



# Economic and Social Council

Distr.: General  
12 December 2022

Original: English

---

## Economic Commission for Europe

### Inland Transport Committee

#### Eighty-fifth session

Geneva, 21-24 February 2023

Item 3 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

## Implementation of the ITC Strategy until 2030

### Note by the secretariat

#### I. Introduction

1. The Inland Transport Committee (ITC) at its eighty-fourth session (Geneva, 22–25 February 2022) considered ECE/TRANS/2022/3 which contains the information on the status of implementation of the ITC Strategy until 2030 (Strategy) in 2021 and lists steps to further advance the implementation.
2. ITC welcomed progress achieved in 2021 in implementing the Strategy and requested its Working Parties to continue the implementation of the Strategy based on, but not limited to, defined implementation steps. It also requested the secretariat to monitor the implementation of the steps and update the status information on progress achieved. ITC also invited its Working Parties to seize opportunities and address risks as relevant in the development of the legal instruments under the purview of ITC, as identified in ECE/TRANS/2022/3.
3. This document contains updates resulting from the work undertaken by the Working Parties and by the secretariat until 30 November 2022 to inform ITC of further progress made. The 2022 updates are marked as bold text, information that is no-longer valid is marked as strikethrough.
4. The draft of this document was consulted with the Bureau who requested its submission to eighty-fifth session of ITC. The Bureau also requested the secretariat to present the progress achieved in the implementation of the Strategy with focus on the key issues at the restricted session of the eighty-fifth session of ITC. The Bureau also recommended that a follow-up next step under the task 4.3 be further added, following the adoption by the Economic and Social Council (ECOSOC) of the ITC Terms of Reference. It is provided in the table below, under task 4.3, for ITC consideration.

## II. Status and next steps

Tasks	Status	Next steps	Responsible in Division
<p>1 <b>Vision:</b> UN platform for inland transport to help efficiently address global and regional needs in inland transport</p> <p>2 <b>Mission:</b> Contributes to sustainable inland transport and mobility for achieving the sustainable development goals in the ECE and UN Member States</p>	<p>The recognition of ITC as the UN platform for inland transport was promoted through preparation and dissemination of flyers on the Strategy, role and impact of ITC, dialogue meeting with World Meteorological Organizations (WMO), learning from and cooperation with the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO). <b>A paper on the organizational structures and functions of ITC, ICAO and IMO was prepared and considered by the ITC Bureau at its June 2022 session.</b></p> <p>ECE, in its role as the platform for inland transport, administers and is responsible for international conventions and agreements applied worldwide (e.g.: vehicle regulations, dangerous goods) and also services ECOSOC bodies in charge of elaborating recommendations followed and implemented worldwide by all modes of transport.</p> <p>ECE participated at the ministerial segment of ICAO’s High-level Conference on COVID-19 in 2021, through which it contributed to strengthening the recognition of the ITC role as the UN Platform for Inland Transport.</p> <p>ECE contributed as co-chair to “Thematic session 6: Sustainable Transport and Sustainable Cities” of the Secretary General’s Second United Nations Global Sustainable Transport Conference (14-16 October 2021, Beijing, China). Furthermore, the “Interagency report for second Global Sustainable Transport Conference “, that was one of the main outputs of the Conference, recognizes the leading role and legal instruments under the purview of ITC/ECE for inland transport, alongside those of ICAO and IMO for civil aviation and maritime transport respectively.</p> <p>An internal task force was set up to develop dedicated webpage(s) and brochure(s) on ITC Strategy. <b>The brochure is available at</b></p>	<p>1. Further develop and disseminate information on the Strategy and prepare an internal (inside UN) and external (Contracting Parties) campaign which will include strategic activities that would strengthen ITC profile as the UN inland transport body, in particular:</p> <ul style="list-style-type: none"> <li>- Create a dedicated web page that promotes ITC vision;</li> <li>- Organize side events at global conferences;</li> <li>- Create a brochure on the ECE Transport profile with infographics and statistics confirming the global role;</li> <li>- Create a brochure on inland transport and Sustainable Development Goals (SDGs) for dissemination at important global conferences.</li> </ul> <p>2. Make a comparison of ECE Transport with ICAO and IMO to show their equivalent leading roles for respectively inland transport, civil aviation and maritime transport; in this way promote the ITC as UN leading inland transport entity. Include experience of ECE Transport in servicing the work of ECOSOC bodies dealing with harmonization of provisions for the transport of dangerous goods by all modes, and how their recommendations are applied by ICAO and IMO.</p> <p>3. Promote the role of ECE Transport as custodian of UN transport legal instruments, including through partnerships, and</p>	<p>1–3. ITC secretariat with all WPs secretaries</p>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p><a href="https://unece.org/transport/publications/itc-strategy-until-2030">https://unece.org/transport/publications/itc-strategy-until-2030</a>.</p> <p><b>ECE signed a MoU with the European Investment Bank (EIB) in 2021. Under the MoU, collaboration focuses among others on transport and within transport on road safety and adaptation of transport to climate change. Through this collaboration the United Nations Transport legal instruments are promoted in EIB projects.</b></p> <p><b>ECE acted as United Nations representative on the SUM4ALL Consortium for 2021 and 2022.</b></p>	where relevant, sign collaboration MoUs.	
<b>3 Pillars</b>			
3.1 ITC as the UN Platform for regional and global inland transport conventions	Please see information under the tasks 5.1 – 5.11		
3.2 ITC as the UN Platform for supporting new technologies and innovations in inland transport	Please see information under the tasks 5.12 – 5.17		
3.3 ITC as the UN Platform for regional, interregional and global inland transport policy dialogues	Please see information under the tasks 5.18 – 5.19		
3.4 ITC as UN Platform for promoting sustainable regional and interregional inland transport connectivity and mobility	Please see information under the tasks 5.20 – 5.24		
<b>4 Actions from the Strategy’s adoption decision</b>			
4.1 Align WPs workplans with the Strategy	The ITC Chair and Transport Director sent a letter of 26 June 2019 to all WPs and ACs Chairs to request alignment of WPs work to the Strategy. <b>A similar</b>	As per the ITC decision at 83rd session, the “next steps” determine the work in support of the	ITC secretariat and all WPs secretaries

Tasks	Status	Next steps	Responsible in Division
	<p><b>letter jointly signed by the ITC Chair and the Director was sent in April 2022, following the endorsement of the revised ITC TOR by ECOSOC and the entry into force of the ITC Rules of Procedure (ROP) on 16 February 2022 to request, among others, relevant Working Parties to align with the ITC ROP.</b></p>	<p>implementation of the Strategy. These steps can be adjusted if so decided by ITC based on proposals made by the secretariat in consultation with the Bureau and WPs</p>	
	<p>Secretariat made presentations to WPs on the Strategy.</p>		
	<p>WPs and ACs were to submit their suggestions for work alignment by latest mid-2020.</p>		
	<p>- WP.1: It has reviewed its activities vis-à-vis the ITC Strategy. As a result of the review, Informal document No.4 (March 2020) was adopted by WP.1. The document contains the planned alignment of the working party's activities with the Strategy.</p>		
	<p>- WP.5: It aligned its programme of work with the Strategy (ITC was informed during eighty-second session, para 47 of ECE/TRANS/294). As per ITC decision at the 83<sup>rd</sup> session, WP.5 was mandated to work on intermodal passenger transport within and beyond city level.</p>		
	<p>- WP.6: Workplan is already broadly in line with Strategy, in that it seeks to improve data gathering, validation and dissemination processes to produce accurate statistics that allow evidence-based transport decisions. Further, WP.6 contributes to implementing all SDGs, but in particular targets 3.6, 9.1 and 11.2, by producing accurate and comparable data on relevant SDG targets, allowing progress to be benchmarked. WP.6 proposed in 2021 an updated Terms of Reference that specifically aligns activities to the strategy (ECE/TRANS/WP.6/2021/3 <del>(subject to ITC approval)</del> <b>adopted by the ITC in February 2022</b>), as well as having the strategy integrated into its programme of work (ECE/TRANS/WP.6/2021/6).</p>		
	<p>- WP.11: It considered the ITC Strategy until 2030 at its 76<sup>th</sup> session (refer to paras. 8 to 18 of the report ECE/TRANS/WP.11/243), approved</p>		

Tasks	Status	Next steps	Responsible in Division
	<p>the ITC draft recommendations and considered that its work was already fully in line with the ITC Strategy. At its 77<sup>th</sup> session, the WP.11 noted the work on the implementation of the Committee's strategy until 2030 and the required actions listed in document ECE/TRANS/2021/3 in accordance with the discussion held at its 76<sup>th</sup> session. <b>Delegations have not sent any comments to date.</b></p>		
	<p>- WP.15: It considered the ITC Strategy until 2030 at its 107<sup>th</sup> session (reference to paras 9 to 15 of the report ECE/TRANS/WP.15/248), approved the ITC draft recommendations and considered that its work was already fully in line with the ITC Strategy. Since the programme of work of WP.15 covers that of WP.15/AC.1 and AC.2, the reference to the alignment of its work with the ITC Strategy also applies to the activities carried out by AC.1 and AC.2. At its 109<sup>th</sup> session (May 2021), WP.15 noted with interest the work on the implementation of the Committee's strategy until 2030 and the required actions listed in document ECE/TRANS/2021/3. Delegations wishing to do so were invited to send to the Chair their comments and proposals for additions and amendments to the "Status and next steps" table. No comments were received within the given deadline.</p>		
	<p>- WP.24: It agreed on its programme aligned with the Strategy. WP.24 supports integrated intermodal connectivity for freight transport/mobility. WP.24 confirmed it does not work on intermodal passenger mobility. WP.24 amended at the 64<sup>th</sup> session (Oct. 2021) its Terms of Reference. <b>ITC adopted these Terms of Reference at its eighty-fourth session (Feb 2022).</b> The amended Terms of Reference directly refer to the WP.24 support to the implementation of the ITC Strategy and its tasks relevant to WP.24.</p>		
	<p>- WP.29: It agreed on its programme aligned with the Strategy and is in the process of prioritizing activities within its six subsidiary working parties</p>		

Tasks	Status	Next steps	Responsible in Division
	<p><b>(ECE/TRANS/WP.29/2022/01 and Rev.1).</b></p>		
	<p>- WP.30: At its 153<sup>rd</sup> session (October 2019), WP.30 considered document ECE/TRANS/WP.30/2019/8 and its Corr.1, containing a list of tasks to be undertaken to align its work with the Strategy. The Working Party expressed its readiness, in principle, to support the implementation of the Strategy and, thus, tentatively agreed with the proposed timetable, subject to further assessment at any time in the future (see ECE/TRANS/WP.30/306, paragraph 5). <b>At its 161st session (October 2022), the Working Party requested the secretariat to prepare, for consideration at its next session a document comparing the new ITC ToR with the existing ToR of the Working Party, in order to assess whether any adjustment seemed appropriate (ECE/TRANS/WP.30/322, para. 6).</b></p>		
	<p>- SC.1: It aligned its program of work with the Strategy and also restructured its agenda with effect from its 115<sup>th</sup> session to better reflect its alignment with the Strategy (ITC was informed during its eighty-second session).</p>		
	<p>- SC.2: It aligned its programme of work with the Strategy (ITC was informed during eighty-second session) As a next step, SC.2 also updated its Terms of Reference to reflect the alignment of its programme of work with the Strategy. <b>SC.2 confirmed that the current Terms of Reference were aligned to those of ITC and introduced a further, minor, update to reflect the creation of the Rules of Procedure of SC.2. Both the updated Terms of Reference and the new Rules of Procedure are up for adoption by ITC in February 2023.</b></p>		
	<p>- SC.3: It aligned its programme of work with the Strategy (ITC was informed during eighty-second session, para 112 of ECE/TRANS/294) As a next step, SC.3 <b>updated</b> its Terms of Reference to reflect the alignment of its programme of work with the Strategy <b>They were adopted by ITC at its eighty-fourth session (Feb 2022).</b></p>		

Tasks	Status	Next steps	Responsible in Division
4.2 Adjust the Strategy and its priorities if necessary	<p>COVID-19 resulted in many challenges to international inland and urban transport. So far however COVID-19 assessment does not show any need to make changes to the Strategy. A possible COVID-19 aftermath measures may be managed as part of priority tasks 5.5, 5.6, 5.9, 5.14, 5.15, 5.20, 5.22 and 5.23.</p> <p>Should a need arise, adjustment may be proposed.</p>	<p>Monitor development in inland transport and propose adjustments to the Strategy as necessary.</p>	<p>ITC secretariat in cooperation with relevant WPs secretaries</p>
4.3 Adjust ITC rules of procedures	<p>ITC Rules of procedures (RoP) and revised ITC Terms of Reference have been adopted by ITC in February 2020 and February 2019 respectively. The secretariat sent briefing notes to key ECOSOC members. The secretariat made also a presentation to ECOSOC members and provided updated information notes and general support to Member State deliberations in preparation of the 2021 ECOSOC session, as well as following it, in implementation of relevant ECOSOC decisions. <b>The secretariat worked closely with the 2020-2021 Bureau members and the Chair of the Economic Commissions for Europe, whose inputs and support were invaluable in the endorsement by ECOSOC of the revised ITC Terms of Reference.</b></p> <p><b>Further to this action, the draft resolution of ECOSOC entitled “Revised terms of reference of the Inland Transport Committee of the Economic Commission for Europe”, (document E/2022/L.4) was adopted on 16 February 2022 as ECOSOC resolution 2022/2. The revised ITC Terms of Reference (TOR) can be found in ECE/TRANS/316/Add.2 (in A/C/E/F/R/S).</b></p> <p><b>Following the entry into force of the revised ITC TOR on 16 February 2022, the ITC Rules of Procedure, as contained in ECE/TRANS/294, annex III, also entered into force.</b></p>	<p>Promote and support the positive consideration of the ToR by ECOSOC – <b>implemented (see status).</b></p> <p><b>In a follow up: Operationalize ITC TOR and ROP and achieve necessary alignments to ITC TOR/ROP by its subsidiary bodies<sup>1</sup></b></p>	<p>ITC secretariat</p>

<sup>1</sup> As per ITC decision ECE/TRANS/294, para 18 and following the adoption by ECOSOC of the resolution entitled “Revised terms of reference of the Inland Transport Committee of the Economic Commission for Europe” (document E/2022/L.4) on 16 February 2022. The alignments to ITC TOR by its subsidiary bodies are subject to the decision of ITC at its 85<sup>th</sup> session.

Tasks	Status	Next steps	Responsible in Division
	<p>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 report ECE/TRANS/WP.15/253, paragraph 58. <b>At its thirty-ninth session (January 2022) the ADN Safety Committee (WP.15/AC.2) considered and adopted its Rules of Procedures which were revised at the fortieth session (August 2022) (see ECE/TRANS/WP.15/AC.2/80/Add.1/Rev.1)</b></p>		
	<p>WP.11 noted the Inland Transport Committee (ITC) report ECE/TRANS/294 paragraph 18 on the rules of procedure of the Working Parties. In an effort to align the rules governing participation in the sessions and the adoption of amendments with those recently adopted for the ITC, WP.11 requested the secretariat to prepare for the next session a comparison between the rules of procedure of the Committee and the Working Party on those items. <b>At its seventy-eighth session (May 2022) and after consideration of the comparison prepared by the secretariat, the Working Party agreed that there was no need to amend its Rules of Procedure immediately. Delegations wishing to present proposals for modification of the Rules of Procedure, could do so on the basis of the Rules of Procedure of the ITC.</b></p>		
	<p>SC.3 at its sixty-sixth session (12 to 14 October 2022) prepared its new Rules of Procedure (ECE/TRANS/SC.3/2022/14) and recommended them for adoption by ITC at its eighty-fifth session.</p>		
	<p>At its 65<sup>th</sup> session (Oct. 2022), WP.24 prepared its new Rules of Procedure (ROP) based on ITC latest ROP. These WP.24 ROP is submitted to ITC eighty-fifth session for adoption.</p>		
	<p>See point 4.1 for the updates in this area for SC.2.</p>		



	<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
4.4	Promote implementation of the Strategy	<p>WPs are taking active role in the implementation of the Strategy. <b>WPs Chairs were invited to continue implementing the steps endorsed by ITC at its eighty-third session and kept unchanged during the eighty-fourth session for advancing the Strategy's implementation. As in 2021, a new letter (of 3 May 2022) was sent to Chairs with the invitation to continue the implementation of the Strategy.</b></p>	<p>Coordination and regular meetings will continue so as to ensure full alignment and implementation of the Strategy; this may include meetings (virtual) with the WPs Chairs and the ITC Chair to agree on common activities or tasks.</p>	ITC secretariat and all WPs secretaries
4.5	Adjust, as necessary, the ITC annual session	<p>The ITC agenda was adjusted in line with the Strategy priorities and action plan. Existing agenda items were reordered to reflect priorities in the Strategy and new agenda items were introduced.</p> <p>Please also see tasks 5.18 and 5.19</p>	<p>Continue consideration with the Bureau on further adjustments to the organization of the ITC session to further support the implementation of the Strategy and ITC decision-making.</p>	ITC secretariat
4.6	Hold consultations and build cooperative relationship with other UN regional commissions	<p>Transport Division actively cooperates with other UN regional commissions (RCs). Transport Director informed the counterparts in other RCs of the Strategy and proposed cooperation. Transport Division involves other RCs in its projects/initiatives: the UNDA project on development of Sustainable Inland Transport Connectivity Indicators (SITCIN) and COVID-19 response / initiative with the development of the Border Crossing status due to Covid-19 Observatory where all RCs are involved; and road safety activities such as road safety performance reviews. ECE and ESCAP also work together on Euro-Asian transport connectivity.</p> <p>ECE Transport and ESCWA are working together for the development of the International Transport Infrastructure Observatory.</p> <p>ECA, ESCAP and ESCWA attended the 83<sup>rd</sup> session of ITC. ESCAP updated ITC on activities of inland transport in ESCAP region as part of the ITC Dialogue with UN RCs on ongoing activities related to inland transport.</p> <p><b>ECA, ECLAC, ESCWA, ESCAP attended the eighty-fourth session of ITC and updated ITC on activities of inland transport in the respective</b></p>	<p>Continue and enhance collaboration with other RCs.</p>	ITC secretariat in collaboration with relevant WPs secretariats

Tasks	Status	Next steps	Responsible in Division
	<p><b>regions under agenda item 11(d) of ECE/TRANS/315.</b></p> <p>All UN RCs participated in a designated agenda item on Inter-Regional Consultations on Sustainable Transport Connectivity which was part of the WP.5 34<sup>th</sup> annual session held in September 2021. WP.5 welcomed these consultations “which assisted in the implementation of the ITC strategy and in particular its pillar on inter-regional connectivity and invited the secretariat to continue holding and facilitating such consultations on targeted topics of interregional interest, in cooperation if possible, with the other UN RCs as well as other regional / interregional organizations and relevant projects.”</p> <p><b>A workshop on cross-border insurance of motor vehicles was jointly organized by ECA, ECE, ECLAC, ESCAP and ESCWA, as part of SC.1’s 117<sup>th</sup> session on 19 October 2022. The participants recommended that another workshop be organized in 2023 to further exchange experience and identify common challenges and potential solutions to further enhance cooperation between the card systems.</b></p> <p><b>On 5 September 2022, an inter-regional workshop on electrification of urban mobility – opportunities and challenges for transport, energy and spatial planning was organized as part of the WP.5 cluster of work on "sustainable urban mobility, public transport, and cycling". At ECE, the workshop was co-organized by the Sustainable Transport Division, the Sustainable Energy Division and the Housing and Land Management Section. The workshop was supported by the five United Nations regional commissions: ESCAP, ESCWA, ECA and ECLAC.</b></p> <p><b>RCs were invited and participated in the regional presentations and workshops for LearnITC – the Inland Transport and Trade Connectivity eLearning Platform.</b></p>		

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
<b>5</b>	<b>Actions from the list of priorities</b>		
5.1	<p>Service and administer legal instruments</p> <p>Relevant WPs/ACs administer the legal instruments under their purview. As part of this work, WPs assess and/or review legal instruments under its purview, e.g. WP.30 at its 154<sup>th</sup> session, started an assessment of the 17 legal instruments under its purview, including, but not limited to, the possibility to amend them (see ECE/TRANS/WP.30/308, paragraph 6 and ECE/TRANS/WP.30/2020/1).</p> <p>SC.2 continues to modify and update the AGC to ensure that it is consistent with current requirements. Revision 4 has recently been released and has now been accompanied by a document explaining the benefits of becoming a contracting party to it and the process for becoming a contracting party.</p> <p><b>Further amendment modifications have been proposed by Georgia and Lithuania, the Georgian ones have already entered into force. Work continues to prepare amendment modifications to the AGC to update it and modernise it to cover passenger stations (Hubs) (see further 5.4)</b></p> <p>WP.24 adopted amendments to the AGTC:</p> <ul style="list-style-type: none"> <li>- in Oct 2020 following proposals made by Austria, Czechia, Germany, Greece and Croatia,</li> <li>- in Oct 2021 following proposals made by Croatia, Georgia (except an amendment to C-E 99), Poland and the Russian Federation. The amendments from Georgia and Poland will bring further consistency between AGTC and AGC, and</li> <li>- <b>in Oct 2022 following proposals made by Denmark and Lithuania (specificities on adopted proposals are reflected in the report of the sixty-fifth session).</b></li> </ul> <p>WP.24 established at its 64<sup>th</sup> session in Oct 2021 a mechanism for monitoring the implementation of the Convention. For this purpose, WP.24 agreed that an inventory of AGTC lines and related installations will be established in GIS</p>	<ol style="list-style-type: none"> <li>1. Continue to administer and amend as necessary the legal instruments, this also includes the review, assessment and proposed updates and modernization as well as strategy for new accession and re-implementation.</li> <li>2. Work towards securing a mandate from the General Assembly or the ECOSOC for translation of documents related to the legal instruments with global scope in all six UN official languages.</li> <li>3. Continue the collaboration for ensuring consistency between specific legal instruments.</li> <li>4. Continue issuing recommendations on the implementation of the legal instruments and explore ways for enhanced monitoring of their application.</li> </ol>	<ol style="list-style-type: none"> <li>1. WPs/ACs secretaries</li> <li>2. ITC secretariat</li> <li>3–4. Relevant WPs/ACs secretaries</li> </ol>

Tasks	Status	Next steps	Responsible in Division
	<p>to monitor the achieved parameters versus the ones defined in the AGTC.</p> <p>WP.29/AC.4 facilitated the adoption of amendments to 1997 Vehicle Periodic Inspection Agreement encompassing various definitions and introduction of elements to further improve testing procedures.</p> <p>As of its 154<sup>th</sup> session (February 2020), WP.30 started reviewing each of the seventeen legal instruments under its aegis, providing an assessment of its current relevance and potential scope for extension (ongoing).</p> <p>At its 158<sup>th</sup> session (October 2021), the WP.30 confirmed that this had been a useful exercise, which had highlighted issues in the application of various legal instruments, leading to a review of their relevance at national level, including, at times, up to denunciations. Although it had been established that some legal instruments had lost their relevance or seemed to have been overtaken by more recent legislation, developed under the aegis of the United Nations or other international organizations, such as, in particular, the World Customs Organization (WCO), the Working Party was of the view that these legal instruments should continue to exist, as they may very well have served as the basis for more recently developed legal instruments and, therefore, continued to be of relevance. At the same time, and exactly for the same reason, WP.30 felt that there was no reason, or it could even be risky, to amend or adjust them to current realities as, by doing so, they might undermine the construction of more recent legislation that has been based on them.</p> <p>WP.30 was of the view that this exercise should be considered finalized and requested the secretariat to report this to the Inland Transport Committee at its February 2022 session (ECE/TRANS/WP.30/316 draft, paras. 8-9), <b>which was done by the secretariat.</b></p> <p>WP.29/AC.4 was working on a framework document for a model of continuous compliance for vehicles with safety and environmental</p>		

Tasks	Status	Next steps	Responsible in Division
	<p>requirements. <b>At its 187<sup>th</sup> session WP.29 endorsed the framework document on vehicle whole-life compliance (ECE/TRANS/WP.29/2022/145).</b></p>		
	<p>SC.3 and SC.3/WP.3 continued collecting information on the implementation of the AGN Agreement. The most recent update (Revision 4) was adopted in 2017 and came into force in 2018. <b>In 2018-2022, five amendments to the Inventory of Main Standards and Parameters of the E Waterway Network (Blue Book) were adopted.</b> The road maps for (a) the accession to AGN and (b) for the acceptance and implementation of resolution No. 40 were adopted in 2018-2019.</p>		
	<p><b>On 23 June 2021, the workshop “Building up a solid international regulatory framework aimed at increasing the efficiency and safety of inland water transport” was held at the fifty-ninth session of SC.3/WP.3. The participants discussed possibilities for improving the international regulatory framework, facilitating the accession to and the implementation of legal instruments and increasing the efficiency of international conventions and agreements under ITC.</b></p>		
	<p><b>On 12 October 2022 within the sixty-sixth session of SC.3, SC.3 and WP.24 held jointly: (a) the workshop “Development of Container Transport on Inland Waterways”, which focused on the current situation, potential and prospects for the development of container transport on inland waterways in Europe, the Caspian Region and China and (b) the round table on facilitating the alignment between the Protocol on Combined Transport on Inland Waterways to AGTC and AGN. Among the discussed topics were the barriers to accession and implementation to legal instruments, effective use of the monitoring instruments and the alignment of the two legal instruments. The participants agreed that the best way</b></p>		

Tasks	Status	Next steps	Responsible in Division
	<p><b>to ensure alignment between the legal instruments could be a joint management or monitoring of the protocol by SC.3 and WP.24. The participants also recommended WP.24 to apply the road map for acceding to the Protocol, prepared by the two secretariats. A resolution on facilitating the development of container transport on inland waterways was agreed between SC.3 and WP.24 and is submitted to ITC for adoption.</b></p>		
	<p>As part of the measures to facilitate understanding and implementation of the legal instruments, the WPs/ACs attempt to ensure availability of the global instruments in all six UN official languages.</p>		
	<p>Relevant WPs/ACs work together to ensure necessary consistency between specific legal instruments, e.g. WP.15 and WP.29 on vehicle regulations R105 for dangerous goods vehicles or WP.15 and WP.1 on road signs related to dangerous goods.</p>		
	<p>Relevant WPs issue recommendations for enhanced alignment of national laws with the legal instruments (e.g. WP.15 recommended alignment of national laws on transport of dangerous goods with ADR, to facilitate effective implementation of ADR and improvement of road safety. It encouraged ITC to adopt this recommendation).</p>		
	<p>Resolution R.E.6 has been updated by WP.29/AC.4 with technical provisions for Technical Roadside Inspections, which require commercial vehicles to be well-maintained continually, ie also in periods between mandatory inspections. WP.29/AC.4 introduced a system for Risk Rating for Operators based on intelligence gained from inspection activities.</p>		
	<p>As agreed by WP.15 at its 109<sup>th</sup> session (May 2021), the secretariat prepared a revised version of the Road Map for accession to ADR and its implementation (ECE/TRANS/WP.15/2021/15). At its 110<sup>th</sup> session, WP.15 <b>adopted the proposed ADR road map with</b></p>		

Tasks	Status	Next steps	Responsible in Division
	<p><b>additional amendments and requested the secretariat to publish it as an e-publication.</b></p> <p><b>At its eighty-fourth session, ITC endorsed the request by WP.15 that an electronic version of the revised Road Map be published and made available on the ECE website.</b></p> <p><b>The electronic version of the revised Road Map was published in English, French and Russian and made available on the ECE website in [October 2022].</b></p> <p>WP.15 will continue its collaboration with WP.1 and WP.29 for ensuring consistency between specific legal instruments.</p> <p><b>At its 117th session, SC.1 agreed to begin a review of the eleven legal instruments which it administers at its next session, and requested the secretariat to prepare a presentation or document to facilitate a discussion.</b></p>		
5.2 Amend ITC ToR (by 2020)	Please see information under the task 4.3		ITC secretariat
5.3 Amend the legal instruments with geographical and procedural barriers (by 2025)	<p>ADR Agreement: “European” removed from the title of agreement. Although the Agreement was already open for accession by all UN Member States, it is understood that this amendment may facilitate accession from those for which the reference “European” could be perceived as an obstacle. This amendment entered into force on 1 January 2021.</p> <p>1997 Vehicle Periodic Inspection Agreement: reference to “Europe” removed from the preamble of the Agreement through a 2019 amendment so as to underpin the global scope of this Agreement.</p> <p>WP.1 has already informally rejected the changes to eligibility provisions in the “European Supplements” to both 1968 Conventions. Nevertheless, prior to 2025, WP.1 will undertake further discussions concerning amending final clauses in those and other legal instruments.</p> <p>At its 116<sup>th</sup> session, SC.1 expressed support for, and encouraged, a</p>	Identify legal instruments whose geographical or procedural barriers could be removed for opening up the instrument to global accession and include into the action plans.	WPs/ACs secretaries

Tasks	Status	Next steps	Responsible in Division
	<p>contracting party to the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) to formally submit an amendment proposal to amend article 14 in order to open up the agreement globally. <b>An amendment proposal has yet to be submitted. SC.1 and its Group of Experts on AETR will continue to raise this matter at their sessions until a contracting party steps forward to submit such.</b></p>		
	<p>SC.1 has commenced discussions to consider whether it would be appropriate to open the European Agreement on Main International Traffic Arteries (AGR) to accession by non-ECE member States. <del>To facilitate further discussion at SC.1's 117<sup>th</sup> session, the secretariat will invite representatives of other UN regional commissions to provide information on their equivalent regional agreements.</del> To facilitate further discussion at SC.1's 117<sup>th</sup> session, <b>at SC.1's request, the secretariat will invited representatives of other UN regional commissions to provide information on their equivalent regional agreements UNESCAP to present on the Intergovernmental Agreement on the Asian Highway Network at SC.1's 117th session. SC.1 appreciated the presentation and requested the secretariat to invite other United Nations regional commissions to present on other regional agreements at its next session. The Chair also reminded SC.1 participants to consult their capitals on whether it would be appropriate to open AGR to accession by non-ECE member States.</b></p>		
	<p>An internal task force was established to review legal instruments in the context of this task. The task force did not identify, through its review, any additional convention whose geographical or procedural barriers could be removed for opening it up to global accession:</p>		



Tasks	Status	Next steps	Responsible in Division
5.4 Review relationship of the existing legal instruments and make recommendations (by 2022)	<p>- the conventions either have already a global coverage, or</p> <p>- they are protocols to conventions with global coverage and so introduce specific regional provisions building on the global ones, or</p> <p>- they were established to serve a specific regional goal like e.g. the infrastructure agreements to determine a plan of regional network development, or</p> <p>- the discussion on the process to open up the instrument has taken place in the relevant working party (reference e.g. to discussion in SC.1 regarding AETR)</p> <p>At its 64<sup>th</sup> session, SC.3 exchanged information on the impact of the COVID-19 outbreak on inland navigation and found it desirable to make an assessment of conventions and agreements under the ECE purview and ECE resolutions in the field of inland water transport in terms of preparedness for similar situations.</p> <p><b>At its sixty-fifth session, SC.3 noted that the Convention relating to the Unification of Certain Rules concerning Collisions in Inland Navigation, the Convention on the Registration of Inland Navigation Vessels and the Convention on the Measurement of Inland Navigation Vessels were not directly related to special circumstances due to the pandemic situation. In 2021-2022, SC.3 and SC.3/WP.3 were invited to consider amendments to AGN and SC.3 resolutions aimed to enhance resilience of the sector to the pandemics situations, proposed by the secretariat.</b></p> <p>An internal task force was established to review legal instruments in the context of this task. The task force identified a number of opportunities, issues or risks in relation to specific conventions as follows:</p> <p>- International Convention on the Harmonization of Frontier Controls of Goods, 21 October 1982 – opportunity: digitalization</p>	Review in clusters by modes of transport (road, rail, inland waterways, intermodal) the relationship between the existing legal instruments and make recommendations. If needed and deemed appropriate either for strategic purposes or because the demand of business environment, such recommendations, their adoption and their possible implementation could take place at earlier stages.	WPs secretaries

Tasks	Status	Next steps	Responsible in Division
	<p>- Customs Convention on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles – opportunity: Digitalization of the Carnet de Passage en Douane (CPD)</p>		
	<p>- European Agreement on Main Inland Waterways of International Importance (AGN), of 19 January 1996 – risk: PIANC is developing new principles for classification of inland waterways; this may potentially have an impact in the future</p>		
	<p>- Convention on the Measurement of Inland Navigation Vessels, of 15 February 1966 – opportunity: digitalization of the measurement certificate</p>		
	<p>- Convention on the Registration of Inland Navigation Vessels, of 25 January 1965 – opportunity: digitalization of the registration certificates and vessels’ registers</p>		
	<p>- Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) – opportunity: fresh fruits and vegetables are not cover by the convention; other important perishable goods like vaccines and pharmaceuticals in general are not covered</p>		
	<p>- Infrastructure Agreements – opportunity: set up implementation monitoring mechanism if not yet existing</p>		
	<p>- Road Traffic, 1968 – gap: rules for automated driving (discussion ongoing in WP.1)</p>		
	<p>- Road Signs &amp; Signals, 1968 – opportunity: computerization of the Convention regarding signs, signals and markings (computerization for signs developed but not concluded yet - subject to finalising of an amendment proposal), no computerization of signals and markings yet developed</p>		
	<p>- Protocol Road Markings, 1973 – opportunity: computerization of the Protocol regarding markings</p>		
	<p>- E Rail Network (AGC), 1985 – gap: No coverage of passenger hubs (the</p>		

Tasks	Status	Next steps	Responsible in Division
	<p>equivalent of the AGTC for passengers) Does not cover signalling/safety technical parameters (Group of Experts on international railway passenger hubs was established in 2021).</p> <p>Considering that the opportunities, risk or gaps are instrument specific, ITC <b>invited at its eighty-fourth session (Feb 2022)</b>, as appropriate, its individual WPs to undertake work to seize the opportunities or address the gaps or risk, if such work has not been yet started.</p> <p><b>In this regard:</b></p> <ul style="list-style-type: none"> <li>- <b>At its 117<sup>th</sup> session, SC.1 requested the secretariat’s assistance in preparing a survey to be sent to contracting parties to the agreement to enquire about the status of implementation of AGR on their territories.</b></li> <li>- <b>At its sixty-fifth session, WP.24 reviewed progress made in the development of an implementation monitoring in GIS environment.</b></li> <li>- <b>There was an amendment to the 1968 Convention on Road Traffic on some aspects related to “automated driving”.</b></li> <li>- <b>WP.1 is working on the electronic version of the 1968 Convention on Road Signs and Signals, which should be completed in 2023 (subject to relevant amendment proposals being accepted and the continued availability of external funding).</b></li> <li>- <b>WP.1 has not planned so far to initiate creating an electronic version of the Protocol on Road Markings.</b></li> <li>- <b>SC.2 continues work on passenger hubs and agreed to the creation of Model Rules for the Permanent Identification of Railway Rolling Stock (see further under task 5.6)</b></li> </ul>		
5.5 Identify additional necessary legal instruments	Under this priority the need for instruments in support of existing legal instruments is discussed. Instruments such as on facilitation of visa for professional drivers or border crossing	Further advance the discussions on basis of the analysis under 5.4.	Relevant WPs secretaries

Tasks	Status	Next steps	Responsible in Division
	<p>facilitation in extraordinary situations including pandemics are considered.</p> <p>SC.2 has initiated the creation of a Group of Experts on International Railway Passenger Hubs (approved by ITC in 2021) with the aim of identifying a legal instrument that could be developed to further facilitate passenger modal shift to rail.</p> <p><b>The Group of Experts on International Railway Passenger Hubs continues its work and has agreed to prepare amendment modifications to the AGC to update it and modernise it to cover passenger stations (Hubs) The Group is working towards the preparation of an amendment modification to the AGC to be proposed by Contracting Parties.</b></p>		
	<p>In reaction to the outbreak of the COVID-19 pandemic and its impact on international transport, following a tasking of the ITC at its session in 2020 “To conduct necessary research on provisions in existing frameworks and new needed areas of work to promote cooperation between transport authorities in the field of counteracting the effects of emergency situations of cross-country nature, including epidemics and pandemics”, an Informal Multidisciplinary Advisory Group on Transport Responses to COVID-19 was established under WP.5 auspices. In 2020, two virtual sessions were held, on 9 June and 8 September respectively gathering officials from ministries of transport, economy, health and customs committees from over 40 countries across the ECE region. Inputs from these Advisory Group meetings have been included in a comprehensive report that was submitted to ITC at its 83rd Session (ECE/TRANS/2021/4). ITC extended the work of the Advisory Group for one more year until February 2022 requesting that cooperation between working parties, and between the ITC and other specialized agencies of the UN System be enhanced. To this end, a third virtual session in June 2021 was held with participation of ICAO and IMO. Deliberations focused</p>		

Tasks	Status	Next steps	Responsible in Division
	<p>on the identification of commonalities and lessons learned in the way that the maritime, aviation and inland transport (sub-)sectors experienced the COVID-19 pandemic and how they handled the many challenges at hand. This third session of the advisory group benefited from the participation of various Chairs and Vice Chairs of transport mode specific Working Parties including SC.3 and WP.24 and allowed for an extensive round of cross-sectoral exchanges. Recommendations and proposals have been introduced into a revised version of ECE/TRANS/WP.5/2020/10 (Rev.1) for consideration by the 34th session of WP.5 in September 2021. WP.5 took note of the recommendations for possible further action and “Requested the secretariat to prepare an official document including the recommendations developed so far as well as a proposed action plan for their implementation and to develop a concept note for further information exchange and possible contingency planning for rail as well as road and inland waterways for the forthcoming ITC session”. WP.5 also requested the secretariat to raise awareness about the important role that transport workers play in keeping supply chains operational at times of pandemics and other emergency situations and to enable their prioritized access to healthcare systems. <b>ITC at its seventy-fifth anniversary session in February 2022 welcomed the recommendations for possible further action and adopted the proposed action plan for their implementation put forward in ECE/TRANS/2022/19. In particular, the Committee welcomed the concept note developed by the secretariat regarding contingency planning for rail, road, inland waterways and intermodal transport and requested the secretariat to present these proposals to the following mode-specific Working Parties: SC,.1, SC.2, SC.3/WP.3, WP.24 for their consideration and possible further elaboration.</b></p>		

Tasks	Status	Next steps	Responsible in Division
	<p><b>At the WP.5 thirty-fifth session the secretariat invited the Working Party to consider document ECE/TRANS/WP.5/2022/4 which is a revised version of ECE/TRANS/2022/19 and to provide guidance on next steps aimed at enhancing the resilience of the inland transport sector to and preparedness for future pandemics and/or international emergency situations. In this regard, the secretariat invited countries interested in strengthening their international transport sector contingency management systems to consider participating in an extra-budgetary funded pilot project on “Building resilient, climate adaptive and economically viable transport infrastructure networks”.</b></p> <p><b>WP.5 appreciated document ECE/TRANS/WP.5/2022/4 prepared by the secretariat and also appreciated that the proposed action plan for implementation by mode specific Working Parties of the recommendations produced by IMAG had been adopted by ITC at its session in February 2022 and requested the secretariat to follow up with these Working Parties regarding the implementation of this action plan. The Working Party also welcomed the proposal by the secretariat inviting interested countries to participate on a voluntary basis in a pilot project aimed at developing an International Contingency Management system for road, rail or inland waterways on a specific segment of a corridor.</b></p> <p>ADR already provides for mutual recognition of agreements and certificates and multilateral agreements have proven their effectiveness in extraordinary circumstances such as the COVID 19 outbreak.</p> <p>An internal task force was established to review legal instruments in the context of this task. A brainstorming will be organised to explore areas or issues, other than what is already in focus of specific WPs, for which legal instruments could be developed to the benefit of countries and assisting</p>		

Tasks	Status	Next steps	Responsible in Division	
5.6	Finalize three new legal instruments under development Explore new legal instruments (from 2020)	<p>transport sector sustainable development.</p> <p>The Rail Passenger Convention was adopted by ITC in February 2019; The work on URL <b>in Group of Experts towards URL resulted in elaboration of a draft convention on the contract of international carriage of cargo by rail. At the same time, the group have not reached a consensus for finalization of such convention. Therefore, SC.2 held consultations on URL between the seventy-fifth and seventy-sixth sessions and at its seventy-sixth session (Nov 2022), SC.2 decided to work in 2023 towards the finalisation of the Convention on the Contract for International Carriage of Goods by Rail as part of a system of URL Conventions.</b></p> <p>SC.1 resumed its discussions on the draft OmniBus agreement at its 114<sup>th</sup> session in October 2019 and made progress on a number of outstanding issues. Due to disruptions to usual work processes arising from the Covid 19 pandemic in 2020, planned informal meetings with the Russian Federation, Switzerland and Turkey to resolve the outstanding issues did not take place. In November 2020, Switzerland and Turkey through separate communications informed the secretariat that they would not be continuing their discussions on the draft agreement. In light of these developments as well as the challenges posed by the Covid 19 pandemic on the passenger services, SC.1 (at its 116<sup>th</sup> session) decided to keep this item on its agenda but to suspend further discussions on this topic until the transport sector has had the opportunity to more fully recover (ie in 2023 or 2024).</p> <p><b>At its seventy-sixth session, the Working Party on Rail Transport agreed to the creation of Model Rules for the Permanent Identification of Railway Rolling Stock. Their adoption will be discussed at ITC in February 2023 and if adopted will become the 60th legal instrument under the auspices</b></p>	<p>1. Continue the processes to finalise URL and Omnibus</p> <p>2. Organise brainstorming session on the exploration of new legal instruments in inland transport.</p>	<p>1. SC.1 secretary (accompanying the SC.1 Chair) and SC.2/EGURL secretary</p> <p>2. Relevant WPs secretaries with involvement of ITC secretariat</p>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p><b>of ITC. The Model Rules will require the creation of a Revisions Committee to the Model Rules to ensure that they are maintained up-to-date.</b></p> <p>New legal instrument on automated driving is considered in WP.1 (please also see task 5.17)</p> <p>Exploration of new legal instruments should continue.</p>		
5.7 Prepare a comprehensive plan on capacity building (by 2020)	The ITC Capacity Development Action Plan (2020–2025), as contained in ECE/TRANS/2020/18 was adopted by ITC at its eighty-second session (February 2020)	Implement the capacity development action plan subject to the availability of resources.	Regional Advisor with all Division staff
5.8 Adjust/update existing training materials (from 2020)	<p>UNDA project on the development of e-learning platform was approved. This project is to review, update and integrate, as appropriate, available training material on UN inland transport legal instruments, develop some new material for the e-learning platform as well as test the platform in the beneficiary countries.</p> <p><del>Work on the preparation of the e-learning platform is ongoing with the structure in the process of being finalized and the preparation of the launch training courses well underway.</del></p> <p><b>The elearning platform LearnITC was launched at the beginning of Sep 2022. It can be accessed at: <a href="https://learnitc.unece.org/">https://learnitc.unece.org/</a> Over 150 courses have been started by participants from over 20 countries across the world since the launch.</b></p>	<p>1. Implement the project.</p> <p>2. Adjust/update existing training materials.</p>	<p>1. Responsible officer with support of all Division staff</p> <p>2. All Division staff coordinated by Regional Advisor</p>
5.9 Prepare new training materials, standards and competency criteria (from 2022)	<p>New training materials are to be developed subject to availability of extrabudgetary funding <b>to be made available through LearnITC.</b></p> <p>Additional standards and competency criteria are also to be developed in WPs, in form of handbooks, amendments to legal instruments, or new legal instruments.</p> <p>WP.24 developed and published a Handbook for national master plans for freight transport and logistics (more information under 5.20).</p>	<p>1. Start projects subject to availability of extrabudgetary funding.</p> <p>2. Continue development of handbooks, standards and competency criteria in WPs.</p>	<p>1. Division staff with support of Regional Advisor</p> <p>2. WPs secretaries</p>



Tasks	Status	Next steps	Responsible in Division
5.10 Develop training courses (from 2019)	<p>The information on the impact of the COVID-19 outbreak on inland navigation collected by SC.3 and SC.3/WP.3 has been transmitted and reflected in the publication “Intermodal Transport in the Age of COVID-19 Practices, Initiatives and Responses”.</p> <p><b>At its sixty-sixth session, SC.3 approved the glossary of terms and definitions for inland water transport and asked the secretariat to issue it as a trilingual publication.</b></p> <p>Curricula for training courses are to be developed partly in the UNDA project (see task 5.8).</p> <p><b>In 2021-2022, an e-learning course on the International certificate for operators of pleasure craft (resolution No. 40) was developed for the e-Learning platform.</b></p> <p><b>An e-learning course on the development of freight transport and logistics in a sustainable was developed in 2022 and is accessible on the e-Learning platform.</b></p> <p><b>In 2022, an e-learning course on ADR was developed for the e-Learning platform.</b></p> <p><b>In 2022, an e-learning course on 1958 Agreement was developed for the e-Learning platform.</b></p> <p><b>In 2022, an e-learning course on Intelligent transport Systems (ITS) was developed for the e-Learning platform.</b></p>	Discuss partnership agreements for course development/implementation subject to availability of extrabudgetary funding.	Regional Advisor with support of ITC secretariat and relevant WPs secretaries
5.11 Develop indicators (from 2019)	<p>UNDA project on Sustainable Inland Transport Connectivity Indicators (SITCIN project) implemented in collaboration with ESCWA and ECLAC is reaching its final. A set of 215 Sustainable Inland Transport Connectivity Indicators was developed in the project. The set provides a tool for countries to assess their degree of external connectivity in terms of transport, logistics, inter-operability, border crossing and trade processes.</p> <p><del>An e-learning course and an online data collection tool was developed to assist the use of the indicators by member States and is available at <a href="https://rise.articulate.com/share/hnNW">https://rise.articulate.com/share/hnNW</a></del></p>	Conclude the SITCIN project and promote and disseminate the indicators for a wide application in coordination with ITC and further to its decisions.	WP.5 secretary

Tasks	Status	Next steps	Responsible in Division
5.12 Expand further global participation in, and cooperation between, WP.1 and WP.29	<p>QFPw_oCSnrhzBN471ZUz_U-zPWV1#/. In October 2022, as part of the WP.5 workflow, an ECE publication on “Sustainable Inland Transport Connectivity Indicators (SITCIN) – Understanding the performance of road, rail, inland waterway, and inter-modal transport systems” was published. In parallel, an online multilingual SITCIN user dashboard and eLearning course have been made available as well at SITCIN.org.</p>	Continue close collaboration.	WP.1 and WP.29 secretaries
	<p><b>WP.1, and WP.29 subsequently, have proposed to expand the exchange in order to create a more intensive collaboration between the two Working Parties.</b></p>		
	<p>The Chair of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) attends WP.1 sessions to share information on the ongoing work and evolution of the planned regulation for automotive advancement of in-vehicle technology.</p>		
	<p>WP.1 has proposed to the GRVA Chair to hold (with GRVA and/or WP.29) a joint event in 2022 to engage the road safety community to share views and experience on the recent rapid technological advancements. The proposal is subject to acceptance by GRVA and/or WP.29 was positively considered by GRVA in September 2021. In the meantime, discussions will take place within WP.1 and WP.29 to define elements for further collaboration. A WP.1 Informal Group of Experts on Automated Driving and the GRVA Informal Working Group on Functional Requirements for Automated Vehicles will hold a workshop on 7-8 November 2022.</p>		
5.13 Update DETA and host it at ECE (from 2022)	<p>DETA is operational since the beginning of 2020. It is currently hosted by Germany as an in-kind contribution. Two further modules for</p>	Continue efforts to keep DETA up-to-date and to be hosted at ECE.	WP.29 secretary

Tasks	Status	Next steps	Responsible in Division
5.14 Promote the accession to and operationalization of the e-CMR (from 2019)	<p>DETA (Unique Identifier, UI, and Declaration of Conformity, DoC) are under development and financed through in-kind contributions of non-governmental stakeholders (CITA, OICA, CLEPA).</p> <p>RB funding for hosting DETA at ECE was not approved so far by the Fifth Committee.</p>	<p>1. Continue the operationalization of eCMR.</p> <p>2. Implement the eCMR project for selected countries with funding from IsDB and promote these countries accession to eCMR.</p>	1–2. SC.1 secretary
	<p>SC.1, at its 114th session (October 2019), formed an informal group of experts on e-CMR to prepare a paper, with the support of the secretariat, detailing the research and other actions needed and/or recommended for the operationalization of e-CMR to be tabled at a future ITC session. The paper was completed and submitted at the 116<sup>th</sup> session of SC.1. SC.1 noted the information and conclusions of the paper, and has submitted it to ITC at its 84th session. SC.1 also decided to establish a formal group of experts on the operationalization of the eCMR procedure for two years (2022 and 2023) to discuss and, if possible, agree on the requirements of article 5 of the eCMR Additional Protocol. <b>ITC and EXCOM approved the establishment of such a group of experts (in Feb and May 2022). GE.22 met three times in 2022. It adopted a programme of work and made good progress on prioritizing its objectives, focusing on the analysis of the provisions of article 5 as well as of the main provisions of the CMR Convention to be transformed in an electronic environment with the main objective to be the preparation of the high-level architecture of the future eCMR system and its functional specifications.</b></p>		
	<p><b>The ISDB project was finalised and a report was prepared that (a) summarizes the views and requirements of the ten member States of ECO region for the future eCMR system, and (b) describes the functional specifications of the future eCMR system based on ECO member States requirements to be submitted to the Group of Experts</b></p>		

Tasks	Status	Next steps	Responsible in Division	
5.15	Gradually develop e-TIR leading to the possible full implementation of the e-TIR system by 2023 subject to the entry into force of new Annex 11 to the TIR Convention	<p><b>on the operationalization of eCMR for their consideration.</b></p> <p>The new Annex 11 and relevant amendments to the TIR Convention on eTIR were adopted by the contracting parties to the TIR Convention during the February 2020 session of the Administrative Committee. The new annex came into force on 25 May 2021. <b>Version 4.3. of eTIR conceptual, functional and technical specifications was adopted by the Technical Implementation Body (first session, January 2022) and by AC.2 (seventy-seventh session, February 2022).</b></p> <p><b>This provides a complete legal and technical basis for those countries that are willing to implement the eTIR procedure during 2022.</b></p> <p><b>Azerbaijan, Georgia, Pakistan, Tunisia, Turkey and Uzbekistan have finalized the interconnection of their national customs systems with the eTIR international system pending performance of the conformance test which have already been initiated.</b></p> <p><b>On behalf of its 27 member States, the European Commission finalized a proof of concept to interconnect the European Union's New Computerised Transit System (NCTS) with the eTIR international system.</b></p> <p><b>ECE and IRU signed a MoU on 22 November 2021 to implement the TIR Convention and, more specifically, Annex 11 by ensuring the interconnection of the IRU systems with the eTIR international system.</b></p> <p><b>Several activities are being organized outside the ECE region in order to promote accession to the TIR Convention and use of the eTIR international system (Morocco, June 2022 for 16 sub-Saharan countries and Djibouti, December 2022, for the eight member States of IGAD).</b></p>	<ol style="list-style-type: none"> <li>1. Ensure that the new Annex 11 will come into force in 2021 – implemented (see status).</li> <li>2. Encourage TIR contracting parties to connect their national customs systems to the eTIR International System during 2020 and 2021.</li> <li>3. Promote connection of New Computerised Transit System (NCTS) with the eTIR International System in the most efficient and effective way.</li> <li>4. Promote the implementation of eTIR International System to extend the TIR system to transport operations such as the intermodal transport, or transport of e-business parcels.</li> </ol>	1–4. WP.30 and TIR secretariat
5.16	Identify, foster and facilitate the introduction of	Under WP.5 and in the framework of a project funded by ISDB, a GIS-based International Transport Infrastructure	1. Subject to ITC decision, continue the work on making the Observatory the	1. WP.5 secretary

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
new technologies in the rail, road, road-based mobility, inland waterway, logistics, intermodal transport until 2030	<p>Observatory (ITIO) has been developed. The main objectives of the Observatory are:</p> <ul style="list-style-type: none"> <li>- To accommodate and integrate all information/data concerning transport infrastructure/corridors/ projects etc being elaborated and generated by the Division including all transport infrastructure projects (EATL, TEM &amp; TER etc) agreements (AGR, AGC etc) and groups of experts reports (climate change adaptation, benchmarking transport infrastructure construction costs);</li> <li>- To serve as an electronic regional connectivity tool to bring together all transport corridors/networks initiative especially along the Euro-Asian continents (TRACECA, CAREC) and not only (ESCWA); and</li> <li>- To serve as a virtual marketplace for attracting financing of national, regional, and inter-regional transport infrastructure projects and services.</li> </ul> <p>WP.5 at its 34<sup>th</sup> session invited interested stakeholders (including national Governments and Multilateral Development Banks) to participate in an ITIO test phase. It invited the secretariat to provide necessary assistance to national delegates and representatives of other stakeholder entities in conducting these tests, including through providing dedicated accounts for testing. It also requested the secretariat to inform the ITC Bureau and the Committee on the development of the ITIO and possible outcomes of the tests once they are completed.</p> <p><b>WP.5 at its thirty-fifth annual session in September 2022 welcomed the finalization of the platform after several years of combined efforts among ECE, IsDB, ESCWA, CETMO and ECO and called upon Governments that had not yet done so to appoint National Focal Points and start exploring its functionalities, provide feedback on their user experience and start feeding it with additional geocoded data.</b></p>	<p>tool that integrates the work of the Inland Transport Committee and the Division in the sphere of connectivity, promotes interregional connectivity and facilitates financing of new transport infrastructure projects.</p> <p>2. Update of the AGC/AGTC tool on infrastructure parameters</p> <p>3. Continue considering and supporting technical/technological developments in road, rail, inland waterway and intermodal transport.</p> <p>4. Work towards digitalization of the CTU Code.</p> <p>5. Continue the work on telematics under the umbrella of RID/ADR/ADN Joint Meeting.</p>	<p>2. SC.2 and WP.24 secretary</p> <p>3. SC.1, SC.2, SC3, WP.5 and WP.24 secretaries</p> <p>4. WP.24 secretary</p> <p>5. WP.15/AC.1 secretary</p>

Tasks	Status	Next steps	Responsible in Division
	<p>SC.2 is considering the introduction of a rail innovation observatory to track key innovations in the sector.</p>		
	<p>Relevant WPs look into possibilities to accelerate provision of E-networks and facilities of the infrastructure agreements (e.g. WP.24 for AGTC Agreement) on the GIS platform.</p>		
	<p><del>SC.2 and WP.24 are also looking into update and renewal of the joint AGC/AGTC tool on infrastructure parameters</del> <b>has been successfully completed and is available for member States to use to understand the parameters for these networks.</b> WP.24 is working to establish an inventory of AGTC lines and related installations in GIS. Such an inventory should be set up, if possible, by Oct 2023.</p>		
	<p>WP.5 issued under its series of transport trends and economics 2018–2019, a publication on Mobility as a Service.</p>		
	<p>WP.24 is regularly discussing technical/technological and organizational measures in intermodal freight transport and logistics with the aim to assist further optimization in this field. <b>In the framework of the sixty-fifth session, WP.24 considered digitalization of information and documentation for intermodal transport and the role of automation in freight transport and logistics. WP.24 agreed to elaborate a handbook on automation in freight transport and logistics.</b></p>		
	<p>WP.24 is working towards digitalization of the Code of Practice for Packing of Cargo Transport Units (CTU Code) to make the practices of safe and secure cargo packing available through a mobile app.</p>		
	<p>Work on telematics for dangerous goods is being done under the umbrella of the RID/ADR/ADN Joint Meeting. Guidelines for the use of electronic data exchange to satisfy the documentation requirements of RID/ADR/ADN were adopted and</p>		

Tasks	Status	Next steps	Responsible in Division
	<p>made available on the ECE website<sup>2</sup> at the request of the RID/ADR/ADN Joint Meeting. Work continues on the development and implementation of related web services, interfaces and a communication architecture supporting data.</p> <p>WP.29 is identifying and facilitating the introduction of new technologies in wheeled vehicles, through the work of its Working Parties, by harmonizing technical requirements and by managing its ecosystem regarding the Type Approval and the mutual recognition of certificates and by supporting the regulatory activities of countries relying on self-certification. WP.29 is also supervising the activities of the Informal Working Group on Intelligent Transport Systems, focusing on the integration of the vehicles in their intelligent environments and keeping WP.29 abreast of technological developments in the sectors at the interface with wheeled vehicles.</p> <p>WP.29's Working Party on Automated/Autonomous and Connected Vehicles (GRVA) is the main body dealing with introduction of frontier technologies and innovation in road vehicles. GRVA is working at high speed on the technologies that are likely and realistically going to enter the market, focusing on those that affect safety, security and connectivity.</p> <p><b>GRVA had a look at Artificial Intelligence (AI), working on definitions relevant for automated, autonomous and connected driving. It also discussed the impact of AI on validation methods for Automated Driving, the effect of online learning and self-learning on the vehicle's behaviour and put narrow AI (including machine learning, deep learning, etc.) under scrutiny. GRVA held two technical workshops on AI in 2022 to discuss, among others, whether narrow AI, Machine Learning, Deep Learning etc. requires specific regulatory response</b></p>		

<sup>2</sup> [http://www.unece.org/fileadmin/DAM/trans/danger/publi/adr/guidelines/ADR\\_Guidelines\\_Telematics\\_e.pdf](http://www.unece.org/fileadmin/DAM/trans/danger/publi/adr/guidelines/ADR_Guidelines_Telematics_e.pdf)

Tasks	Status	Next steps	Responsible in Division
	<p>or whether technology neutral requirements are sufficient.</p> <p>GRVA secretariate organized a series of webinars on ITS and on the implementation of Cyber-Security provisions (UN Regulation No. 155).</p> <p>Regarding automation, GRVA elaborated the first UN Regulation enabling automated vehicles through United Nations Regulation No. 157 on Automated Lane Keeping System (ALKS), which was adopted by WP.29 in June 2020. Since the latest amendments, ALKS covers also heavy vehicles next to passenger cars. Once the system is activated, it is in primary control of the vehicle and performs the dynamic driving task in certain environments up to a speed of 130 km/h, including lane changes. Further activities covering more use cases for automated vehicles (beyond the motorway use case addressed by ALKS) are performed under the Framework Document on Automated Vehicles.</p> <p>GRVA also addressed the increasing risks of cyber-attacks and elaborated UN Regulations Nos. 155 and 156, adopted by WP.29 in June 2020. United Nations Regulation No. 155 provides a framework for the approval of the vehicle manufacturers Cyber Security Management System, requiring processes to prove the functionality of this system. United Nations Regulation No. 156 sets requirements for the vehicle manufacturers Software Update Management System, having the potential to extend the lifetime of vehicles and ensure safety through their whole life cycle.</p> <p>Other GRs are also dealing with innovation, in a less systematic way. E.g. GRSG, is expected to deliver technical requirements supporting car sharing to facilitate the integration of vehicles in multimodal transport strategies. <b>GRSG developed a series of new United Nations Regulations for protection of vulnerable road users using latest technology (United Nations Regulation Nos. 158, 159 and upcoming 165 on vulnerable</b></p>		



Tasks	Status	Next steps	Responsible in Division
	<p><b>road users in front and side close proximity).</b></p>		
	<p>SC.1 is serving as a platform through its annual sessions for member States to share and present initiatives on the digitalization of road systems or road infrastructure in their countries.</p>		
	<p>SC.3 included the automation in inland navigation and smart shipping in its agenda in 2018. It adopted resolution No. 95 “Enhancing international cooperation to support the development of automation in inland navigation” in 2019. <b>In 2019-2020, SC.3 adopted revised resolutions of relevance to RIS (Nos. 48, 63, 79 and 80), which were followed by the booklet “RIS in the ECE region” published in 2022. SC.3 is currently working on updating resolution No. 58 “Vessel Traffic Services on Inland waterways”.</b></p>		
	<p><b>In 2021, SC.3 adopted the sixth revision of the European Code for Inland Waterways (CEVNI) based on recently updated resolutions, standards of the European committee for drawing up standards in the field of inland navigation (CESNI) and new developments in the sector.</b></p>		
	<p>The GIS database of E Waterway Network based on the Blue Book is regularly updated, and the online base of ICC issued by countries are available on the SC.3 web page.</p>		
	<p>SC.3 and SC.3/WP.3 are continuing their work on automated inland shipping, by exchanging information on automated inland shipping. Autonomous inland shipping principles applied on inland waterways can significantly contribute to the development of intelligent transport systems in the sector, as such, to the implementation of the SDGs.</p>		
	<p><b>In 2022, SC.3 was invited to consider an updated proposal for an e waterway census prepared by the secretariat.</b></p>		
	<p><b>In conjunction with the WP.5 35<sup>th</sup> annual session which took place in September 2022 an inter-regional</b></p>		

Tasks	Status	Next steps	Responsible in Division
5.17 Enhance support to automated vehicles from 2019, including continuation of amendments to the existing legal instruments and standards, and possible development of new agreement(s)	<p><b>workshop on electrification of urban mobility – opportunities and challenges for transport, energy and spatial planning was organized as part of the WP.5 cluster of work on "sustainable urban mobility, public transport, and cycling". Inter alia, the workshop provided an opportunity for reflection on and further inputs to document ECE/TRANS/WP.5/2022/2 titled “Taking stock of new trends towards electric vehicle charging infrastructure” which had been prepared by the secretariat upon request of the ITC at its previous session in February 2022.</b></p> <p><b>Inter alia, the document provides preliminary ideas and recommendations for a stronger role by ITC, the role of WP.5 a think-tank of ITC, and that of its sister Working Parties.</b></p> <p>WP.1 and WP.29 support this priority task. WP.1 is discussing the need to amend 1968 Convention on Road Traffic and related instruments to address safe deployment of automated vehicles in road traffic. This also includes considering an option of developing a separate, new legal instrument to regulate automated vehicles in international traffic. <b>The amendment proposal to the 1968 Convention on Road Traffic, developed by WP.1, aimed at facilitating deployment of automated vehicles on their territories, entered into force on 14 July 2022. A WP.1 Group of Experts has been working to develop a new legal instrument on the use of AVs in international traffic.</b></p> <p>WP.29 is working on technical regulations for automated vehicles. A framework document on automated/autonomous vehicles, established by WP.29, was endorsed by ITC at its eighty-second session (Feb 2020). A new UN Regulation for higher level of automated vehicles including requirements on Data Storage Systems for Automated Driving as well as new UN Regulations on Cyber security and Software</p>	<p>1. Continue the work of WP.1 and WP.29.</p> <p>2. Hold one joint session annually.</p>	1–2. WP.1 and WP.29 secretariats

Tasks	Status	Next steps	Responsible in Division
5.18 Hold high-level segments of ITC on various topics of sustainable inland transport (from 2019)	<p>Updates <b>were adopted</b> at the 181<sup>st</sup> WP.29 session (June 2020).</p> <p><b>WP.29 decided in March 2022 that all GRs perform a screening of UN Regulations and UN GTRs regarding their fitness for Automated Driving Systems (ADS) until March 2023 and agreed to resume consideration of a coordinated approach for reporting. Several GRs created Task Forces, that already exchanged views on the process and have started the screening exercise.</b></p> <p><b>WP.29 adopted a main amendment to United Nations Regulation No. 157 on Automated Lane Keeping System (ALKS) in June 2022 that covers also heavy vehicles next to passenger cars. Once the system is activated, it is in primary control of the vehicle and performs the dynamic driving task in certain environments up to a speed of 130 km/h, including lane changes and thus provides for the first real autopilot system for motorway use.</b></p> <p>WP.1 and WP.29 further increased cooperation on this priority via its common Executive Task Force and joint events. ECE/TRANS/WP.1/2020/3 describes a framework for collaboration and common approaches between WP.1 and WP.29. The regular exchanges of information on vehicle automation between the two Working Parties are important and beneficial. Future exchanges should include participation of Chairs in the sessions of respective bodies. In addition, both Working Parties expressed interest of holding a joint event annually.</p> <p>High-level segments traditionally open ITC annual sessions. In 2020, the high-level segment was on environmental challenges to sustainable inland transport and was attended by Transport ministers from Africa, Asia, Europe and the Middle East, alongside close to 400 participants from 72 countries, including 36 non-ECE ones, and the heads and high-level representatives of intergovernmental and non-governmental organizations</p>	Continue to monitor emerging issues and propose new topics.	ITC secretariat

Tasks	Status	Next steps	Responsible in Division
	<p>and key inland transport stakeholders. In 2021, the high-level segment was titled “Back to a sustainable future: achieving resilient connectivity for post-COVID-19 sustained recovery and economic growth”. It was attended by transport ministers from Africa, Asia, Europe, Latin America and the Middle East. The keynote speech was delivered by the European Commissioner for Mobility and Transport. There were 440 participants from more than 83 countries, including 40 non-ECE ones, and the heads and high-level representatives of intergovernmental and non-governmental organizations as well as key inland transport stakeholders.</p>		
	<p><b>In 2022, the eighty-fourth session of ITC (hybrid, 22-25 February 2022) marked its seventy-fifth Anniversary and was opened with the Anniversary Ministerial on “Seventy-five years of ITC: connecting countries and driving sustainable mobility”. This Ministerial Segment was opened by H.E. Mr. Georges Gilkinet, Deputy Prime Minister and Minister of Mobility of Belgium (ITC Chairing country) and saw the participation of Transport ministers from Africa, Asia, Europe, Latin America and the Middle East. Keynote speeches by H.E. Ms. Simonetta Sommaruga, former President of the Swiss Confederation and Head (Minister), Federal Department of the Environment, Transport, Energy and Communication of Switzerland (hosting country); H.E. Mr. Mohammed Abdeljalil, Minister of transport and logistics of Morocco; and H.E. Mr. Juan Edghill, Minister of Public Infrastructure of the Republic of Guyana. There were 550 participants from more 92 countries, including 49 non-ECE ones, and the heads and high-level representatives of intergovernmental and non-governmental organizations as well as key inland transport stakeholders. the main highlights of the High-level Policy Segment can be found in ECE/TRANS/316/Add.1, Annex I).</b></p>		

Tasks	Status	Next steps	Responsible in Division
	Please also see task 4.5		
5.19 Introduce ITC agenda items on challenges in different regions (from 2020)	<p>Transport challenges from different regions have been incorporated in the agenda of the eighty-second, eighty-third <b>and eighty-fourth</b> sessions. ESCAP report was delivered under agenda item 7 (b) and (c).</p> <p>Extensive research papers on trends and challenges in other regions were developed and provided the basis of discussions under these agenda items.</p>	Continue to identify new challenges and include in the agenda.	ITC secretariat
5.20 Support integrated intermodal connectivity and mobility (from 2020) including TEM, TER, intermodal and logistics	<p>WP.24 supports the work on intermodal freight transport and logistics to contribute to enhancing transport connectivity. WP.24 developed and published a Handbook for national master plans for freight transport and logistics. This Handbook was elaborated with the goal to assist national governments in their work to develop the freight and logistics sector in a sustainable way. WP.24 approved, and ITC adopted the resolution on strengthening intermodal freight transport. The implementation of this resolution, as managed by WP.24, is to help make freight transport more efficient and sustainable. WP.24 at its 64<sup>th</sup> session took important decisions to initiate implementation of tasks listed in the resolution for WP.24.</p> <p><b>In 2022, the secretariats of SC.3 and WP.24 prepared a draft ITC resolution “Facilitating the Development of Container Transport on Inland Waterways” (ECE/TRANS/SC.3/2022/2-ECE/TRANS/WP.24/2022/15). Both Working Parties at their annual sessions agreed to the draft and asked the secretariat to transmit this to the eighty-fifth session of ITC for adoption.</b></p> <p>WP.5 works on intermodal passenger transport at urban level under the cluster on sustainable urban mobility of its work programme to support urban connectivity for passenger transport. In September 2020 a Handbook on Sustainable Urban Mobility and Spatial Planning, prepared in the framework of THE PEP, was launched.</p>	<ol style="list-style-type: none"> <li>1. Continue the work on intermodal freight transport and logistics in line with the WP.24 programme of work as aligned with the Strategy.</li> <li>2. Continue to work on intermodal passenger transport at urban level and cover as necessary intermodal passenger transport beyond the city level.</li> <li>3. Continue the work within the TEM Strategic Plan 2017–2021 on its strategic areas: environment protection, organization and financing of roads, road infrastructure management, innovations and road safety.</li> <li>4. Continue the TER work on facilitating the integration of the TER networks to grow the rail sector in those countries.</li> </ol>	<ol style="list-style-type: none"> <li>1. WP.24 secretary</li> <li>2. WP.5 secretary</li> <li>3. Regional Advisor</li> <li>4. SC.2 secretary</li> </ol>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p>The TEM project focuses on infrastructure management and supports the TEM participating Governments in achieving road infrastructure relevant SDGs by implementing the project's strategic initiatives.</p> <p>The TER project focuses on developing the railway network in respective countries. Activities such as the network assessment, the High-Speed Masterplan etc. foster growth connectivity, integration and harmonisation.</p>		
5.21 Continue improving data gathering, validation and dissemination processes to produce accurate statistics that allow evidence-based transport decisions (from 2019)	<p>The publication of the 5th edition of the Glossary for Transport Statistics allows countries to produce comparable statistics on road safety, modal split and public transport use. The WP.6 has worked on producing a guidance framework on measuring SDG indicator 9.1.2 on passenger and freight volumes; published new tram and metro data that measure urban public transport use (giving insights into SDG 11.2.1); and the agenda has been remodelled around the SDG framework.</p>	Continue improving data gathering, validation and dissemination processes to produce accurate statistics	WP.6 secretary
5.22 Support interregional inland transport connectivity and corridors (from 2019)	<p>WP.5 supports this priority task. One of the key clusters of work of WP.5 is on the development of transport networks and/or links. Under this cluster, WP.5 is considering how to further support operationalization of Euro-Asian Transport Links. WP.5 has served for 20 years as the parent body to the EATL project as well as to the TEM and TER and other related projects and initiatives.</p> <p>WP.5 consulted other relevant WPs on this workflow.</p> <p>As part of this work, and further to decisions of ITC and the ITC Bureau, the WP.24 secretariat together with ESCAP secretariat organized a forum on sustainable transport connectivity between Europe and Asia in the framework of the 62<sup>nd</sup> session of WP.24 (28 October–1 November 2019).</p> <p>In the framework of WP.5, a group of five Governments (Azerbaijan, Georgia, Turkey, Ukraine and</p>	<p>1. Continue and further strengthen dialogues through roundtable on interregional transport connectivity in WP.5/WP.24, in accordance with ITC guidance on further ideas for interregional connectivity</p> <p>2. Further support operationalization of Euro-Asian and other transport corridors based on concrete ideas/inputs sought from countries concerned.</p> <p>3. Continue to prepare publications and studies and organize targeted capacity building in support of the connectivity work.</p>	1–3. WP.5/WP.24 secretary in collaboration with secretaries of relevant WPs

Tasks	Status	Next steps	Responsible in Division
	<p>Kazakhstan) agreed to develop and pilot an EATL Route 3 Corridor Coordination Management Mechanism (CCMM) and a Corridor Performance Review (COPR) Mechanism. WP.5 welcomed this initiative at its 34<sup>th</sup> session (Sept 2021) and requested the secretariat to continue supporting it and report back on progress made under this initiative at its next session.</p>		
	<p>WP.24 is supporting the work on operationalization of EATL corridors building upon accession to and strengthening the implementation of the AGTC Agreement.</p>		
	<p>WP.5 at its 34<sup>th</sup> session (September 2021) welcomed the inter-regional consultations that were held on sustainable transport connectivity. WP.5 invited the secretariat to continue holding and facilitating such consultations on targeted topics of inter-regional interest, in cooperation if possible, with the other UN RCs as well as other regional / interregional organizations and relevant projects. <b>With this mandate in mind, the WP.5 secretariat jointly with the Economic Cooperation Organization (ECO) secretariat co-organized in conjunction with the WP.5 35<sup>th</sup> annual session a designated Expert Round Table to discuss the operational rail capacity of the Trans-Caspian and Almaty-Istanbul corridors including the availability of reliable corridor wide agreed timetables and tariffs as well as en route border crossing point efficiency. The Expert Round Table gathered senior railway, transport, and customs officials from the following countries on both corridors: Azerbaijan, Georgia, Türkiye, Iran (Islamic Republic of), Kazakhstan and Uzbekistan. Based on document ECE/TRANS/WP.5/2022/1, prepared by the secretariat, the round table led to a prioritized list of actions to be taken in relation to the harmonization of existing tariffs, services, and time schedules and already documented physical/ non-physical challenges and bottlenecks. The document contains corridor specific data and information collected through a network of national railway, transport, and customs focal points and provides an</b></p>		

Tasks	Status	Next steps	Responsible in Division
5.23 Promote sustainable transport and urban mobility by new tools and activities (from	<p>overview of trade and transport developments between Europe and Asia and their impact on the Trans-Caspian and Almaty-Istanbul corridors. WP.5 noted with appreciation the targeted discussions that took place at the round table organized by the ECE and ECO secretariats aimed at discussing the operational rail capacity of the Trans-Caspian and Almaty-Istanbul corridors. It welcomed the request of participating railway companies and customs administrations from countries on both corridors to establish a coordination committee that would gather periodically in the format of a Group of Friends of the WP.5 Chair co-facilitated with the ECO secretariat to exchange views and information on inter alia the following issues: Remaining technical inter-operability issues, the establishment of a unified time schedule and tariffs for both corridors; the development of a marketing plan for the corridor which could serve as a basis to attract higher interest levels from private sector operators and freight forwarders as well as to boost digitalization efforts of transport and customs documents. WP.5 requested the countries concerned and the secretariat to prepare an update report ahead of its annual session next year.</p> <p>WP.5 at its 34<sup>th</sup> session agreed to establish a new Group of Experts on the development of a cycling infrastructure module and adopted its proposed mandate and terms of reference. <b>ITC approved these ToR at eighty-fourth session (Feb 2022).</b> The Group of Experts <del>is expected</del> <b>started its work in May 2022</b> aimed at elaborating a UNECE-wide cycling network and its minimum standards. This work is to help seamless cycling mobility in UNECE region.</p>	<p>1. Continue work on sustainable transport and urban mobility.</p> <p>2. Continue applying ForFITs.</p>	<p>1. WP.5 secretary and the THE PEP secretariat</p>



<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
2019) (THE PEP; further development of local pollutant module of ForFITS; reviews on green transport and mobility)	<p>on Sustainable Urban Mobility and Planning (see also 5.20).</p> <p>A workshop on green urban transport was held as part of the 34<sup>th</sup> session of WP.5. The workshop stressed the importance of development of a sound regulatory framework on national and local level surrounding urban mobility and its impact on health and environment.</p> <p><b>An inter-regional workshop on electrification of urban mobility – opportunities and challenges for transport, energy and spatial planning was held in conjunction with the WP.5 thirty-fifth annual session.</b></p> <p>THE PEP (not a subsidiary body of ITC) focuses as per its mandate on specific elements of urban mobility.</p> <p>There are - ongoing cross divisional activities on circular economy and green transport.</p> <p>The secretariat is implementing the recommendations for ForFITS following its evaluation during the 2014–2018 period. Interactions with existing modelling groups and modelling tools is being sought to strengthen ForFITS modelling capabilities with minimal resources while ensuring consistency of results between various tools.</p> <p><b>A workshop was held within the framework of the car sharing and carpooling project to present the background study on this sector to Central Asian countries. The project continues with the current focus on providing advice on the potential legal framework for allowing car sharing and car pooling initiatives in three Central Asian member States.</b></p>	<p>3. Continue to provide support to THE PEP.</p> <p>4. Report annually to ITC on transport aspects related to the circular economy and green transport.</p> <p>5. Review green transport initiatives within a working party bringing together the initiatives of the division.</p>	<p>2. WP.29 secretariat</p> <p>3. THE PEP secretariat</p> <p>4. All relevant WPs secretaries</p> <p>5. ITC secretariat</p>
5.24 Assess the impact of climate change on transport infrastructure	<p>WP.5 supports this priority action. WP.5 published a report on Climate Change Impacts and Adaptation for International Transport Networks in February 2020 prepared by its Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes. The work continues and is further expanded by the group of experts on assessment of climate</p>	<p>Continue and further expanded the work on climate changes impacts on transport during 2020–2025 mandate of the Group of Experts on Assessment of Climate Change Impacts and Adaptation for Inland Transport (EGCCIA).</p>	<p>WP.5 and EGCCIA secretaries</p>

Tasks	Status	Next steps	Responsible in Division
	<p>change impacts and adaptation for inland transport within its 2020-2025 mandate. <b>The main tasks concern: (a) development of new maps presenting projections for extreme weather events and linked to specific weather phenomena thresholds; (b) discussion on stress tests for transport infrastructure; (c) preparation of business case for adaptation in transport; and (d) discussion on database of adaptation measures for transport.</b></p>		
	<p><b>An international conference on the “Assessment of Climate Change Impacts: Deployment of New Technologies and Materials for Maintaining Design Road Characteristics During Adaptation of Transport Infrastructure to Climate Change” was held in Moscow on 15-16 November 2021. It contributed to raising awareness of transport experts from countries of Eastern Europe, Caucasus and Central Asia about the techniques to assess future climate impacts on transport systems and find suitable adaptation measures in order to prevent possible future transport disruptions.</b></p>		
	<p><b>The workshop “Climate change and the extreme water situation on European waterways and its impact on inland water transport” was held on 17 February 2021 at the fifty-eighth session of SC.3/WP.3. The presentations and the discussion went on (a) associated impacts of climate change events on inland and coastal navigation; (b) measures and strategies aimed to cope with climate change impact on inland water transport; (c) obstacles to the integration of climate change adaptation measures into the planning and operational processes in the sector; (d) data sources and methodologies for climate projections; and (e) recommended actions for SC.3 to assist countries in addressing this challenge. The participants highlighted the severe economic damage from low water on the European rivers and emphasized the need for a harmonized approach</b></p>		

Tasks	Status	Next steps	Responsible in Division	
	<p><b>for urgent adaptation measures and coping strategies.</b></p> <p><b>In 2022, SC.3 and SC.3/WP.3 held workshops and round table discussions where various aspects of climate change mitigation and adaptation measures were addressed: (a) Prevention of pollution from inland waterway vessels and greening of the inland water transport sector on 16 February 2022; (b) Towards a modern, sustainable and resilient E Waterway Network on 29 June 2022; and (c) Innovative materials, equipment and technologies in inland water transport on 13 October 2022. The workshops addressed the recent and ongoing projects and pilots in the field of greening and retrofitting of vessels, alternative fuels, innovative technologies and greening of the infrastructure and ports.</b></p> <p><b>In 2022 a workshop was held in SC.2 titled: “The impact of climate change on the railways: how to protect, adapt and mitigate.”</b></p>			
<b>6</b>	<b>Actions from special priority on road safety</b>			
6.1	<p>Help global community meet global road safety targets through capacity building</p>	<p>Road safety performance reviews and other capacity building activities were delivered by the secretariat funded through the UN SG Special Envoy for Road Safety (SEfRS).</p> <p>ECE hosts the UN Road Safety Fund (UNRSF), which supports implementation of road safety capacity-building projects in low- and middle- income countries.</p> <p>Technical assistance (TA) projects promoting UN legal instruments under the purview of ITC, in particular in the area of vehicle regulations, were successfully submitted and approved in the first, second <b>and third</b> calls of the Fund.</p> <p>Capacity building activities outside the ECE region are being organized with support from Special Envoy, the latest in November 2021 in Botswana.</p> <p><b>Within UNRSF funded projects, capacity building activities were</b></p>	<ol style="list-style-type: none"> <li>1. Continue delivery of road safety performance reviews (of which two with support from SEfRS).</li> <li>2. Continue delivery of demand-driven capacity building (of which 3–5 with support from SEfRS).</li> <li>3. Develop TA projects to apply for funding from UNRSF in support of implementation of UN legal instruments/implementation of ITC Recommendations for Enhancing National Road Safety Systems (see also task 6.2).</li> </ol>	<ol style="list-style-type: none"> <li>1–2. SEfRS secretariat in collaboration with relevant WP secretaries, pending the continued extensions of the SEfRS</li> <li>3. Relevant WPs secretaries with coordination by ITC secretariat</li> </ol>

Tasks	Status	Next steps	Responsible in Division
6.2 Help global community meet global road safety targets through analytical work/policy dialogue/tools	<p><b>performed in Côte d'Ivoire and Rwanda focusing on vehicle safety in 2022.</b></p> <p><b>Online capacity building activities on vehicle safety covered Botswana, Kenya, Saudi-Arabia, Vietnam, Turkmenistan, Serbia and Bosnia/Herzegovina in 2022.</b></p> <p>ITC adopted its Recommendations for Enhancing National Road Safety Systems. The Recommendations form a universal road safety blueprint that can be applied in any country's national road safety system, helping to identify and address key gaps with specific and interconnected actions across areas to be taken by different actors. Implementation of the Recommendations by countries should follow.</p> <p>The ITC Recommendations were subsequently included in the Global Plan for the Decade of Action for Road Safety 2021-2030, that was developed in direct implementation of General Assembly Resolution 74/299, thus further raising the profile of the ITC Recommendations.</p> <p><b>In conjunction with the seventy-fifth anniversary of ITC, a dedicated booklet on the ITC Recommendations was issued to promote them to low- and middle-income countries.</b></p>	<p>1. Promote and create awareness on the availability of the ITC Recommendations for Enhancing National Road Safety Systems.</p> <p>2. Review and update periodically the Recommendations to keep them abreast of developments in the UN road safety legal instruments and other related developments and good practice.</p>	1–2. ITC secretariat in collaboration with relevant WPs secretaries
7 Resource mobilization	<p>Options paper to enhance the capabilities of the transport subprogramme to attract staff-related resources was prepared by the secretariat and is pending consideration by the ITC Bureau.</p> <p>Various projects such as the Sustainable Inland Transport Connectivity Indicators (SITCIN) project or e-learning platform project are funded through UNDA.</p> <p>The Russian Federation provided extrabudgetary funding to WP.5 for work on urban mobility and spatial planning.</p> <p>The Netherlands supported financially the activities on the assessment of climate change impacts on transport</p>	<p>1. Adopt and implement the resource mobilization plan.</p> <p>2. Develop specific projects in support of the implementation of the Strategy's priority tasks for funding from public and/or private donors.</p>	<p>1. ITC secretariat in collaboration with the ITC Bureau</p> <p>2. ITC secretariat in collaboration with relevant WPs secretaries</p>

Tasks	Status	Next steps	Responsible in Division
8 Partnerships	<p>infrastructure <b>and has offered further funds in 2021 and 2022 to support work on resilient transport.</b></p> <p>The Islamic Development Bank (IsDB) supports the work on the development of a GIS-based Transport Infrastructure Observatory (see also task 5.16).</p> <p>OSCE has for over a decade been providing funding support to the work on EATL and inland transport security and has funded the recent development of an eTIR online information and training portal</p> <p>The Russian Federation provided extrabudgetary funding in support of work on further development of the CTU Code.</p> <p><b>In 2022 two UNRSF funded projects were implemented by the ECE Sustainable Transport Division:</b></p> <p><b>(i) Safer and Cleaner Used Vehicles for Africa in cooperation with UNEP, and</b></p> <p><b>(ii) Safer Helmets for Rwanda in cooperation with ECA.</b></p> <p>Junior Professional Officer was provided by Germany to the Vehicle Regulations and Transport Innovation Section of the Sustainable Transport Division to support the work on intelligent transport systems and automated driving between Nov 2021 and Nov 2023.</p> <p><b>A Junior Professional Officer was provided by Germany to support the work of ITC, from October 2022 until October 2024.</b></p> <p><b>Generous support from the Swiss and Austrian government, as well as CITA has supported the organization of the seventy-fifth anniversary of ITC.</b></p>	<p>1. Continue and enhance collaboration with other RCs.</p> <p>2. Continue and enhance collaboration with various international organisations/associations/institutions in particular in support of the</p>	<p>1–2. ITC secretariat in collaboration with relevant WPs secretariats</p>

<i>Tasks</i>	<i>Status</i>	<i>Next steps</i>	<i>Responsible in Division</i>
	<p>be further enhanced where appropriate. Among these organisations/associations/institutions are: ADB, BSEC, ICAO, IMO, ILO, WHO, UPU, UIC, OSCE, OSJD, WCO, WTO, OTIF, CCNR, IAEA, CIT, IRU, IFIs, ECO, CETMO, etc. New cooperation with SCO started in 2020. Transport Division is also closely collaborating with other subprogrammes in the secretariat. This is executed through a joint work in nexuses. Transport Division leads the work in the nexus on Sustainable mobility and smart connectivity, and is involved in other three nexuses on Sustainable use of natural resources, on Sustainable and smart cities for all ages and on Measuring and monitoring SDGs.</p>	<p>implementation of the Strategy, including education institutions.</p> <p>3. Continue the nexus work at ECE.</p>	3. Division staff as relevant