Motor Company (South Africa)
- Secure America's Future Energy (SAFE)
- U.S. Tire Manufacturers Association
- Uber Technologies, Inc

## **VII. Results achieved Regulatory/Normative work and contracting parties**

### **Amendments to legal instruments**

WP.29 adopts amendments to UN Regulations 3 times a year at the regular sessions, these amendments aim to keep the regulations up to date with changing global requirements. On average 133 amendments are adopted annually for a total of approximately 665 adopted amendments since 2017.<sup>6</sup>

### **Adoption of new UN Regulations, and UN GTRs since 2017**

#### **1958 Agreement (XI.B.16)**

- UN Regulation No. 144 Accident Emergency Call Systems (AECS) XI.B.16.143
- UN Regulation No. 145 ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions XI.B.16.144
- UN Regulation No. 146 Hydrogen and Fuel Cell Vehicles of category L XI.B.16.145
- UN Regulation No. 147 Mechanical coupling components of combinations of agricultural vehicles XI.B.16.146
- UN Regulation No. 148 Light Signalling Devices (LSD) XI.B.16.147
- UN Regulation No. 149 Road Illumination Devices (RID) XI.B.16.148
- UN Regulation No. 150 Retro-Reflective Devices (RRD) XI.B.16.149
- UN Regulation No. 151 Blind Spot Information System for the Detection of Bicycles XI.B.16.150

<sup>6</sup> See TRANS/2023/25/343 Part II

- UN Regulation No. 152 Advanced Emergency Braking Systems (AEBS) for M1 and N1 vehicles XI.B.16.151
- UN Regulation No. 153 Fuel system integrity and electric power train safety at rear-end collision XI.B.16.152
- UN Regulation No. 154 Worldwide harmonized Light vehicles Test Procedure (WLTP Regulation) XI.B.16.153
- UN Regulation No. 155 Cyber security and cyber security management system XI.B.16.154
- UN Regulation No. 156 Software update and software update management system XI.B.16.155
- UN Regulation No. 157 Automated Lane Keeping System (ALKS) XI.B.16.156
- UN Regulation No. 158 Devices for means of rear visibility or detection XI.B.16.157
- UN Regulation No. 159 Moving Off Information System (MOIS) XI.B.16.158
- UN Regulation No. 160 Event Data Recorder XI.B.16.159
- UN Regulation No. 161 Devices against Unauthorized Use XI.B.16.160
- UN Regulation No. 162 Immobilizers XI.B.16.161
- UN Regulation No. 163 Vehicle Alarm systems XI.B.16.162
- UN Regulation No. 164 Studded Tyres XI.B.16.163
- UN Regulation No. 165 Reverse Warning XI.B.16.164
- UN Regulation No. 166 Vulnerable Road Users in Front and Side Close Proximity XI.B.16.165
- UN Regulation No. 167 Approval of Motor Vehicles with Regard to Their Direct Vision XI.B.16.166
- [UN Regulation No. 168 Approval of Light duty passenger and commercial vehicles with regards to real driving emissions (RDE) XI.B.16.167]

#### **1998 Agreement (XI.B.32)**

- UN GTR No. 20 - Electric Vehicle Safety (EVS) (XI.B.32.20)
- U N GTR No. 21 – Determination of Electrified Vehicle Power (DEVPP) (XI.B.32.21)
- UN GTR No. 22 – In-vehicle Battery Durability for Electrified Vehicles (XI.B.32.22)
- UN GTR No. 23 – Durability of pollution-control devices for two- and three-wheelers (XI.B.32.23)
- UN GTR No.24 - Laboratory Measurement of Brake Emissions for Light-Duty Vehicles (XI.B.32.24)

#### **1997 Agreement (XI.B.31)**

- Rule No. 3 Periodical Technical Inspections of motor vehicles using Compressed Natural Gas (CNG), Liquefied Petroleum Gas (LPG) and/or Liquefied Natural Gas (LNG) in their propulsion system (XI.B.31.3)
- Rule No. 4 Uniform provisions for periodical technical inspections of motor vehicles equipped with electric or hybrid propulsion system(s) with regard to their roadworthiness (XI.B.31.4)

#### **Number of contracting parties**

With the accession of Armenia (30/04/2018), Nigeria (18/10/2018), Uganda (23/8/2022), Philippines (3/11/2022), Andorra (11/4/2023) and Viet Nam (26/7/2023) The 1958 Agreement now counts 61 contracting parties.

With the accession of Nigeria (18/10/2018), Tunisia (31/12/2019), and Uganda (23/8/2022) The 1997 Agreement now counts 33 contracting parties.

With the accession of Uzbekistan (04/05/2018), Nigeria (18/10/2018), and Uganda (23/8/2022) The 1998 Agreement now counts 39 contracting parties.

**Policy recommendations on enhancing vehicle safety and environmental performance were provided for, *inter alia*:**

- Georgia
- Kazakhstan
- Mongolia
- Malaysia
- Philippines
- Viet Nam
- Nigeria
- Zimbabwe
- Rwanda ...

Using elements such as

- Road safety performance reviews
- Capacity development and technical assistance
- Seminars
- Webinars
- Major outputs
- Roadmaps to Accession to the three Vehicle Agreements (1958, 1997 & 1998)
- Activity in UN Road Safety Fund projects (SCUV Phases I, II and III, Motorcycle ABS, Motorcycle Helmets)
- Webinars on UN R155 and UN R156
- eLearning Modules on Vehicle Approval and Intelligent Transport Systems

**Analytical work**

- UN Vehicle Regulations for Road Safety Cost-Benefit Methodology
- Safer and Cleaner Used Vehicles for Africa
- World Forum for Harmonization of Vehicle Regulations (WP.29) – How It Works, How to Join It (Revised Fourth Edition)
- Intelligent Transport Systems (ITS) for Sustainable Mobility, Second Edition

## VII. Results and changes expected in near future

- Vehicle Automation
  - WP.29/GRVA is working according to the guidance provided by the Framework Document on Automated Vehicles recently amended by its parent body WP.29. It is finalizing its activities on the functional requirements for automated vehicles as well as the new assessment/test method for automated driving. It is developing recommendations regarding data storage system for automated driving and continuing its activities regarding cyber security and software updates. GRVA is expected to complete, mid of 2024, the drafting of integrated guidelines on ADS safety assurance sufficient to enable WP.29 decisions on initiatives under the Agreements. Regulations under both 1958

and 1998 Agreements for approval/certification of Automated Driving Systems are expected by end of 2026.

- Climate Change mitigation
  - WP.29/GRPE has initiated activities to develop a harmonized way to determine the carbon footprint of vehicle throughout its lifetime, from cradle to grave, considering all phases of the vehicles' life from production, to use, dismantling and recycling; this would provide a strong basis for international comparison of vehicle carbon emissions, also providing a better way to define zero emission vehicles. Draft harmonized methodology for light duty passenger cars is expected in 2025.



## Annex VIII

### Submission by the Working Party on Customs Questions affecting Transport (WP.30)

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

##### A. General Assembly / Economic and Social Council

##### B. United Nations Economic Commission for Europe

##### C. Inland Transport Committee

##### D. Memo item: Alignment with the Inland Transport Committee revised Terms of Reference and Rules of Procedure

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

#### II. Working Party objective

1. According to the terms of reference of the Working Party on customs questions affecting transport (WP.30) which were adopted at its 147th session (October 2017) (see ECE/TRANS/WP.30/294, para. 10) and are contained in Annex to document ECE/TRANS/WP.30/2017/19, its objectives are to:

(a) Initiate and pursue actions aimed at the harmonization and simplification of regulations, rules and documentation for border crossing procedures for the various modes of inland transport, with particular focus, where possible, on contributing to the advancement of the United Nations 2030 Sustainable Development Agenda (General Assembly Resolution A/RES/70/1.) and related Sustainable Development Goals;

(b) Analyse difficulties encountered at border crossings with a view to devising administrative procedures eliminating such difficulties;

(c) Administer and monitor the implementation of the Conventions and Agreements on border crossing facilitation under the auspices of the Working Party (Appendix);

(d) Review the above legal instruments to ensure their relevance as well as their coherence with other international or subregional treaties concerned with Customs and border crossing facilitation issues and to keep them in line with modern transport and border control requirements.

(e) Consider and endorse amendment proposals to the legal instruments listed in Appendix and, where appropriate, submit them to the relevant Administrative Committees (see point (n) below) for consideration and formal adoption;

(f) Consider and adopt recommendations, resolutions, comments and examples of best practices with regard to the implementation of these legal instruments and, where appropriate, submit them to the relevant Administrative Committees (see point (n) below) or ITC for consideration and formal approval;

(g) Study Customs questions with a view to streamlining Customs and other administrative procedures and documentation in the field of transport, in particular by promoting electronic data interchange solutions;

(h) Study specific legal and other measures to combat fiscal fraud resulting from simplified Customs and other border crossing procedures and foster the exchange of intelligence among the competent authorities of Contracting Parties to the relevant legal instruments on border crossing facilitation on abuses with a view to identifying measures to combat such occurrences;

(i) Promote the possible extension of the Agreements and Conventions from Appendix to other regions and encourages the accession of new countries to those;

(j) Encourage wider public and private participation in its activities by fostering cooperation and collaboration with countries, the European Commission, World Customs Organization, other international governmental and non-governmental organizations concerned with transport and border crossing facilitation and the other United Nations regional commissions and other organizations or bodies of the United Nations system with a view, among other things, to discussing and resolving problems relating to the interpretation or enforcement of the provisions of the relevant legal instruments;

(k) Create a working environment that facilitates fulfilment by the Contracting Parties of the obligations set forth in the legal instruments listed in Appendix, and an exchange of views on the interpretation of these instruments or the resolution of problems connected with their enforcement;

(l) Ensure openness and transparency during its meetings;

(m) Support training and capacity-building activities aimed at the proper implementation of the above legal instruments;

(n) Ensure close cooperation with and support for the activities of the Administrative Committees for the TIR Convention (AC.2), for the Harmonization Convention (AC.3), for the Convention on Customs Treatment of Pool Containers Used in International Transport (AC.4) and for the TIR Executive Board (TIRExB);

(o) Collaborate closely with other subsidiary bodies of ITC, particularly the Working Party on Road Transport (SC.1), the Working Party on Rail Transport (SC.2) and any other relevant United Nations Economic Commission for Europe (ECE) body on matters of common interest relating to Customs questions affecting transport;

(p) Draw up and implement a programme of work relating to its activities and reports on its accomplishment to ITC.

2. The list of legal instruments related to WP.30 in the annex of its TOR are:

(a) Convention concerning Customs Facilities for Touring, signed in New York on 4 June 1954

(b) Additional Protocol to the Convention concerning Customs Facilities for Touring, relating to the importation of tourist publicity documents and material, signed in New York on 4 June 1954

(c) Customs Convention on the Temporary Importation of Private Road Vehicles, signed in New York on 4 June 1954

(d) Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 15 January 1959

(e) Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 14 November 1975

(f) Customs Convention on the Temporary Importation for Private Use of Aircraft and Pleasure Boats, of 18 May 1956

(g) Customs Convention on the Temporary Importation of Commercial Road Vehicles, of 18 May 1956

- (h) International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail, of 10 January 1952
- (i) International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail, of 10 January 1952
- (j) Customs Convention concerning Spare Parts Used for Repairing Europ Wagons, of 15 January 1958
- (k) Customs Convention on Containers, of 18 May 1956
- (l) Customs Convention on Containers, of 2 December 1972
- (m) European Convention on Customs Treatment of Pallets Used in International Transport, of 9 December 1960
- (n) International Convention on the Harmonization of Frontier Controls of Goods, 21 October 1982
- (o) Convention on Customs Treatment of Pool Containers Used in International Transport, 21 January 1994
- (q) Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Notes Geneva, 9 February 2006
- (r) Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-Luggage carried in International Traffic by rail, 22 February 2019.

### **III. Work areas covered by the Working Party**

#### **A. Transport facilitation (including customs and border-crossing facilitation)**

- Main work area (customs and border-crossing facilitation)

#### **B. Safety (including Road safety)**

- Minor work area

#### **C. Environmental/climate performance**

- Emerging work area

#### **D. Other (Digitization)**

- Significant/emerging work areas

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

#### **A. Internal overlaps/duplication (other United Nations Economic Commission for Europe bodies performing similar/identical tasks)**

- Area of work 1: Border Crossing Facilitation / Customs questions affecting transport
  - No overlap

**B. External overlaps/duplication (other non-United Nations Economic Commission for Europe bodies performing similar/identical tasks)**

- Area of work 1: Customs / Border crossing facilitation conventions
  - Partial overlap (explain): there is a partial overlap with the work of World Customs Organization. Several conventions that the Working Party is being administered such as the Convention concerning Customs Facilities for Touring, signed in New York on 4 June 1954, the Additional Protocol to the Convention concerning Customs Facilities for Touring, relating to the importation of tourist publicity documents and material, signed in New York on 4 June 1954, the Customs Convention on the Temporary Importation for Private Use of Aircraft and Pleasure Boats, of 18 May 1956, the Customs Convention on the Temporary Importation of Commercial Road Vehicles, of 18 May 1956, the Convention on Containers, of 2 December 1972, the European Convention on Customs Treatment of Pallets Used in International Transport, of 9 December 1960 and the Customs Convention on the Temporary Importation of Private Road Vehicles, signed in New York on 4 June 1954 have been included as annexes to the WCO Istanbul Convention of 1991.

**C. Internal synergies (with other United Nations Economic Commission for Europe bodies performing complementary tasks)**

- Area of work 1: Transport / Border Crossing Facilitation
  - There are synergies with SC.1 on road transport and SC.2 on rail transport concerning the implementation of the Harmonization convention. There is also synergy with WP.24 on intermodal transport and logistics on the implementation of TIR and eTIR on intermodal transport. There is also synergy with WP.5 on transport trends and economics on the preparation of studies concerning border crossing facilitation.

**D. External synergies (with other non- United Nations Economic Commission for Europe bodies performing complementary tasks)**

- Area of work 1: implementation of the TIR Convention
  - IRU is mandated by the TIR administrative Committee to take on responsibility for the effective organization and functioning of the international guarantee of the TIR system.
- Area of work 2: implementation of the temporary importation conventions
  - FIA is mandated to operate the Customs Convention on the Temporary Importation of Commercial Road Vehicles, of 18 May 1956 and the Customs Convention on the Temporary Importation of Private Road Vehicles, signed in New York on 4 June 1954.
- Area of work 3: administration of the containers convention
  - At the United Nations/ Intergovernmental Maritime Consultative Organization (IMCO) (IMO today) Conference held in November 1972, the new Convention, namely the Customs Convention on Containers, 1972 was adopted and it was agreed that the administration of the Convention should be entrusted to the Customs Co-operation Council (now known as the World Customs Organization). The 1972 convention replaced the Customs Convention on Containers, of 18 May 1956 that was administered by UNECE.

## V. Work methods

3. Between 2018 and 2023:
  - WP.30 / Working Party on Customs Questions affecting Transport
    - has held 17 sessions (148-164)
    - has considered 100 formal documents and 73 informal documents and,
  - AC.2 / TIR Administrative Committee:
    - has held 15 sessions (67-81)
    - has considered 140 formal documents and 58 informal documents
  - TIR Executive Board (TIRExB)
    - has held 22 sessions
    - has considered 109 documents
  - AC.3 / Administrative Committee of the Harmonization Convention
    - has held 2 sessions (11th and 12th)
    - has considered 6 formal documents
  - Technical Implementation Body of eTIR (TIB)
    - has held 5 sessions (1 -5)
    - has considered 47 formal documents and 2 informal documents
  - Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1)
    - has held 3 sessions and 1 extraordinary (1-3)
    - has considered 102 formal documents and 11 informal documents
  - Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1)
    - has held 3 sessions and
    - has considered 26 informal documents
4. In total, for the period under discussion, WP.30 and its subsidiary bodies has held 67 sessions, considered 67 agendas and 67 reports, 504 formal and 170 informal documents.

## VI. Main partners

(a) Government sector: ECE member States, and other United Nations member States or non-United Nations member States but members of other United Nations agencies, contracting parties to the border crossing facilitation agreements administered by WP.30.

(b) International/intergovernmental organizations: Economic and Social Commission for Asia and the Pacific (ESCAP), Economic Commission for Africa (ECA), Economic and Social Commission for Western Asia (ESCWA), Economic Commission for Latin America and the Caribbean (ECLAC), the World Customs Organization, the European Union, the Eurasian Economic Union (EEU), the Economic Cooperation Organization (ECO), the Transport Corridor Europe-Caucasus-Asia secretariat (TRACECA), the Islamic Development Bank (IsDB), the Islamic Centre for Development of Trade (ICDT), the Intergovernmental Authority on Development (IGAD) and the Black Sea Economic Cooperation Organization (BSEC).

(c) Non-governmental sector: the International Road Transport Union (IRU) and its national associations, the Federation Internationale de l'automobile (FIA), the International Federation of Freight Forwarders Associations (FIATA).

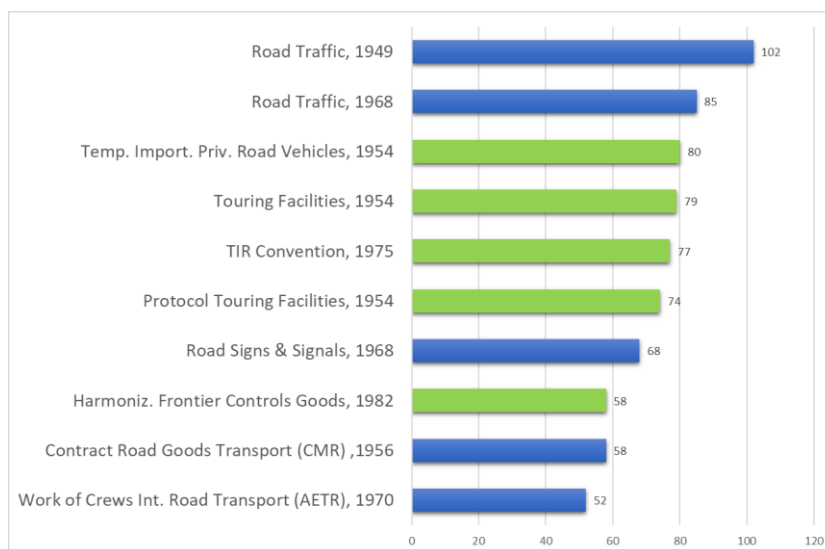
(d) Academia: not noticeable.

(e) Other (private sector): not noticeable.

## 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.)
    - In 2021, the amendments to various provisions of the body of the Convention and for a new annex 11, introducing eTIR in the legal text of the TIR Convention came into force.
    - In 2021, the amendment to annex 6 of the TIR Convention, introducing new Explanatory Note 0.49 of the TIR Convention, which grants operators greater facilities, such as, but not limited to, the possibility to become authorized consignor came into force.
    - At its sessions in January and February 2022, TIB and AC.2, adopted the eTIR technical specifications, the eTIR concepts and the eTIR functional specifications, provided the complete legal and technical basis for those countries that are willing to implement the eTIR procedure.
    - ECE and IRU signed the MoU on 22 November 2021. The purpose of the MoU is to implement the TIR Convention and, more specifically, annex 11 of the TIR Convention, establishing the so-called eTIR procedure, by ensuring the interconnection of IRU systems to the eTIR international system as well as the interconnection of as many as possible national customs systems to the eTIR international system following the eTIR technical specifications.
    - In 2022, Azerbaijan, Georgia, Pakistan, Tunisia, Uzbekistan and IRU finalised the interconnection of their systems with the eTIR international system and Armenia and Turkey initiated the project.
    - In December 2022, the first electronic TIR (eTIR) transport in line with the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) has taken place between Uzbekistan and Azerbaijan.
    - The Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-luggage Carried in International Traffic by Rail, of 22 February 2019 was finalised and opened for signature.
    - ECE and the Alliance Internationale de Tourisme / Federation Internationale de l'Automobile (AIT/FIA) signed a Memorandum of Understanding (MoU) on revitalising and digitalizing the relevant on temporary importation United Nations inland transport conventions and, in particular, the development of an eCPD (Carnet de Passage en Douane) system.
5. Five out of the 10 most acceded United Nations inland transport conventions globally are under the auspices of WP.30, making a total of 368 contracting parties.

Figure I  
**Top 10 United Nations inland transport conventions based on the number of contracting parties**

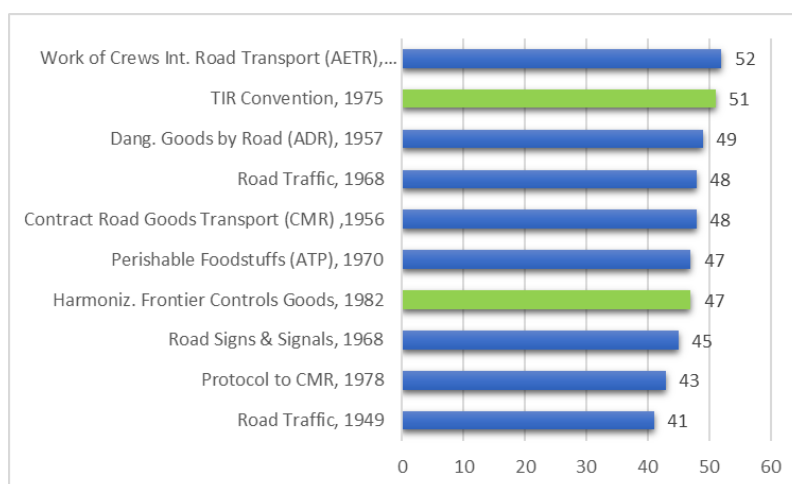


Source: ECE

6. The conventions with the highest number of individual contracting parties in the ECE region are: the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR) which has 52 ECE contracting parties and the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (1975 TIR Convention) which has 51 ECE contracting parties. They are followed by the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) with 49 ECE contracting parties.

7. Border crossing facilitation agreements (377 accessions) are well developed in the ECE region. With respect to road safety, one of the main pillars of inland transport conventions (vehicles regulations, road traffic, road signs, dangerous goods), 216 ECE accessions are broadly spread across them, with the ADR Convention being the most and the 1997 Agreement on periodic technical inspection the least subscribed to.

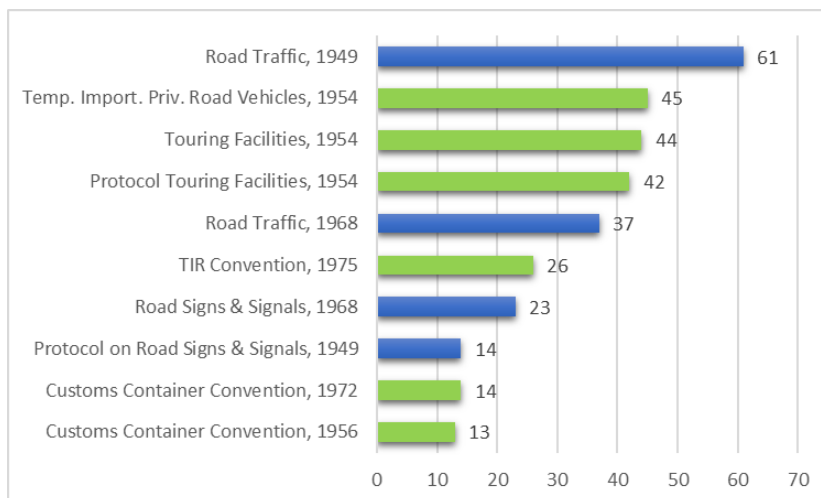
Figure II  
**Top 10 United Nations inland transport conventions based on the number of contracting parties in the ECE region**



Source: ECE

8. Outside the ECE region, 6 out of the 10 inland transport conventions with the highest number of contracting parties are under the auspices of WP.30.

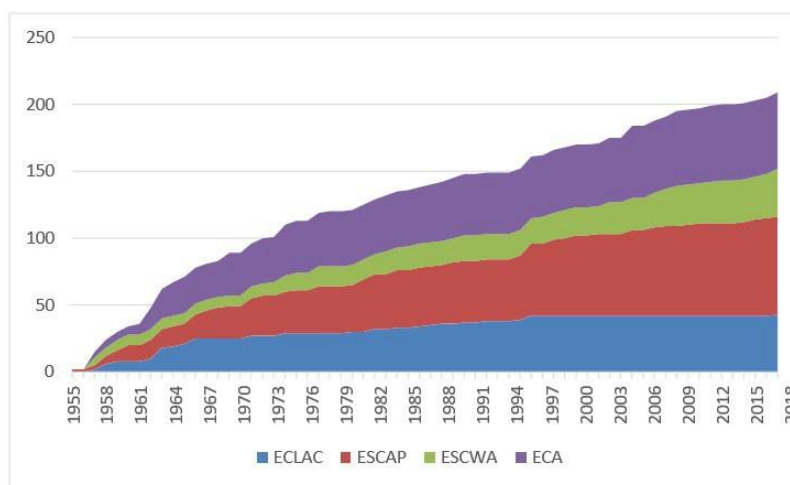
Figure III  
**Top 10 United Nations inland transport conventions based on the number of contracting parties outside the ECE region**



Source: ECE

9. Figure IV illustrates the cumulative border crossing convention accessions by regional commissions (excluding ECE) over time.

Figure IV  
**Cumulative border crossing convention accessions by regional commissions (excluding ECE), over time**



Source: ECE

10. Of the 33 member States of the United Nations Economic Commission for Latin America and the Caribbean (ECLAC), only 22 have acceded to at least one of ECE’s transport conventions, thus 11 (33 percent) have not signed up to any. For border crossing, the region’s 38 accessions show that progress has been made. It should be noted, though, that the majority of these are conventions were created in the 1950s, whereas there are only 2 signatories to the TIR Convention.

11. Countries, member States of the United Nations Economic Commission for Africa (ECA) have acceded to 153 transport conventions. Thirty-five countries have acceded to at least one convention, meaning that 19 (35 percent) have not. Border crossing facilitation has 57 accessions, but only 5 of these are to the TIR Convention.

12. 20 member States of the United Nations Economic and Social Commission for Western Africa (ESCWA) have acceded to 89 different transport conventions. The most common convention that has been acceded to is the TIR Convention with 12 accessions.



13. Among the 48 regional member States of United Nations Economic Commission for Asia and the Pacific (ESCAP), 36 member States acceded to 266 separate accessions. This means, however, that 12 (or 25 percent) of its members are not covered by a single transport convention. The conventions that are most acceded to by ESCAP countries are the 1949 convention on road traffic (25 accessions) and the TIR Convention (17).

- Capacity development and technical assistance (e.g., seminars, webinars, other activities)
  - a new web site for eTIR was developed. A dedicated, more modern and business-oriented eTIR website was necessary, one that includes all information of interest to the eTIR main stakeholders. This website works as an e-learning platform and it includes, among others, case studies, news, interviews, access to different services such as ITDB, etc.
  - Observatory on Border Crossings Status due to COVID-19 / Online application that presents the status of border crossing points due to COVID-19 restrictions (March 2020)
  - Border Crossings in the age of COVID-19: TIR keeps borders open. A UNECE-IRU flyer (May 2020)
  - A series of technical assistance workshops and seminars have taken place during the period under discussion. Specifically:
    - Capacity building seminars on the interconnection of eTIR international system with the national customs systems of Israel (May 2020), Islamic Republic of Iran (June 2020), Azerbaijan (July 2020), Tunisia (July 2020), Turkey (July 2020), Moldova (October 2020), Pakistan (October 2020), Georgia (October 2020), Morocco (October 2020), Armenia (February 2021), Uzbekistan (March 2021), Tajikistan (May 2021) and Kyrgyzstan (June 2021).
    - TIR Executive Board (TIRExB) Friends of the Chair meeting on transforming the middle corridor to an eTIR corridor (June 2023, Uzbekistan)
    - Training Workshop on TIR/ eTIR and CMR /eCMR in IGAD's member States (March 2023, Djibouti)
    - Implementation of the TIR Convention, 1975: challenges and opportunities (AC.2, February 2023, Geneva)
    - TIR Executive Board (TIRExB) Workshop on Intermodal aspects of the TIR Convention (October 2022, online)
    - Workshop on the Conformance tests on interconnections with the eTIR international System (October 2022, online)
    - High-level workshop on the functioning of the 1954 and 1956 temporary importation conventions and their digitalization (June 2022).
    - Training Workshop on TIR/ eTIR and CMR /eCMR of the OIC African Countries (June 2022, Morocco)
    - Capacity building workshop: implementation of the eTIR international system in the ESCWA region (December 2020, Lebanon)
- Analytical work
  - In June 2021, WP.30, following a recommendation from OIOS, considered and approved the study on the reasons for the decline in the sale of TIR Carnets, which contained a concrete action plan to be implemented by AC.2 and the secretariat in order to achieve the revitalization of the TIR system.
  - the TIR Executive Board prepared in 2022 a study on Intermodal Aspects of the TIR Convention which was submitted approved by AC.2. AC.2 "mandated

the secretariat to start implementing the recommendations by TIREXB as included in its report”.

## **VII. Results and changes expected in near future**

### **A. Possibilities for streamlining and synergizing activities within each of the expected results**

14. The Working Party on customs questions affecting transport already discussed the revision of its terms of reference in order to align them with the new ITC ToR. One of the proposed changes is the name of the Working Party. This might be required in order to address its international rather than regional character, addressing the requirements of all contracting parties to the United Nations agreements administered by the Working Party but also further enhancing its border crossing facilitation dimension. Such a development will further increase synergizing activities either internally with the other working parties of the division or externally with organizations such as WCO, OSCE etc.

### **B. Ways of improving efficiency and methods of work**

15. It should be ensured that more regional or global organizations that are dealing with topics of interest to the Working Party should join its sessions and present their activities, outputs and good practices. Such approach will further enhance cooperation with those organizations, it might initiate common activities / projects / workshops and it will further enhance the role of the Working Party as the global forum on customs questions affecting transport and border crossing facilitation.

### **C. Expected results and related activities that may need to be reoriented/refocused to better reflect priority demands of member States and contracting parties**

16. The start of eTIR operations and the use of the system by the majority of the TIR contacting parties is a priority. The Working Party could further assist on this objective by focusing more on capacity building workshops for both the customs authorities and the national associations further enhancing their understanding on Annex 11 requirements and accelerating efforts to interconnect to eTIR international system. Digitization of other border crossing facilitation conventions should be prioritized.

### **D. Possible optimization of the structure of the programme of work**

17. Already the new terms of reference proposed, if approved, will lead to a streamline of the program of work since the customs questions affecting transport including all other border crossing facilitation topics will be discussed and analysed.

### **E. Areas identified for enhancement or abolishment, if any**

18. The Working Party already deals, mainly through the work on the harmonization convention, on topics not directly related to customs such as professional drivers VISA. Most probably, activities such as capacity building / good practices sharing could be further enhanced following always mandates and requests provided by the Governments. This would further strengthen the global role of the working party as the border crossing facilitation forum.

**F. Ways of improving communication and public outreach**

19. Already the secretariat is developing and disseminates to all focal points and delegates a newsletter on transport and border crossing facilitation. This communication tool in the future should be prepared if possible every two months further increasing the possibilities of the working party to disseminate to a broader audience the results of its work and deliberations. The newsletter in combination with the dedicated and business oriented websites (i.e. [www.etir.org](http://www.etir.org)), the dedicated videos prepared with partners and a carefully scheduled program of capacity building workshops will significantly improve the public outreach of working activities and achievements.

**G. Any other comments**

20. Globally, one of the most complicated elements in international transport transactions is to move goods across borders and bring them into efficient circulation in another country. In fact, the effort it takes to move these goods from one country to another, across borders, and by means of various modes of transport, is time consuming and costly. Border inefficiencies are, in fact, estimated to cost twice the amount of tariffs, while the removal of those inefficiencies could increase global trade by as much as US\$ 1 trillion, and create as many as 21 million jobs worldwide. The Working Party has a significant role to play. Having as flagship the United Nations border crossing facilitation conventions that administers being supported by the digitalization activities and capacity building efforts the Working Party could become the global forum on customs questions and border crossing facilitation.

## **Annex IX**

### **Submission by the Working Party on Road Transport (SC.1)**

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

- A. General Assembly/Economic and Social Council**
- B. Economic Commission for Europe**
- C. Inland Transport Committee**
- D. Memo item: Alignment with Inland Transport Committee revised Terms of Reference and Rules of Procedure**

#### **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);

(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/ITF), 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**

#### **A. Transport facilitation**

- Main work area

#### **B. Safety (including Road safety)**

- Main work area

**C. Environmental/climate performance**

- Main work area

**D. Other (Road infrastructure and digitalization of paper consignment notes)**

- Main work area

**IV. Work areas covered by the Working Party – efficiency and value added****A. Internal overlaps/duplication (other Economic Commission for Europe bodies performing similar/identical tasks)**

- Area of work 1: Road safety
  - 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.

**B. External overlaps/duplication (other non-Economic Commission for Europe bodies performing similar/identical tasks)****C. Internal synergies (with other Economic Commission for Europe bodies performing complementary tasks)**

- 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>7</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

---

<sup>7</sup> <https://unece.org/trade/uncefact/brs>

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 115<sup>th</sup> 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-Economic Commission for Europe bodies performing complementary tasks)**

- 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 infrastructure, to participate and

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

## V. Work methods

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, had 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

### 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, the European Commission, ITF.



**C. Non-governmental sector:**

Council of Bureax (administering the Green Card system).

**D. Academia: not noticeable****E. Other (private sector key stakeholders):**

IRU and its member associations, Slovenian Logistics Association, TOBB (Union of Chambers and Commodity Exchanges of Türkiye), ICCIMA, and the International Federation of Freight Forwarders Associations (FIATA) and its member associations.

**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>8</sup>

<sup>8</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)

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).

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, had 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.

SC.1 agreed to a two-year extension of GE.22 for the completion of work based on its current terms of reference including the preparation of technical specifications (if time permits) and reporting back to SC.1 at its 120<sup>th</sup> session in October 2025. Iran (Islamic Republic of) decided, based on the explanations provided during the session, to withdraw its reservations to the work of the group considering that any remaining issues and concerns will be further analysed, discussed and addressed at the future sessions of the group following the extension of its mandate.

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 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. 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).

## **VII. 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 and other relevant ITC Working Parties 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). At its 118<sup>th</sup> session, SC.1 decided to defer a discussion on this matter until its 119<sup>th</sup> session in 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.

## Annex X

### Submission by the Working Party on Rail Transport (SC.2)

#### I. Mandate

1. This document is submitted in line with the proposed Programme Budget for 2023, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/77/6 (Sect. 20), table 20.6).
2. At its eighty-fifth session, the Inland Transport Committee (ITC) (a) encouraged all working parties to review and align their terms of reference (ToR) and rules of procedure (RoP) to those of ITC, and (b) decided to proceed with the review process of the mandates of its Working Parties in the course of 2023 and noted that it takes place in the context of a broader transformation following the endorsement of the revised ToR of ITC by the Economic and Social Council (ECE/TRANS/328, paragraphs 16 and 18).
3. As a follow-up of the ITC decisions, the ITC Chair and the Director of the Sustainable Transport Division invited the Chairs of ITC Working Parties, and among them SC.2, to support and contribute to key decisions of ITC by:
  - Aligning their ToR and RoP to those of ITC, where appropriate
  - Taking part in the review process of their mandates in accordance with the proposed modalities by submitting the necessary information.
4. This document contains a proposal for the requested input of SC.2.

#### II. Alignment of Terms of Reference and Rules of Procedure

5. At its seventy-fourth session (18-20 November 2020), SC.2 revised its ToR to bring them in line with the ITC Strategy until 2030 (ECE/TRANS/SC.2/2020/1). The revised ToR were adopted by ITC at its eighty-third session in February 2021.
6. At its seventy-sixth session (16-18 November 2022), SC.2 agreed on its own RoP, aligned with those of ITC (ECE/TRANS/SC.2/237). The ToR of SC.2 was further updated at this session to reflect the new RoP and to ensure that it remained fully aligned to the ToR of ITC. They were adopted by ITC at its eighty-fifth session on 24 February 2022 (ECE/TRANS/328).
7. SC.2 may therefore wish to note that its ToR and RoP are fully aligned to those of ITC.

#### III. Input for the Review Process of the Mandate

8. The information in this chapter is requested for the review process of the SC.2 mandate. It is structured in accordance with the proposed modalities of the 2023 review of mandates and the list of recommended information attached to the letter of the ITC Chair and the Director of the Sustainable Transport Division mentioned above.

##### A. Subsidiary Body Mandates and Governance Framework

9. Alignment with the ITC ToR and RoP: this information is provided in chapter II of this document.

## B. Working Party Objective

10. The objective of SC.2 is carry out those activities related to ensuring an appropriate regulatory environment for railway transport across the region necessary to support the goal of the ECE transport subprogramme to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport, in line with the ITC Strategy to 2030.

## C. Work Areas Covered by the Working Party

11. According to its ToR, the clusters of SC.2 activities are:<sup>9</sup>

(a) to update and extend the geographical scope of the European Agreement on Main International Railway Lines (AGC) network, increase the number of contracting parties to the AGC, consider the AGC Agreement with a view to possibly implementing and, whenever feasible, improving existing standards and operational parameters; upgrading review the coherence between the AGC parameters and infrastructure standards established within the European Union, the Eurasian Economic Union and other countries within the ECE region with a view to harmonizing them as appropriate. (Pillar A);

(b) to identify the need for new legal instruments in the rail sector for passenger and freight aimed at encouraging the further shift to rail as the most sustainable mode of transport and meeting the needs of the region's economies following the paradigm shift set in motion in the transport sector as a result of the COVID-19 epidemic. (Pillar A);

(c) develop, improve and maintain constantly updated online tools, such as the web tool developed to monitor AGC and the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) network and its infrastructure standards and the Rail Security Observatory (Pillar B);

(d) to improve intermodal coordination and integration of railway with other transport modes with a view to contributing to the development of pan-European sustainable transport systems taking into account the interrelationship of the ECE E-Networks and in close cooperation with the Working Party on Intermodal Transport and Logistics (WP.24). (Pillar D);

(e) to foster the development of green transport through the review of technological advancements in rail transport aimed at increasing the efficiency of transport operations. (Pillar B);

(f) to assist in the development of harmonized safety approaches across the sector through constant discussions on rail safety issues. (Pillar C);

(g) to drive the development of a secure rail system through the exchange of best practice in this area. (Pillar D);

(h) to follow-up the developments of the ECE Trans European Railway (TER) Project, and explore further interaction between TER activities and that of SC.2; (Pillar D);

(i) to evaluate, study and review Euro-Asian rail traffic trends, developments and opportunities and explore possibilities for further contribution to and interaction with the Euro-Asian Transport Linkages (EATL) project and the preparation of relevant conclusions and recommendations in collaboration with the Working Party on Trends and Economics; (Pillar C);

(j) to facilitate international rail transport in the pan-European region through improved border crossing procedures and harmonization of technical specifications of different railway systems and their operations at borders in light of cooperation in the Contact Group between Organization for the Cooperation Between Railways (OSJD) and the European Union Agency for Railways; (Pillar A);

(k) to support the implementation of expert group programmes and task forces as established by the Working Party and the Inland Transport Committee on technical and legal rail matters and review rail market trends, needs and challenges through the establishment of ad hoc expert groups and the elaboration of studies, as appropriate; (Pillar A);

(l) to monitor developments on the pan-European Rail Transport Corridors in cooperation with the European Commission; (Pillar C);

(m) to review general trends in rail transport developments and rail transport policy, analyse specific rail transport economic issues, assist in the collection, compilation and dissemination of rail transport statistics, in cooperation with the Working Party on Transport Statistics (WP.6), other governmental and non-governmental organizations, expert groups and task forces and prepare reports, reviews and publications concerning rail transport development and best practices; (Pillar C).

12. For each of these activities the relevant Pillar of the ITC Strategy to 2030 has been identified at the end of each point in order to show how SC.2 is aligned to, and implementing the Strategy.

13. Activities of SC.2 listed in paragraph 11 above cover the following main areas of work:

- Transport facilitation (subparagraphs (a), (b), (d) (h), (i), (j), (k), (l) and (m));
- Safety (subparagraphs (c), (f) and (g));
- Environmental and climate performance (subparagraphs (a), (b), (d) and (e));
- Innovations (subparagraphs (a), (c) and (e)).

14. In terms of legal instruments for railway transport, SC.2 services two United Nations Conventions and Agreements administered by ITC: The AGC and the Model Rules on the Permanent Identification of Railway Rolling Stock. The AGC is, for the moment, is a European Agreement and therefore is limited to the ECE Region. The Model Rules are, from their inception, global in nature. It also supports other Working Parties in the implementation of their rail related Conventions and Agreements as highlighted further below.

## **D. Efficiency and Value Added**

### **1. Internal overlaps and/or duplication with other bodies of the Economic Commission for Europe**

15. As identified, SC.2 is the only ITC subsidiary body that addresses all relevant aspects of railway transport in Europe and beyond the ECE Region for some areas. SC.2, and its subsidiary bodies, deliver inputs to the implementation of the ITC Strategy until 2030, as indicated in paragraph 11 above. It does this in a very efficient manner by concentrating its activities within the limited time available for its sessions and minimising the work of member State representatives outside individual sessions.

### **2. External overlaps and/or duplication with other bodies outside the Economic Commission for Europe**

16. The Working Party on Rail Transport is unique in its coverage of rail transport across the region and beyond and its focus on legal, regulatory and policy work. UNECE has a Memorandum of Understanding with the International Union of Railways (UIC) with which it collaborates closely on a number of different matters relevant for the sector from a technical standpoint. SC.2 collaborates closely with OTIF and OSJD on legal matters which transcend both those areas. SC.2 also works with the European Commission and the European Railway Agency on regulatory matter of interest to the member States of the European Union. The Eurasian Economic Commission also participates in the activities of SC.2. The Working Party also collaborates with the International Transport Forum (ITF) on policy matters as well as UNIDROIT and its bodies for aspects related to the Model Rules. SC.2 also collaborates with a number of Multilateral Development Banks on Public Private Partnership



initiatives. Finally, a number of national and international associations play an active part in the activities of SC.2.

### 3. Internal synergies other bodies of the Economic Commission for Europe

17. SC.2 has a mandate to collaborate closely with:

- Working Party on Intermodal Transport and Logistics (WP.24) as the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) is closely linked to the AGC in addition to the policy aspects of promoting rail and modal shift which includes a strong rail component in intermodal transport.
- Working Party on Customs Questions Affecting Transport (WP.30) in relation to the border crossing agreements that are related to the railways (eight agreements) and in particular in relation to the International Convention on the Harmonization of Frontier Controls of Goods.
- Working Party on Transport Statistics (WP.6) on the gathering of rail statistics as well as in relation to the definition of the Glossary of Transport Statistics.
- Working Party on Transport Trends and Economics (WP.5) in relation to the development of corridors with a rail component.

18. SC.2 contributes to the implementation of the ECE Road Map on Intelligent Transport Systems for 2021–2025 and collaborate with other ITC subsidiary bodies involved in this activity.

19. As part of its work on PPPs, SC.2 also collaborates with the Economic Cooperation and Trade Division.

### 4. External synergies with other bodies outside the Economic Commission for Europe

20. SC.2 collaborates closely with the entities identified in paragraph 16.

## E. Work Methods

21. The deliverables of SC.2, including the number of meetings, official documents, publications and databases, are indicated in the ITC programmes of work of the Transport subprogramme, programme plans and publication programmes:

- 2018: ECE/TRANS/2018/21, Add.1 and Corr.1, ECE/TRANS/2018/22;
- 2019: ECE/TRANS/2019/23, ECE/TRANS/2019/24;
- 2020: ECE/TRANS/2020/21, ECE/TRANS/2020/22/Rev.1, ECE/TRANS/2020/23;
- 2021: ECE/TRANS/2021/8, ECE/TRANS/2021/9, ECE/TRANS/2021/10;
- 2022: ECE/TRANS/2022/8, ECE/TRANS/2022/9, ECE/TRANS/2022/10 and Corr.1;
- 2023: ECE/TRANS/2023/11, ECE/TRANS/2023/12, ECE/TRANS/2023/13/Rev.1.

22. All subsidiary bodies of the Working Party on Rail Transport, currently: The Revisions Committee to the Model Rules on the Permanent Identification of Railway Rolling Stock; and the Group of Experts in International Railway Passenger Hubs follow the Rules of Procedure of the SC.2.

## F. Main Partners

23. The main partners are listed in paragraph 16 above.

## G. Results Achieved\*

24. Information on the results achieved by SC.2 is available in the ITC reports and programmes of work of the Transport subprogramme mentioned above. In recent years, SC.2 has evolved its activities to keep them in line with the requirements of the sector and, as a result, has been able to achieve a number of successes. Detailed information on achievements is given below.

25. Regulatory and normative work:

- Recent secretariat efforts have increased the number of contracting parties to the AGC to twenty-eight. In recent years significant efforts have been made to modernise the AGC and its related instruments. SC.2, in this regard, hosts the meetings of the AGC contracting parties to discuss its potential amendment modifications. Firstly, the AGC network has been regularly updated in many countries to ensure it mirrors actual prioritisations and investments on the ground. Secondly, its usefulness to the full spectrum of stakeholders has been increased with the creation of the new, joint, AGC-AGTC GIS tool highlighting the key technical parameters across the networks and allowing all interested parties to estimate, from point to point, the minimum technical requirements to run a train. Thirdly and most recently, the Group of Experts on International Railway Passenger Hubs has made a proposal to amend the AGC to include aspects related to international railway passenger hubs (ECE/TRANS/SC.2/2023/5). This last point is to be discussed at the seventy-seventh session of the Working Party.
- Following the request included in the ITC Strategy to 2030, the Working Party has also continued its efforts to identify, define and create new legal instruments as needed by member States. Firstly, work has progressed on the development of Unified Railway Law with proposed text for the first Convention from this work, the Convention on the Contract of International Carriage of Goods by Rail, being discussed at the seventy-seventh session of the Working Party.
- Following the recommendations of the Group of Experts on the Permanent Identification of Railway Rolling Stock, the subsequent adoption by SC.2, ITC, at its eight-fifth session in February 2023, adopted, as its sixtieth Legal Instrument, the Model Rules on the Permanent Identification of Railway Rolling Stock as an important tool in assisting the financing of railway rolling stock. This instrument is also the first instrument of its kind administered by SC.2 which is global in nature and thus contributing to the new role of ITC beyond the ECE region.
- The Working Party, through the activities of the secretariat, has recently provided advice and capacity building support to aid member States in the accession to, and implementation of, the rail related Conventions and Legal Agreements. For this purpose it has provided a document explaining the process and steps to take (ECE/TRANS/SC.2/2020/2).

26. Policy related activities:

- The Working Party has positioned itself at the forefront of policy discussion and debate on rail issues of importance across the region and beyond through the preparation of dedicated workshops (at least one per year) on such issues as climate change, improving competitiveness in rail freight, railway reform and the promotion of international passenger transport by rail. These workshops have drawn significant interest and participation from member States and stakeholders from around the globe. They have also led to member States initiating regulatory initiatives such as those identified in the previous bullet points. Finally, SC.2 has also organised dedicated events on key areas of rail transport such as on rail security held in conjunction with ITF and UIC.

---

\* Since 2017.

- In addition to the legislative aspects that follow from the workshops mentioned above, SC.2 has also proposed a number of ITC recommendations with the aim of supporting and developing the role of railways within wider ITC policies.

27. SC.2 regularly, on a biennial basis, evaluates its results based on the expected accomplishments and adjusts its programme of work as appropriate. At its seventy-third session, SC.2 agreed to maintain the biennial programme of work (ECE/TRANS/SC.2/232, paragraphs 77-79). The review of the programme of work of SC.2 and the expected accomplishments for 2018–2019, 2020–2021 and 2022–2023 are available in ECE/TRANS/SC.2/2017/5, ECE/TRANS/SC.2/2019/1 and ECE/TRANS/SC.2/2021/3.

## **H. Results and Changes Expected in Near Future**

28. SC.2 will discuss the expected accomplishments for the forthcoming biennial period in the programme of work. The expected accomplishments for 2024–2025 are proposed in ECE/TRANS/SC.2/2023/9.

29. The Working Party notes that, as mentioned in the previous sections, it works very successfully with a number of internal and external stakeholders in promoting the development of the rail sector through its regulatory and policy activities. This is exemplified by the results that it has achieved in recent years identified above and shown in the programme of work and biannual evaluation which point to the high level of efficiency of the Working Party and of its activities. It therefore does not see the need to alter its current trajectory focused on further implementing the requirements in the ITC Strategy and in the Terms of Reference of SC.2. Nor does it see the need to review the approach to any of the thematic areas within the agenda of annual Working Party session other than through the normal evolution of activities that progresses annually. Part of this evolution involves the taking up of further activities that go beyond the ECE Region as has already started through the Model Rules identified above. As similar opportunities arise, SC.2 will be able to capitalise on these global initiatives and workstreams and update its activities accordingly in line with its ToR. The Working Party concludes that no significant changes are needed to the mandates of SC.2.

30. Currently, the successful work and accomplishment of all activities identified in this document and required by the mandates set by member States and ITC for SC.2 and its subsidiary bodies are carried out by one professional staff member of the ECE Sustainable Transport Division with the support of part of the time of a second professional staff member. While the secretariat is putting every effort to deliver high quality service, its capacity appears limited for a number of activities undertaken by SC.2 and its subsidiary bodies. Allocation of additional human and budget resources to the secretariat should therefore be considered, in particular, if SC.2 finds it desirable to intensify its activities in certain areas or to introduce new areas of work that are not currently within its remit or which require additional geographical scope.

## Annex XI

### Submission by the Working Party on Inland Water Transport (SC.3)

#### I. Alignment of Terms of Reference and Rules of Procedure

1. At its sixty-fifth session (3–5 November 2021), SC.3 revised its ToR to bring them in line with the ITC Strategy until 2030, the Ministerial declaration “Inland Navigation in a Global Setting”, the *White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport* and its programme of work for 2022–2023 (ECE/TRANS/SC.3/215, paragraph 97). The revised ToR were adopted by ITC at its eighty-fourth session on 25 February 2022 (ECE/TRANS/316, paragraph 27).
2. At its sixty-sixth session (12–14 October 2022), SC.3 agreed on its own RoP, aligned with those of ITC (ECE/TRANS/SC.3/217, paragraph 103). They were adopted by ITC at its eighty-fifth session on 24 February 2022 (ECE/TRANS/328, paragraph 29 (d)).
3. SC.3 may therefore wish to note that its ToR and RoP are aligned to those of ITC.

#### II. Input for the Review Process of the Mandate

4. The information in this chapter is requested for the review process of the SC.3 mandate. It is structured in accordance with the proposed modalities of the 2023 review of mandates and the list of recommended information attached to the letter of the ITC Chair and the Director of the Sustainable Transport Division mentioned above. The recommended information covers the period 2018–2023.

##### A. Subsidiary Body Mandates and Governance Framework

5. Alignment with the ITC ToR and RoP: this information is provided in chapter II of this document.

##### B. Working Party Objective

6. According to its ToR, the objective of SC.3 is as follows:

“In support of the objective of the ECE transport subprogramme to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport. SC.3, assisted where appropriate by SC.3/WP.3,<sup>10</sup> will carry out activities aimed at making inland water transport more sustainable, green and resilient to climate change. These activities also aim to support the implementation of the ITC Strategy until 2030, in particular, related to tasks such as (a) servicing and administering legal instruments related to inland water transport, (b) fostering and supporting the introduction of new technologies and innovations in inland water transport, (c) promoting sustainable regional and interregional inland transport connectivity and mobility and (d) supporting capacity building activities on legal instruments under the ITC purview and resolutions relevant to inland water transport.”<sup>11</sup>

<sup>10</sup> Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation.

<sup>11</sup> Terms of Reference of the Working Party on Inland Water Transport, <https://unece.org/transport/documents/2022/05/terms-reference-working-party-inland-water-transport-sc3>, paragraph 3.

## C. Work Areas Covered by the Working Party

7. According to its ToR, the clusters of SC.3 activities are:
- (a) Organize a pan-European policy dialogue on the inland water transport issues;
  - (b) Promote a coordinated development of modern, sustainable and resilient E waterway network;
  - (c) Address safety and operational requirements in inland navigation and encourage modernization and greening of fleet and infrastructure;
  - (d) Promote integration of inland water transport in multimodal transport chains, automation, digitalization and other innovations;
  - (e) Contribute to the prevention of pollution from vessels and resilience of the sector to climate changes;
  - (f) Contribute to the harmonization of the international legal framework for inland water transport;
  - (g) Undertake other activities related to regional and international cooperation or requested by ITC.
8. Activities of SC.3 listed in paragraph 11 above cover the following as the main work areas:
- Transport facilitation (subparagraphs (a), (b), (d) and (f))
  - Safety (subparagraphs (b), (c) and (f))
  - Environmental and climate performance (subparagraphs (c) and (e))
  - Innovations (subparagraphs (c) and (d)).
9. In the field of legal instruments for inland water transport, SC.3 services (a) eight United Nations conventions and agreements administered by ITC, and (b) the *Budapest Convention on the Contract for the Carriage of Goods by Inland Waterway* (CMNI) adopted at the Diplomatic Conference under the joint auspices of the Central Commission for the Navigation of the Rhine (CCNR), the Danube Commission (DC) and the Economic Commission for Europe (ECE) and deposited with the Government of Hungary.

## D. Efficiency and Value Added

### 1. Internal overlaps and/or duplication with other bodies of the Economic Commission for Europe

10. SC.3 is the only ITC subsidiary body that addresses all relevant aspects of inland navigation and river-sea transport in Europe as well as pleasure navigation on European waterways and beyond towards an efficient, safe and sustainable transport mode. In its activities, SC.3 and its subsidiary body, SC.3/WP.3 deliver inputs to the implementation of the ITC Strategy until 2030, as indicated in paragraph 10 above.

### 2. External overlaps and/or duplication with other bodies outside the Economic Commission for Europe

11. There are no similar bodies in other regional commissions of the United Nations that focus their activities on inland water transport.

12. There is no other intergovernmental body in Europe outside ECE with an equivalent mandate and geographical coverage. In the area of safety and operational requirements in inland navigation and River Information Services (RIS), there are similarities with the standards of the European Committee for Drawing up Standards in the Field of Inland Navigation (CESNI). CESNI comprises experts of the member States of CCNR and of the European Union and has four observer States as of 31 July 2023. The CESNI standards are

mandatory for one half of ECE member States and applied by 57 per cent of ECE member States including the observers. Therefore, there is no duplication of the geographical scope of activities.

### 3. Internal synergies other bodies of the Economic Commission for Europe

13. SC.3 and SC.3/WP.3 collaborate closely with:

- Working Party on Intermodal Transport and Logistics (WP.24) on aligning the *European Agreement on Main Inland Waterways of International Importance* (AGN) and the *Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations* (AGTC Protocol), promoting the development of container transport on inland waterways in accordance with ITC resolution No. 269 “Facilitating the Development of Container Transport on Inland Waterways”
- Working Party on Transport Statistics (WP.6) on the E waterway census
- Working Party on Transport Trends and Economics (WP.5) on collecting data from countries on the benchmarking of construction costs of inland waterway infrastructure and preparing inputs on inland water transport to WP.5 publications
- Trade Division on digitalization of transport documents and the electronic data interchange.

14. SC.3 and SC.3/WP.3 contribute to the implementation of the ECE Road Map on Intelligent Transport Systems for 2021–2025 and collaborate with other ITC subsidiary bodies involved in this activity.

### 4. External synergies with other bodies outside the Economic Commission for Europe

15. SC.3 and SC.3/WP.3 collaborate closely with:

- European Commission on policy issues related to the development of inland water transport and other relevant areas
- CCNR, DC, Mosel Commission (MC), International Sava River Basin Commission (SC) on updating the *Inventory of Main Standards and Parameters of the E Waterway Network* and standardization of technical and safety requirements in inland navigation, in particular, the European Code for Inland Waterways (CEVNI)
- CCNR, DC, MC, SC and the secretariat of the Convention on Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and Inland Waterways – on the prevention of pollution of inland waterways by vessels
- International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) on Vessel Traffic Services on inland waterways
- World Association for Waterborne Transport Infrastructure (PIANC) on the classification of inland waterways and RIS
- International Organization for Standardization (ISO) on developing standards for management and handling of waste generated on-board inland navigation vessels
- European Transport Workers' Federation (ETF) on addressing labour market challenges
- European Boating Association (EBA) on issues related to recreational navigation, in particular, International Certificate for Operators of Pleasure Craft.

## E. Work Methods

16. The deliverables of SC.3, including the number of meetings, official documents, publications and databases, are indicated in the ITC programmes of work of the Transport subprogramme, programme plans and publication programmes:

- 2018: ECE/TRANS/2018/21, Add.1 and Corr.1, ECE/TRANS/2018/22
- 2019: ECE/TRANS/2019/23, ECE/TRANS/2019/24
- 2020: ECE/TRANS/2020/21, ECE/TRANS/2020/22/Rev.1, ECE/TRANS/2020/23
- 2021: ECE/TRANS/2021/8, ECE/TRANS/2021/9, ECE/TRANS/2021/10
- 2022: ECE/TRANS/2022/8, ECE/TRANS/2022/9, ECE/TRANS/2022/10 and Corr.1
- 2023: ECE/TRANS/2023/11, ECE/TRANS/2023/12, ECE/TRANS/2023/13/Rev.1.

17. The subsidiary body of SC.3 is SC.3/WP.3 which follows the same governance framework. The informal expert groups, active as of July 2023, are the CEVNI Expert Group and the Informal Working Group on Recreational Navigation.

## F. Main Partners

18. The main partners are listed in paragraph 18 above.

## G. Results Achieved\*

19. Information on the results achieved by SC.3 is available in the ITC reports and programmes of work of the Transport subprogramme listed in paragraph 20 above. Detailed information on particular achievements is given below.

20. Regulatory and normative work:

- There are 74 contracting parties to the nine legal instruments under the SC.3 purview, 58 of which are contracting parties to the United Nations conventions and agreements.<sup>12</sup>
- Three legal instruments: AGN, *Convention on the Measurement of Inland Navigation Vessels* and CMNI have accessions of 70 per cent of ECE member States with navigable inland waterways or above.
- The most recent accessions to the legal instruments were made by Poland in 2017 (AGN and the *Convention on the Measurement of Inland Navigation Vessels*).
- The secretariat regularly gives advice to ECE member States who are considering accession to AGN and other legal instruments. To facilitate this, SC.3 (a) approved the road map for ratification, acceptance, approval and accession to AGN at its sixty-third session and (b) considered the draft road map for acceding to the AGTC Protocol at the joint workshop with WP.24; the participants recommended WP.24 to apply it.
- Acting as the AGN Administrative Committee in terms of amending the annexes to the Agreement in accordance with Article 13, paragraph 2, and Article 14, paragraph 2 of AGN, SC.3 considers the relevant amendment proposals. The most recent amendments to annexes I and II of AGN were introduced by the Depository notifications C.N.56.2018.TREATIES-XI.D.5 of 31 January 2018 and C.N.377.2018.TREATIES-XI.D.5 of 6 August 2018 and entered into force on 6 November 2018. The updated text of AGN is available on the ECE website.<sup>13</sup>
- Other legal instruments are also subject to assessment by SC.3 and SC.3/WP.3 in terms of implementation, efficiency and updating: (a) the *Convention of Measurement of Inland Navigation Vessels* in 2013; (b) the *Convention on Registration of Inland Navigation Vessels* in 2015–2016, and (c) conventions and agreements and SC.3 resolutions in terms of resilience to pandemics and similar situations in 2021.
- SC.3 resolutions on the various aspects of inland water transport have the status of recommendations, however, many of them have been introduced into the national

\* Since 2017.

<sup>12</sup> As of 31 July 2023.

<sup>13</sup> <https://unece.org/fileadmin/DAM/trans/doc/2019/sc3/ECE-TRANS-120r4efr.pdf>.

legislation. In 2017–2022, SC.3 adopted 18 resolutions (resolutions Nos. 87–104). The most important are: (a) the *Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network* (resolution No. 49, revision 2); (b) the *European Code for Signs and Signals on Inland Waterways* (resolution No. 90); (c) *Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels* (resolution No. 61, revision 2); (d) CEVNI (resolution No. 24, revision 6); (e) resolutions on RIS and (f) updates to SC.3 resolutions on recreational navigation, in particular, the *International Certificate for Operators of Pleasure Craft*” (resolution No. 40, revision 4).

21. Policy recommendations:

- Ministerial declaration “Inland Navigation in a Global Setting” adopted at the International Conference in Wroclaw (Poland) on 18 April 2018, supported by ITC resolution No. 265 “Facilitating the Development of Inland Water Transport”
- *White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport*, adopted by SC.3 at its sixty-third session and endorsed by ITC at its eighty-second session (25–28 February 2020).

22. SC.3 and SC.3/WP.3 contribute to sustainable inland transport and mobility for achieving the Sustainable Development Goals in the sector and the implementation of the ITC Strategy until 2030 by adopting resolutions and amendments to SC.3 documents, organizing workshops, round tables and follow-up discussions, providing recommendations and inputs to ITC documents on topical issues and challenges in the sector, in particular:

- Improving the international regulatory framework for inland water transport (workshop on 23 June 2021)
- Automation, digitalization and cybersecurity (resolutions on RIS, resolution No. 95 “Enhancing international cooperation to support the development of automation in inland navigation”, the ongoing work on CEVNI, workshops on 8 October 2020, 3 November 2021 and 15 February 2023)
- Modernization and greening of inland water transport (amendments to CEVNI and resolutions Nos. 21, and 61, workshops on 16 February 2022, 29 June 2022)
- Development of container transport on inland waterways and river-sea transport (workshops and round table discussions on 13 February 2020 and 12 October 2022, ITC resolution No. 269)
- Circular economy (workshops on 7 October 2020 and the follow-up discussion at the sixty-fifth session of SC.3)
- Climate change, its impact on the sector and mitigation activities (workshops on 17 February 2021 and 11 October 2023)
- Equal rights and opportunities for women in inland navigation (workshops on 12 February 2020 and 3 July 2023)
- Professional qualifications, labour market challenges and enhancing the overall attractiveness of the sector (workshops on 13 February 2019 and 3 July 2023)
- Terminology for inland water transport (*Glossary for Inland Water Transport* adopted by SC.3 at its sixty-sixth session).

23. SC.3 held seven workshops and round table discussions in 2017–2022, and SC.3/WP.3 – 13 workshops and round table discussions in 2017–2023.

24. SC.3 regularly, on a biennial basis, evaluates its results based on the expected accomplishments and adjusts its programme of work as appropriate. At its sixty-third session, SC.3 agreed to maintain the biennial programme of work and the four-year plan for the future, aligned with the ITC Strategy until 2030 (ECE/TRANS/SC.3/210, paragraph 99). The review of the programme of work of SC.3 and the expected accomplishments for 2018–2019, 2020–2021 and 2022–2023 are available in ECE/TRANS/SC.3/2017/24, ECE/TRANS/SC.3/2019/21 and ECE/TRANS/SC.3/2021/12.



---

## H. Results and Changes Expected in Near Future

25. SC.3 adopts the expected accomplishments for the forthcoming biennial period in the programme of work. The expected accomplishments for 2024–2025 are proposed in ECE/TRANS/SC.3/2023/17.

26. SC.3 and SC.3/WP.3 have not identified a need in:

- Streamlining and synergizing activities within each of the expected results
- Ways of improving efficiency and methods of work
- Optimization of the structure of the programme of work
- Areas identified for enhancement or abolishment.

27. Currently, the successful work and accomplishment of all tasks set out by member States and ITC for SC.3, SC.3/WP.3 and informal expert groups are supported by one staff member of the ECE Sustainable Transport Division. While the secretariat is putting every effort to deliver high quality service, its capacity appears limited for a number of activities undertaken by SC.3 and its subsidiary bodies. Allocation of additional human and budget resources to the secretariat should therefore be considered, in particular, if SC.3 finds it desirable to intensify its activities.

---