



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

Geneva, 22-25 February 2022

Item 5 (a) of the provisional agenda

**Governance issues and business critical decisions for the
Inland Transport Committee and its subsidiary bodies:
Decisions on subsidiary bodies and on the structure of the
Committee****Decisions on subsidiary bodies and on the structure of the
Committee****Note by the secretariat****I. Decisions on Working Parties**

1. The Committee is **invited to adopt** the revised Terms of Reference of the Working Party on Transport Statistics (WP.6), as requested by WP.6 (ECE/TRANS/WP.6/181). The revised Terms of Reference, as contained in **Annex I** to this document, have been prepared in line with the Inland Transport Committee (ITC) Strategy until 2030 and agreed by WP.6 at its seventy-second session (9–11 June 2021).
2. The Committee is also **invited to adopt** the updated Terms of Reference of the Working Party on Intermodal Transport and Logistics (WP.24), as requested by WP.24 (ECE/TRANS/WP.24/149, para 82). The revised Terms of Reference, as contained in **Annex II** to this document, have been updated in line with the ITC Strategy until 2030 and agreed by WP.24 at its sixty-fourth session (20-22 October 2021).
3. The Committee is also **invited to adopt** the revised Terms of Reference of the Working Party on Inland Water Transport (SC.3), as requested by SC.3 (ECE/TRANS/SC.3/215). The revised Terms of Reference, as contained in **Annex III** to this document, have been prepared in line with the ITC Strategy until 2030 and agreed by SC.3 at its sixty-fifth session (3-5 November 2021).

**II. Decisions on Groups of Experts: Decisions on establishment
of new Groups of Experts****1. New Group of Experts on the operationalization of the e-CMR procedure**

4. The Committee may wish to **approve the establishment** of a new Group of Experts on the operationalization of the e-CMR procedure for two years, as requested by SC.1 (ECE/TRANS/SC.1/416). The Terms of Reference of the new Group of Experts, as agreed



by SC.1 at its 116th session (13-15 October 2021), are contained in **Annex IV** to this document.

2. New Group of Experts on cycling infrastructure

5. The Committee may wish **to approve the establishment** of a new Group of Experts on cycling infrastructure, as requested by WP.5 (ECE/TRANS/WP.5/70, para 50). The Terms of Reference of the new Group of Experts, as agreed by WP.5 at its thirty-fourth session (15-17 September 2021), are contained in **Annex V** of this document.

Annex I

Revised Terms of Reference of the Working Party on Transport Statistics (WP.6)¹

1. The Working Party on Transport Statistics (hereafter referred to as WP.6) will operate in accordance with the Economic Commission for Europe (hereafter UNECE) Guidelines for the establishment and functioning of Working Parties within UNECE as approved by the UNECE Executive Committee at its fourth meeting on 14 July 2006 (ECE/EX/1). These guidelines refer to its status and characteristics, including the review of its mandate and extension every 5 years, its membership and officers, its methods of work and its secretariat provided by the UNECE Sustainable Transport Division.

2. WP.6 will act within the framework of the policies of the United Nations and the Economic Commission for Europe (hereafter UNECE) and under the general supervision of the Inland Transport Committee (hereafter ITC) and in conformity with the Terms of Reference of UNECE (E/ECE/778/Rev.5).

3. The activities identified below 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 which identified the following four pillars where it should enhance its role going forward:

- **Pillar A: The UN Platform for regional and global inland transport conventions.** By strengthening its role as the UN platform of inland transport conventions to all UN Member States and by remaining at the forefront of global efforts to curb the road safety crisis, through its 360° approach to road safety, cut emissions by setting and promoting its vehicle standards, and reduce cross-border barriers with its large set of facilitation conventions.

- **Pillar B: The UN Platform for supporting new technologies and innovations in inland transport.** By ensuring that (i) its regulatory functions are keeping pace with cutting-edge technologies driving transport innovation - especially in the areas of Intelligent Transport Systems, autonomous vehicles and digitalization – thus improving traffic safety, environmental performance, energy efficiency, inland transport security and efficient service provision in the transport sector, (ii) the different amendment processes for the different conventions do not cause fragmentation, and (iii) the dangers of stifling progress due to too early regulation are avoided.

- **Pillar C: The UN Platform for regional, interregional and global inland transport policy dialogues.** By providing a platform for policy dialogue to review emerging challenges in inland transport, as well as proposals for improving infrastructure and operation at its annual session.

- **Pillar D: The UN Platform for promoting sustainable regional and interregional inland transport connectivity and mobility.** By providing a comprehensive, harmonized regulatory framework, as appropriate, and institutional reference point supporting international connectivity, developing new or building on existing initiatives, agreements, or corridors, as needed.

4. In line with the above objectives as well as those of the UNECE transport subprogramme to provide a comprehensive regional and global platform for consideration of all aspects of inland transport development and cooperation, the main activities identified of WP.6 going forward are to:

- (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);

¹ Reproduced from ECE/TRANS/WP.6/2021/3.

- (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);
- (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).

Annex II

Revised Terms of Reference of the Working Party on Intermodal Transport and Logistics²

(As amended by WP.24 at its sixty-fourth session)

1. The Working Party on Intermodal Transport and Logistics (WP.24) acts within the framework of the policies of the United Nations and the Economic Commission for Europe (hereafter ECE) and under the general supervision of the Inland Transport Committee (hereafter ITC) and in conformity with the Terms of Reference of ECE (E/ECE/778/Rev.5).
2. WP.24 operates in accordance with the Guidelines for the establishment and functioning of Working Parties within ECE as approved by the ECE Executive Committee at its fourth meeting on 14 July 2006 (ECE/EX/1). These guidelines refer to its status and characteristics, including the review of its mandate and extension every 5 years, its membership and officers, its methods of work and its secretariat provided by the ECE Sustainable Transport Division.
3. WP.24 carries 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.
4. Given this general context, more specifically WP.24:
 - (a) Monitors, reviews and updates 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 Agreement, promotes accession to both instruments and monitors their implementation.
 - (b) Elaborates measures to promote efficiency of intermodal transport, identifies and addresses bottlenecks in intermodal transport services.
 - (c) Monitors enforcement and reviews the European Conference of Ministers of Transport (ECMT) Consolidated Resolution on Combined Transport adopted by the ECMT in Bucharest in 2002 (CEMT/CM (2002)3/Final) and provides a forum for sharing best practices and partnership models for intermodal transport operations (road, rail, inland water transport and short-sea shipping).
 - (d) Discusses and analyses technical, institutional and policy aspects and emerging issues in efficient intermodal transport.
 - (e) Further analyses the organization of intermodal transport services on interregional rail links between Europe and Asia.
 - (f) Monitors and exchanges best practices on new concepts, design, weights and dimensions of loading units used in intermodal transport in accordance with resolution No. 241 adopted by the Inland Transport Committee on 5 February 1993, and considers possibilities for standardization of loading units and their compliance with safety regulations.

² Reproduced and renumbered from ECE/TRANS/WP.24/149.

(g) Analyses technical and organizational measures to optimize terminal, transshipment and logistical procedures allowing for cost-effective handling of loading units.

(h) Considers possibilities for reconciliation and harmonization of liability regimes governing intermodal transport operations in a pan-European context.

(i) Analyses modern supply chains to understand better production and distribution patterns to provide good basis for decision-makers in countries on transport demand, modal choice as well as on efficient intermodal transport regulations and infrastructures while taking into account transport safety and security requirements.

(j) Reviews and updates the IMO/ILO/UNECE Guidelines for Packing of Cargo in Intermodal Transport Units.

5. In undertaking its activities, WP.24 invites representatives of regional economic integration organizations, intergovernmental and non-governmental organizations to participate in its meetings in consultative capacity in consideration of any matter of particular concern to them.

6. WP.24 may also organise workshops, seminars or roundtables in the area of its expertise and in support of its specific activities.

7. Finally, WP.24 shall take measures to ensure that the necessary liaison is maintained with other organs of the United Nations, in particular sister Regional Commissions, and the specialized agencies. It should also closely collaborate with its sister Working Parties i.e. other ITC subsidiary bodies and other ECE bodies on matters of common interest.

Annex III

Revised Terms of Reference of the Working Party on Inland Water Transport³

1. The Working Party on Inland Water Transport (SC.3) and its subsidiary body, i. e. the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), act within the framework of the policies of the United Nations and the Economic Commission for Europe (hereafter ECE), under the general supervision of the Inland Transport Committee (ITC) and in conformity with the Terms of Reference (ToR) of ECE (E/ECE/778/Rev.5).

2. SC.3 will operate in accordance with the UNECE Guidelines for the establishment and functioning of Working Parties within UNECE as approved by the ECE Executive Committee at its fourth meeting on 14 July 2006 (ECE/EX/1). These guidelines refer to its status and characteristics, including the review of its mandate and extension every five years, its membership and officers, its methods of work and its secretariat provided by the ECE Sustainable Transport Division.

3. 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, 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 (IWT).

4. Given this general context, more specifically SC.3 will carry out the following activities:

1. Organize a pan-European policy dialogue on the inland water transport issues

(a) Provide an inclusive and representative forum for exchange of experiences and best practices and providing guidance on how to address challenges in inland water transport (IWT) development;

(b) Prepare studies on the situation and trends in inland navigation in order to provide Governments with up-to-date basic information and data concerning the inland water transport mode;

(c) Regularly publish updates of its strategy and policy papers (white papers, inventories of obstacles, etc.) on IWT to ensure sustainability of IWT and its coordinated development, enhance the visibility and availability of ECE documents relevant to IWT.

2. Promote a coordinated development of modern, sustainable and resilient E waterway network

(a) Monitor, review and update the European Agreement on Main Inland Waterways of International Importance (AGN), adopt amendments to the lists of inland waterways and ports, as contained in the annexes to AGN, and facilitate accession to the agreement;

(b) Further strengthen the monitoring mechanism to review and update the development of the E waterway network, in particular, by maintaining and updating the Inventory of Main Standards and Parameters of the E Waterway Network (“the Blue Book”),

³ Reproduced and renumbered from ECE/TRANS/SC.3/2021/13.

the GIS database of the E Waterway Network (the Blue Book database), classification of waterways (resolution No. 30) and other relevant SC.3 resolutions, maps and databases which provides regularly updated information on standards and parameters of E waterways and ports, based upon the relevant existing work;

(c) Maintain the inventory of most important bottlenecks and missing links on particular E waterways crossing the territory of more than one State Contracting Party to AGN, based upon the relevant existing work;

(d) Monitor and support the ongoing infrastructure projects on European waterways of international importance and provide a forum for ad hoc committees and expert groups to further coordinate and monitor the development of the E waterway network.

3. Address safety and operational requirements in inland navigation and encourage modernization and greening of fleet and infrastructure

(a) Organize exchanges of views on selected aspects of new and improved techniques in IWT with a view to their harmonization with the aim of facilitating and promoting international water transport in Europe;

(b) Harmonize and maintain the rules for inland navigation in Europe with a view to ensuring homogeneous and internationally acceptable standards of navigation safety throughout the European network of inland waterways taking into account standards of other international organizations;

(c) Harmonize technical requirements for inland navigation vessels and river-sea vessels with a view to ensuring the high-level of navigation safety and bring the added value throughout the European network of inland waterways;

(d) Coordinate and support measures aimed at modernization and greening of the inland water fleet at the pan-European level;

(e) Keep member States informed about developments in mutual recognition of boatmasters' certificates and other issues related to the professional qualifications in the area of inland navigation;

(f) Promote the use of intelligent communication and transport systems in inland navigation including River Information Services (RIS) and provide a forum for information exchange on developments and best practice, facilitate and promote harmonization and cooperation in this area at a pan-European level;

(g) Promote the development and safety of recreational navigation, water tourism and related issues, maintain the database of models of the International Certificate for Operator of Pleasure Craft.

4. Promote integration of IWT in multimodal transport chains, automation, digitalization and other innovations

(a) Support activities on the development of river-sea routes in the context of AGN;

(b) Continue work on aligning annexes to the Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations with annexes to AGN and contribute to the development of Euro-Asian transport links;

(c) Provide a representative forum for exchanges of experience and best practices on how to promote integration of IWT in multimodal transport chains;

(d) Forge international cooperation towards an international legislative basis for automation in inland navigation;

(e) Provide a representative forum for exchanging best practices on recent developments in automation, digitalization and other innovations in IWT.

5. Contribute to the prevention of pollution from vessels and resilience of the sector to climate changes

(a) Promote the development of a harmonized pan-European legal framework for the management of waste generated as a result of operation of vessels, maintain technical rules on the prevention of pollution by inland vessels taking into account the standards of other international organizations and the list of reception facilities for transfer of waste from vessels available on the E waterway network;

(b) Exchange best practices and support programmes, pilot projects and measures aimed at modernization and greening of the fleet, new and enhanced vessel types, low and zero emission propulsion systems and monitor their implementation ;

(c) Provide a representative forum for exchange of information and best practices on the implication of climate changes on IWT, and assist member States in their activities aimed at enhancing the resilience of IWT to climate changes;

(d) Promote introducing the circular economy principles on inland waterways and provide a representative forum for exchange of experience and best practices in this field.

6. Contribute to the harmonization of the international legal framework for IWT

(a) Promote the existing United Nations conventions pertaining to inland navigation, monitor their implementation and discuss measures on how to make them more efficient and attractive to other ECE member States as well as United Nations Member States;

(b) Undertake other activities aimed at further harmonizing and simplifying the international legal framework for IWT operations.

7. Undertake other activities related to regional and international cooperation or requested by the ECE Inland Transport Committee

(a) Cooperate with regional economic integration organizations, intergovernmental and non-governmental organizations and other United Nations regional commissions and invite their representatives to participate in its meetings in consultative capacity in consideration of any matter of particular concern to them;

(b) Carry out other actions aimed at facilitating the use of IWT, as recommended by the ECE White Paper on the Progress, Accomplishments and Future of Sustainable Inland Water Transport (ECE/TRANS/279);

(c) Develop working contacts with River Commissions and basin administrations and, upon their request, facilitate the understanding of international conventions and agreements under the ITC purview which are relevant to IWT;

(d) Take measures to ensure that the necessary liaison is maintained with other bodies of the United Nations, in particular sister Regional Commissions, and the specialized agencies;

(e) Collaborate closely with other subsidiary bodies of ITC and other ECE bodies on matters of common interest;

(f) Organize workshops, roundtables and other capacity building events in the area of its expertise and in support of its specific activities;

(g) Support ITC in addressing cross-sectorial issues, such as inland transport and security, and environment, automation and digitalization etc.

Annex IV

Terms of reference for the Group of Experts on the operationalization of eCMR⁴

Note by the secretariat

I. Introduction

1. This document contains the mandate and terms of reference for a new Group of Experts on the operationalization of eCMR. The Working Party on Road Transport (SC.1) at its 116th session (Geneva, 13-15 October 2021) recommended the establishment of the new Group of Experts and adopted the terms of reference, as provided below. SC.1 also requested the secretariat to submit the terms of reference to the Inland Transport Committee (ITC) for their approval at its next session in February 2022.

II. Mandate

2. The Group of Experts on the operationalization of eCMR will 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 its Additional Protocol. Such work should also include an impact assessment of possible implementation scenarios of a future eCMR environment.

3. The Group of Experts, in view of the complexity of its task, is established for two years: 2022–2023.

III. Terms of Reference

A. Tasks

4. The Group of Experts should define/describe in particular (non-exhaustive list):
- Scope / Objectives of a future eCMR environment;
 - Stakeholders of the eCMR environment;
 - High level architecture of the eCMR environment;
 - The method for the issuance and the delivery of the electronic consignment note to the entitled party;
 - An assurance that the electronic consignment note retains its integrity;
 - The manner in which the party entitled to the rights arising out of the electronic consignment note is able to demonstrate that entitlement;
 - The way in which confirmation is given that delivery to the consignee has been effected;
 - The procedures for supplementing or amending the electronic consignment note;
 - The procedures for the possible replacement of the electronic consignment note by a consignment note issued by different means.

⁴ Reproduced from ECE/TRANS/SC.1/416.

- Conceptual specifications;
- Impact assessment.

B. Methods of work

5. The Group of Experts will be established and function in accordance with the ECE Guidelines for teams of specialists approved by the Executive Committee of ECE on 31 March 2010 (ECE/EX/2/Rev.1). At its first meeting, the Group of Experts will adopt a work plan defining its specific activities, including a time schedule for each activity.
6. The Group of Experts is expected to meet at least three times during 2022 and three times during 2023 before submitting its final report at the 118th session of Working Party on road transport in 2023. The meetings should be held at the Palais des Nations in Geneva, unless hosted by countries or partner organisations.
7. The Chair of the Group of Experts should report on the ongoing work at the annual session of the Working Party on Road Transport.
8. Translation of documents and simultaneous interpretation of its sessions in English, French, and Russian shall be provided by ECE for all sessions held at the Palais des Nations in Geneva.
9. Participation in the Group of Experts is open to all concerned United Nations member countries and experts. Interested intergovernmental and non-governmental organizations, as well as concerned freight and forwarding / transport logistics industries are invited to participate and provide expert advice in compliance with United Nations rules and practices.

C. Secretariat

10. ECE will provide secretariat services to the Group of Experts and shall ensure close cooperation with all stakeholders, including the secretariats to the Working Party on Customs Questions affecting transport (WP.30) and the International Road Transport union (IRU).

Annex V

Mandate and terms of reference for a Group of Experts on cycling infrastructure module⁵

I. Mandate

1. The Group of Experts on cycling infrastructure module (Group of Experts) is tasked to advance the elaboration of the infrastructure module in close liaison with THE PEP Partnership on Cycling Promotion/Active Mobility as contribution to the implementation of the Pan European Masterplan for Cycling Promotion adopted at the Fifth High Level Meeting of THE PEP in Vienna May 2021.
2. This encompasses tasks focused on:
 - (a) collection of data on national cycling networks, data analysis and proposal of ECE routes based on national routes forming a United Nations Economic Commission for Europe (ECE) cycling network, and
 - (b) elaboration of acceptable definitions for various types of cycling infrastructure as well as new road signs which in addition to existing signs of the 1968 Convention of road signs and signals should be used for signposting the routes.
3. The mandate is proposed for the period 2022–2024.

II. Terms of Reference

A. Tasks

4. In line with the adopted master plan for cycling promotion, the Group of Experts will:
 - (a) Serve as a platform to collect, integrate, and analyse data on national cycling networks from ECE member states,
 - (b) Propose international cycling routes which will form the ECE cycling network; the routes will be proposed based on the national networks data and analysis done, and taking into consideration the Eurovelo network,
 - (c) Work with the draft definitions elaborated so far and made available in ECE/TRANS/WP.5/2021/6 and improve them further as appropriate,
 - (d) Discuss road signs introduced recently in some of the ECE countries to facilitate cycling and propose road signs that should be considered for inclusion in the 1968 Convention on Road Signs and Signals, and
 - (e) Prepare a final report on its achievements.

B. Methods of work

5. The Group of Experts will be established and function in accordance with the ECE Guidelines for teams of specialists approved by the Executive Committee of ECE on 31 March 2010 (ECE/EX/2/Rev.1).
6. The Group of Experts is expected to meet at least once every four to five months. The meetings should be held at the Palais des Nations in Geneva, unless hosted by countries or partner organisations.

⁵ Reproduced and renumbered from ECE/TRANS/WP.5/70.

7. The Chair of the Group of Experts should report on the ongoing work at the annual session of WP.5, while the final report should be submitted to the session scheduled for September 2024. The work undertaken on definitions of various cycling infrastructure types and road signs should be further reported to the Global Forum for Road Traffic Safety (WP.1).
8. The Group of Experts will undertake its tasks in good cooperation with the THE PEP Partnership on Cycling Promotion/Active Mobility as it contributes to the Pan-European Masterplan on Cycling Promotion. The Chair of the Group of Experts will participate in and report on proceedings to the meetings of THE PEP Partnership on Cycling Promotion/Active Mobility and if requested will also report on proceedings to THE PEP Steering Committee, while vice versa a representative of THE PEP Partnership on Cycling Promotion/Active Mobility will participate in the Group of Experts.
9. The meetings should be held in ECE official languages.
10. Participation in the Group of Experts is open to all ECE member countries and experts. Interested intergovernmental and non-governmental organisations are invited to participate and provide expert advice in compliance with United Nations rules and practices.
11. The Group of Experts should ensure inclusiveness and so active participation of experts in the group from all ECE member states, and in particular from the countries of Eastern Europe, Caucasus and Central Asia.

C. Secretariat

12. ECE will provide secretariat services to the Group of Experts and shall ensure close cooperation with ECE/WHO Europe THE PEP secretariat.
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