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Economic Commission for Europe

Inland Transport Committee

Eighty-fifth session

Geneva, 21–24 February 2023

Item 11 of the provisional agenda

Adoption of the list of main decisions of the eighty-fifth session

List of decisions

Note by the secretariat

At its eighty-fifth session, the Inland Transport Committee (ITC):

1. **Adopted** the provisional agenda (ECE/TRANS/327 and Add.1); [Agenda item 1]
2. **Noted** the Ministerial Declaration on “Harnessing the full potential of inland transport solutions in the global fight against climate change”, endorsed by 29 Ministers and other heads of delegations, **expressed its support for** the Declaration’s call to leverage the Committee’s unique assets for the achievement of the climate targets of the 2030 Agenda and the Sustainable Development Goals, **and decided to include** the Declaration together with list of Ministers and heads of delegations who endorsed it as well as other opinions expressed as an annex to the report of its eighty-fifth session; [Agenda item 2]
3. **Welcomed** the organization of the thirteenth Meeting for Government Delegates only with the Participation of the Chairs of the Committee’s Subsidiary Bodies, i.e. the meeting restricted to government participation, on the implementation of the Committee’s strategy until 2030. **Agreed** that the summary of the discussion in the form of the Chair’s note, would be annexed to the Committee’s report after approval by the participating delegates in the restricted session; [Agenda item 3]
4. **Expressed its satisfaction** for the progress achieved in the operationalization of the revised ITC Terms of Reference (TOR) and **requested** the secretariat to align the programme of work to the revised TORs, and enhance the secretariat’s support to Member States, as well as the Committee and its subsidiaries, to fully materialize the revised TORs; [Agenda item 3]
5. In line with the decisions at its sessions since the adoption of the ITC Strategy, the Committee **welcomed with satisfaction** the progress achieved during 2022 by the Committee and its Working Parties in implementing the ITC Strategy until 2030, **invited them** to continue implementing the next steps and **decided** to include a follow-up step under Task 4.3 as follows: Operationalize ITC TOR and Rules of Procedure (ROP) and achieve necessary alignments to ITC TOR/ROP by its subsidiary bodies. The Committee further **invited** the secretariat in collaboration with the Bureau to continue monitoring the implementation of the Strategy and report at its next annual meeting on progress made, and when suitable, propose adjustments to the next steps; [Agenda item 3]

6. **Took note** of the update on the status of the alignment of the Rules of Procedure of its subsidiary bodies, in line with its decision at its eighty-second session, **expressed its satisfaction** about the progress made; **thanked** those Working Parties that had completed their assessment and reported back to the Committee; expressed **its appreciation** to SC.2, SC.3, WP.15/AC.2 and WP.24 for their swift actions on this front, **encouraged all working parties to review and align** their ToRs to those of the Committee, as appropriate and **requested** those Working Parties that did not have the opportunity to do so yet, to inform the Committee at latest at its eighty-sixth plenary session in 2024 about the status of their alignment]; [Agenda item 3]

7. **Noted with interest** the analysis contained in ECE/TRANS/2023/4 and **invited** its Working Parties to take into consideration the “Draft Recommendations for Harmonized Elements in the Terms of Reference of ITC Working Parties”, as contained in Annex II to of ECE/TRANS/2023/4, in their continued alignment efforts, when and as appropriate; [Agenda item 3]

8. **Noting that** the year 2023 marks the fourth cycle of reviews of Working Parties’ mandates by their parent sectoral committees, in line with the outcomes of the 2005 reform of ECE and the ensuing guidelines for the establishment and functioning of working parties within ECE (ECE/EX/1) and **taking into consideration** the review and analysis contained in ECE/TRANS/2023/4, **decided to proceed** with the review process in the course of 2023, noting that it takes place in the context of a broader transformation following the endorsement of the ITC Terms of Reference by ECOSOC (E/RES/2022/2);[Agenda item 3]

9. **Welcomed** ECE/TRANS/2023/5 which was compiled in response to Commission-related decisions on strengthening the work of sectoral committees in the area of circular economy and **requested** the secretariat to submit it for information to the Commission during its seventieth session under relevant agenda items; **thanked** those of its Working Parties that enhanced and expanded their work on the specific aspects of circular economy in transport, for progress made on that front; and **encouraged** further work to be continued at the level of the relevant Working Parties and reported to the Committee in regular intervals; [Agenda item 4]

10. **Welcomed** ECE/TRANS/2023/6 which contains ITC contributions to the upcoming seventieth session of ECE and, **recognizing** the high relevance and impact of the Commission deliberations on the topic of digital and green transformations at its seventieth session for the work of the Committee and its subsidiary bodies, **requested** the secretariat to submit the following draft decision on transport matters for consideration and possible adoption at the ECE session. [Agenda item 4]

11. The United Nation Economic Commission for Europe is **invited to consider for adoption** at its seventieth session the following decisions in support of the work of the Inland Transport Committee and its subsidiary bodies in the area of digitalization and green transformation:

- **acknowledge** the importance of the TIR Convention and of the eTIR international system towards seamless, paperless and efficient border-crossing operations internationally, further facilitating road / intermodal transport and trade and **request** the countries that have not yet performed interconnection of their customs systems with the eTIR international system to do so as soon as possible;
- **reiterate** its support to the TIR Convention recognizing the benefits it created since its entry into force for transport and trade facilitation, **appealing** for its further geographical expansion and **inviting** United Nations Member States from all regions to become contracting parties to the Convention;
- **welcome** the efforts of the secretariat and the contracting parties to operationalize the eCMR protocol to the CMR Convention and **invite** all relevant parties to finalize this demanding task as soon as possible, and to ensure that the future eCMR system will include the interests of all stakeholders involved in today’s daily CMR practice and of all regions, thus creating a sustainable electronic solution and continuing the great success over time of the CMR Convention by leading road transport and therefore intermodal transport to a fully digital environment;

- **noting** the development of the International Transport Infrastructure Observatory on a Geographical Information Technology Platform, including the work done on the adaptation of transport infrastructure to climate change, **invite** countries to start using the tool and benefit from its services **emphasizing that** this work is a good practice that further facilitates the sustainable development of transport infrastructure;
 - **welcome** the establishment of a package of guidance or regulations in the area of vehicle automation by the ECE/ITC World Forum for Harmonization of Vehicle Regulations;
 - welcome activities of the ECE/ITC World Forum for Harmonization of Vehicle Regulations and by United Nations Member States towards the establishment of minimum technical safety and **specific** environmental requirements for used and new vehicles designated for markets in low- and middle-income countries, where some 90 per cent of global road crash fatalities occur;
 - **note** the ongoing work and regulatory results by the ECE/ITC World Forum for Harmonization of Vehicle Regulations for the safety, energy consumption testing, and carbon Life-Cycle-Assessment of, *inter alia*, electric and hydrogen vehicles and **emphasize that** these regulatory tools provide a sound basis for efficient decarbonization of road transport;
 - **recall** the ITC carbon emission modelling tool (the ForFITS Model), and **invite** countries, regions or cities to request modelling of impact for different policy measures planned towards mitigation of road transport-based carbon emissions. **Welcome** the partnership activities with external stakeholders held under the ForFITS umbrella, such as the Transport Data Commons initiative; [Agenda item 4]
12. **Reiterated its concern** for the limited progress globally in meeting the Sustainable Development Goal targets on road safety; [Agenda item 4]
13. **Welcomed** the update on the implementation of the “Global Plan for the Decade of Action for Road Safety 2021-2030” (Global Plan) and **expressed its satisfaction** for the seamless integration in the Global Plan of the core United Nations Road Safety Conventions under the purview of the Committee, as well as the “ITC Recommendations for Enhancing National Road Safety Systems” (ITC Recommendations); **requested the secretariat to support** the implementation of the Global Plan through the development of tools to support national road safety system assessments that, in turn, will help interested contracting parties to core road safety conventions systematically identify gaps and areas for interventions in their national road safety systems and **present a progress report** at the Committee’s eighty-sixth plenary session; [Agenda item 4]
14. **Noting** the completion of the ECE Road Safety Action Plan in 2020, following the end of the first Decade of Action for Road Safety, **thanked** the secretariat for developing a revised ECE Road Safety Action Plan, 2023-2030, in line with the Committee’s decisions at its eighty-fourth session; and **took note of** the principles covered in revised “ECE Road Safety Action Plan, 2023-2030”, as contained in ECE/TRANS/2023/7 and **invited** its relevant Working Parties to submit in the course of 2023 their first inputs to the secretariat in the corresponding areas of the action plan that are relevant to their work and contributions; [Agenda item 4]
15. **Requested** its Chair to convey in her report to EXCOM the contributions of the transport pillar of ECE for the achievement of the Sustainable Development Goals and relevant ITC decisions for approval by EXCOM; [Agenda item 4]
16. **Took note** of document ECE/TRANS/2023/8, containing the decisions taken by the Committee’s subsidiary bodies both under “Special Procedures during the COVID-19 period” authorizing decision-making for ITC subsidiary bodies under silence procedures during remote informal meetings replacing official meetings and under “Special procedures to take decisions in formal meetings with remote participation” ((ECE/EX/2020/L.12); [Agenda item 4]

17. **Adopted** the updated Terms of Reference of the Working Party on Rail Transport (SC.2), as contained in Annex I to ECE/TRANS/2023/9; [Agenda item 5(a)]
18. **Adopted** the new Rules of Procedure of SC.2, as contained in Annex II to ECE/TRANS/2023/9; [Agenda item 5(a)]
19. **Adopted** the new Terms of Reference for the Revisions Committee of the Model Rules on the Permanent Identification of Railway Rolling Stock, as contained in Annex III to ECE/TRANS/2023/9; [Agenda item 5(a)]
20. **Adopted** the Rules of Procedure of the Working Party on Inland Water Transport (SC.3), as contained in Annex IV to ECE/TRANS/2023/9; [Agenda item 5(a)]
21. **Adopted** the Rules of Procedure of the Joint Meeting of Experts on the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN Safety Committee – WP.15/AC.2), as contained in annex V to ECE/TRANS/2023/9; [Agenda item 5(a)]
22. **Adopted** the new Rules of Procedure of the Working Party on Intermodal Transport and Logistics (WP.24) as contained in Annex VI to ECE/TRANS/2023/9; [Agenda item 5(a)]
23. **Decided** to:
 - (a) **Endorse** the extension of the mandate of the Group of Experts on drafting a new legal instrument on the use of automated vehicles in traffic (LIAV) until December 2024, with a focus to (i) **undertake** the assessment collectively of any gaps in the conventions and resolutions under the auspices of WP.1, and (ii) **identify** the issues to be addressed;
 - (b) **Note** the work already done in this area; and
 - (c) **Recommend** that WP.1 revisit the ToR of the Group of Experts; [Agenda item 5(a)]
24. **Endorsed** the extension of the mandate of the Group of Experts on AETR until 30 June 2025; [Agenda item 5(a)]
25. **Acknowledged** document ECE/TRANS/2023/10, containing the results of the meetings held by the ITC Bureau in 2022; [Agenda item 5(b)]
26. **Adopted** the draft programme of work of the Transport Subprogramme for 2023 (ECE/TRANS/2023/11) and **recommended** it to the Executive Committee for approval; [Agenda item 6(a)]
27. **Considered** the information in the outline of key components of the programme of work for 2025 (Informal document No. 1); [Agenda item 6(a)]
28. **Reviewed** the Programme Plan for 2024 for the transport subprogramme (ECE/TRANS/2023/12), **expressed its support** for the efficient and impactful work of ITC, its subsidiary bodies and the full transport subprogramme; **stressed the importance of ensuring** that resource and budget allocations in the United Nation system be proportional to the subprogramme’s high performance and increased demands; [Agenda item 6(b)]
29. **Expressed its support for and endorsed** the publications programme for 2024 contained in ECE/TRANS/2023/13, and **recommended** that the relevant Working Parties take part in the preparation of these publications, as appropriate; [Agenda item 6(c)]
30. **Was informed** that the ECE secretariat, in collaboration with the secretariat of the Organization for Security and Co-Operation in Europe (OSCE), is preparing “A practical guide to cross-border facilitation”, the text of which will be available later in 2023. The focus of this publication, which builds on the earlier joint OSCE-ECE Handbook of best practices at border crossings (published in 2012), is on transport facilitation in inland transport and it presents a good opportunity to promote some of the United Nations’ transport and border crossing facilitation tools, including TIR/eTIR, CMR/eCMR etc. The Committee **mandates** the secretariat to prepare this publication as an official United Nations publication in the three ECE working languages by 2024. [Agenda item 6(c)]
31. **Adopted** the list of meetings in 2023, based on proposals from the Committee’s subsidiary bodies, as contained in ECE/TRANS/2023/14/Rev.1; [Agenda item 6(d)]

32. **Emphasized the urgency of accelerating accessions to and implementation** of the United Nations transport conventions and agreements under its purview that form the framework for regulatory governance of inland transport internationally and **invited** countries, which had not yet done so, to accede to and implement the United Nations conventions and other legal instruments in inland transport; [Agenda item 7(a)]

33. **Welcomed** the statements by States, Members of the United Nations and contracting parties to inland transport conventions and agreements on their national and regional experiences, including challenges and special needs, in their efforts to implement conventions to which they have acceded; **also welcomed** Member States' accession and implementation of their concerned instruments, including conventions, General Assembly Resolutions and also **requested** the secretariat to provide technical assistance and services to the requesting states, within existing resources. Therefore, the secretariat is kindly **invited to explore** additional resources to reflect on the needs of the concerned countries. In addition, **encouraged** Member States to continue their valuable support through sharing their experiences and informing about challenges and particular requirements that pave the way for interested countries to finalize procedures for accession; [Agenda item 7(b)]

34. **Expressed** condolences to and solidarity with Türkiye and all the people impacted in the region in the context of the tragic recent earthquakes. Understanding the disruptions that the situation may create for inland transport operations – both within and outside Türkiye – ITC **invited** any other Group, upon request of Türkiye, to analyze such requests as soon as possible and make use of the flexibility available within their mandate to support them; [Agenda item 7(b)]

35. Noting that improving implementation worldwide is a core element of the ITC Strategy and its vision in the run-up to 2030, **welcomed** ECE/TRANS/2023/16 that contains an overview of monitoring of implementation issues and dynamics as well as of regional accession trends and dynamics in relation to key clusters of United Nations inland transport conventions and agreements; **noted with interest** the gaps and needs for capacity building identified in the statements and the paper; **invited** its contracting parties and other interested United Nations Member States to share with the secretariat until 28 April 2023 their needs for capacity building, advisory services or other technical assistance for the implementation of the Conventions to which they are already contracting parties and, if appropriate and relevant, their interest in acquiring further knowledge on the Conventions that their Government may wish to accede to in the future; **noted** the need for capacity building from non-ECE regions on accession and implementation of the United Nations legal instruments on inland transport, and **requested** the secretariat to explore various ways to undertake such capacity building; and **requested** the secretariat to prepare with the support of the ITC Bureau a detailed note with analysis of these demands and options to address them and submit it to the Committee for its consideration and possible decisions at its eighty-sixth session in 2024; [Agenda item 7(b)]

36. **Noted** the information on the available options for monitoring of implementation of key conventions under the purview of the Committee and **provide guidance** to the secretariat on ways to enhance the monitoring and implementation of its legal instrument with a view to better support the needs of its member States and contracting parties; [Agenda item 7(b)]

37. **Took note** the statements by States, Members of the United Nations and contracting parties to the United Nations inland transport conventions and agreements on challenges and emerging trends of inland transport in their respective regions; [Agenda item 7(c)(i)]

38. **Taking into consideration** ECE/TRANS/2023/17 that contains a review of post-COVID-19 recovery efforts and challenges in different regions, **requested the secretariat and the ITC subsidiary bodies** to integrate this information in their work, in order to make it more relevant and impactful worldwide; [Agenda item 7(c) (i)]

39¹. **Considered** document ECE/TRANS/2023/18 which contains an overview of the project on technical assistance of the secretariat in Ukraine regarding the connectivity with

¹ Decision adopted by vote: 24 in support; 2 against. See details in full report (paragraph yyy).

neighbouring countries and measures taken by the Secretariat to respond to the negative impact of the Russian aggression against Ukraine to the regional connectivity.²

40. **Took note** of the status of implementation by the Committee and its subsidiary bodies of the revised Intelligent Transport Systems (ITS) Road Map that was adopted at its eighty-third session and **encouraged**:

- the Global Forum for Road Traffic Safety to continue its considerations and exchange of views on automated vehicles in traffic.
- The World Forum for Harmonization of Vehicle Regulations and its subsidiary bodies to continue their activities on automated and connected vehicles.
- The RID/ADR/ADN Joint Meeting (WP.15/AC.1) to continue its activities on telematics.
- The Working Party on Intermodal Transport and Logistics to address Action 12 of the ECE Road Map on ITS. [Agenda item 7(d)]

41. **Encouraged** continuation of the work of:

- the Working Party on Road Transport (SC.1) on the operationalization of eCMR ensuring inclusion of all stakeholders and regions.
- the Working Party on Customs Questions Affecting Transport (WP.30) and of the TIR administrative committee (AC.2) on the eTIR international system and interconnection with national customs systems.
- WP.30 on digitalizing the 1954 (private) and 1956 (commercial) temporary importation conventions and the Carnet de Passage en Douane (eCPD).
- TIR Executive Board (TIREXB)/WP.30 on the International TIR Data Bank (ITDB), the eTIR (web) portal for holders and its mobile applications for customs officers and TIR Carnet holders.
- WP.30 on the observatory on border crossings status due to COVID-19.
- of the Working Party on Transport Trends and Economics (WP.5) on the international transport infrastructure observatory developed on a Geographical Information System (GIS) platform,
- of WP.5 work and data / GIS tool on climate changes impact and adaptation on transport networks.
- of WP.5 on the Sustainable Inland Transport Connectivity Indicators (SITCIN) tool; [Agenda item 7(d)]

42. **Reiterated its wish to strengthen** its contribution to the monitoring and implementation of the transport-related targets of the 2030 Agenda, the Paris Agreement, the New Urban Agenda, the Vienna Programme of Action for Landlocked Developing Countries and the Decade of Action for Road Safety (2011-2020) and **requested** its subsidiary bodies to align their work accordingly; [Agenda item 7(e)(i)]

43. The Committee **expressed its concern** for the worsening situation globally due to the increasing frequency and severity of impacts from climate change and recognized the urgent need for inland transport, the main transport contributor to CO₂ emissions, to become part of the solutions' mix; **expressed its appreciation** to those of its Working Parties that submitted to the secretariat their ongoing contributions, future plans and suggestions in support of climate change mitigation in response to the Committee's decision at its eighty-fourth session; and **thanked** the secretariat, in consultation with the Bureau, for preparing for the Committee's consideration ECE/TRANS/2023/21, a comprehensive paper with these activities and action-oriented options for the Committee and Working Parties. [Agenda item 7(e)(ii)]

² See secretariat's declaration in the full report (paragraph xxx).

44. On the basis of ECE/TRANS/2023/21, the Committee **decided** on the following ways to strengthen its role and contribution on this critical matter that is addressed horizontally by several of the Committee's subsidiaries, as well as the Committee itself:

(a) **requested** the secretariat, in close cooperation with the Committee's Bureau and relevant subsidiary bodies, to develop an ambitious strategy document for reducing Green House Gas (GHG) emissions in inland transport based on international United Nations legal instruments under the Committee's purview with priority actions for The Inland Transport Committee (ITC) and all its relevant subsidiary bodies, supported by a strong action plan with milestones, for consideration and possible adoption by the Committee at its eighty-sixth plenary session (2024);

(b) **requested** its relevant subsidiary bodies and treaty bodies to accord priority to timely amendments to the United Nations inland transport legal instruments to support safe and efficient achievements of the targets, commitments and solutions on climate change;

(c) **requested** its relevant subsidiary bodies to continue efforts towards harmonization of performance requirements and intelligent transport systems related legal instruments directly contributing to reduction of GHG emissions through improvement of fuel/energy use efficiency; efficient use of transport networks; shift from private cars to public transport when available; flexible load and storage resources for the power grid (electric cars) and automation;

(d) **requested** its subsidiary bodies and treaty bodies to intensify efforts towards digitalization of main United Nations inland transport conventions;

(e) **invited** its relevant subsidiary bodies to reflect on environmental and energy efficiency considerations,

(f) **expressed** its strong and active support towards the task initiated by the Working Party on Pollution and Energy (WP.29/GRPE) to develop a globally harmonized methodology to determine the life-cycle carbon footprint of road vehicles;

(g) **requested** the secretariat to report biennially through in-depth reports to the Committee on climate change and inland transport, starting at the Committee's eighty-sixth session in 2024;

(h) **requested** the secretariat to **align** its work programme to the ministerial declaration and **accord** priority to its implementation; [Agenda item 7(e)(ii)]

45. **Called upon** member States to engage in the urgent work on adaptation of transport systems to climate change and, in this context, acknowledge the progress made by the Group of Experts on assessment of climate change impacts and adaptation for inland transport in developing important supporting material for facilitating the efforts of countries and their transport professionals in this endeavour; [Agenda item 7(e)(ii)]

46. **Expressed its continued support** for THE PEP; **encouraged** member States to work towards the implementation of the Vienna Declaration and **encouraged** its members to consider designating national THE PEP focal points from the transport sector and inform the secretariat; [Agenda item 7(e)(iv)]

47. **Encouraged** member States to ensure participation of their transport sector representatives in the work of THE PEP Steering Committee; [Agenda item 7(e)(iv)]

48. **Expressed its appreciation** for the workshop that was held in the framework of WP.5 on protection of inland transport infrastructure from acts of unlawful interferences at the stages of design, construction, and operation; **welcomed** the WP.5 decision to organize a designated seminar on cyber security threats to electrical vehicle charging stations (EVCS) as part of its annual session in 2023, and **recommended** that such effort should be undertaken in cooperation with other relevant Working Parties; [Agenda item 7(g)]

49. **Appreciated** the development of the International Transport Infrastructure Observatory (ITIO) on a Geographic Information System (GIS) technology platform, including the work done on the adaptation of transport infrastructure to climate change; **invited** countries that have not yet done so, **to appoint** National Focal Points and **use** the tool in a test phase; **recognised** that this work is a good practice that creates economies of scale

and further facilitates the sustainable development of transport infrastructure; and **requested** the secretariat to inform the ITC Bureau and the Committee on the outcomes of the tests at its session next year; [Agenda item 7(g)]

50. **Expressed its appreciation** to the secretariat for its ongoing efforts to contribute to the development of the Sustainable Inland Transport Connectivity Indicators (SITCIN) user platform and eLearning course and invited countries that had not yet done so to appoint National Focal Points and start using the tool and benefit from its services; [Agenda item 7(g)]

51. **Welcomed** the targeted and forward-looking discussions that were held at a WP.5 round table aimed at discussing the operational rail capacity of the Trans-Caspian and Almaty-Istanbul corridors, co-organized jointly by the ECE and ECO secretariats; **appreciated** 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: (a) Remaining technical inter-operability issues and the establishment of a unified time schedule and tariffs for both corridors; (b) 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; and (c) Ongoing digitalization efforts of transport and customs documents. In this regard, it welcomed the first session of the corridor coordination committee that took place in December 2022 and **requested** the countries concerned and the secretariat to prepare an update report for discussion and review at the WP.5 annual session in 2023 to be submitted to the Committee at its session in 2024; [Agenda item 7(g)]

52. **Requested** the secretariat to hold consultations with the Committee of OSJD, and also potentially OTIF and other organization, with participation of interested ECE and OSJD member States on the development of coordinated approaches on issues of the establishment of coordination mechanisms for the management of international transport corridors; [Agenda item 7(g)]

53. **Welcomed** the adoption by WP.5 of the final report of the Group of Experts on Benchmarking of Transport Infrastructure Construction Costs and **requested** the WP.5 secretariat to explore avenues to continue these efforts; [Agenda item 7(g)]

54. **Welcomed** the inter-regional consultations that were held in the framework of WP.5 on electrification of urban mobility – opportunities and challenges for transport, energy, and spatial planning and **appreciated** the fact that this was co-organized jointly by the ECE Sustainable Transport and Sustainable Energy Divisions together with the Housing and Land Management unit. It **invited** the secretariat to continue holding and facilitating such consultations on targeted topics of inter-regional interest, in cooperation, if possible, with the other United Nations regional commissions as well as other regional / interregional organizations and relevant projects; [Agenda item 7(g)]

55. **Welcomed** ECE/TRANS/2023/23 entitled “Taking stock of new trends towards electric vehicle charging infrastructure”, prepared by the Sustainable Transport Division in close consultation with the Sustainable Energy Division as requested at the Committee’s eighty-fourth session; **endorsed** the preliminary ideas formulated in the document for a stronger role by ITC and its relevant Working Parties and in this regard:

- **Took note** of the consideration given by WP.5, WP.24 and WP.6 to this document and its recommendations and welcomed the proposed actions.
- **Requested SC.1** to consider and make proposals on road transport developments in view of the electrification of Light-duty Vehicles (LDVs) and Heavy-duty Vehicles (HDVs) and how to best arrange the development of charging infrastructure. Further invited SC.1 to closely collaborate with WP.24 to find solutions serving best the transport haulage in general as well as the last mile deliveries.
- **Requested** WP.29 to make proposals on possible future activities on regulatory tools for harmonized communication between vehicles and Electrical Vehicle

Supply Equipment (EVSE), taking into consideration already existing related standards and/ or protocols.

- Given that addressing the various aspects of electrical mobility requires close cooperation among several of its subsidiary bodies, **requested** WP.5 to continue playing a coordinating role and report back to ITC at its next session.
- **Decided** to strengthen its cross-sectoral links, given the cross-sectoral nature of the topic at hand, when and as appropriate, including by creating synergies and engaging more closely with relevant sister sectoral Committees, such as the ECE Committee on Sustainable Energy on these matters. [Agenda item 7(g)]

56. **Appreciated** ongoing WP.5 efforts in the field of international contingency management in follow-up to the recommendations produced by the Informal Multidisciplinary Advisory Group (IMAG) on Transport Responses to COVID-19; **encouraged** interested countries to participate on a voluntary basis in a secretariat led pilot project aimed at developing an International Contingency Management system for road, rail, or inland waterways on a specific segment of a corridor in the ECE region; and **requested** WP.5 to report back on further developments at the Committee's eighty-sixth plenary session in 2024; [Agenda item 7(g)]

57. **Took note** of progress in the implementation of the ITC Capacity Development Action Plan (2020–2025), in particular in the capacity enhancement area; **expressed its satisfaction** for progress achieved with ongoing Road Safety Performance Reviews (RSPR) in Uzbekistan and Moldova and **expressed its support** for the publication of RSPR reports to facilitate their dissemination and thus strengthen their impact in relevant countries; **thanked** the Regular Programme of Technical Cooperation (RPTC) for continuous financial support for the implementation of capacity development projects in the past three years; **welcomed with satisfaction** the launching of the LearnITC platform, **noting** that it will enhance considerably the Division's capacity development abilities, **thanked** the secretariat for the development of the individual modules and **requested** it to continue with the further utilization/development of existing/new modules in order to support its capacity development priorities in support of all its contracting parties; **expressed its support** for the continued implementation of the ITC Capacity Development Action plan; and **added** developing the capability of all agencies involved in the improvement of road safety and support implementation of successful international benchmarking practices in particular through (i) the preparation and dissemination of modern work methods, procedures, technical guides, information technologies, management systems, organizational structures and regulations; and (ii) the preparation and execution of training programs for road safety institutions and specialists; [Agenda item 7(h)]

58. **Expressed its appreciation** to the Global Forum for Road Traffic Safety for its comprehensive agenda, which takes into account the most relevant policies to promote safe, inclusive and sustainable mobility, with focus on road safety enhancement in regions where the fatalities toll is very high; **commended** the attention given to human factors interactions with automated driving as key issues for future road traffic; and **noted with support** the efforts paid to the driving under the influence analysis and related policies, as well as to Safe System approach and Multidisciplinary crash investigation as contribution to reaching the Sustainable Development Goal targets 3.6 and 11.2.

59. **Commended** the World Forum for Harmonization of Vehicle Regulations, WP.29, on its work and achievements such as (a) its successful finalization of the package of five new United Nations Regulations on the protection of vulnerable road users aimed at increasing road safety, (b) the update of United Nations Regulation No. 157 for the approval/certification of Automated Lane Keeping Systems (ALKS) for the motorway use case for speeds up to 130 km/h and the prompt progress made under the global initiative of the "Framework document on Automated Vehicles" to cover all use cases and all vehicle types, and (c) its engagement in the development of Life Cycle Assessment (LCA), of e.g. energy consumption and carbon emissions with focus on electric powered vehicles aiming to support decarbonization of road transport. [Agenda item 7(k)]

60. **Noted with support** that WP.29 had urged the Member States to request that adequate budget be made available for the continuation of full interpretation services for hybrid meetings, to continue giving delegations from low- and middle-income countries the possibility to participate either in person or remotely in WP.29. The full continuation of hybrid meetings is consistent with the global push to reduce carbon emissions as evidenced by the Conference of Parties, COP27 meeting held in Egypt; **-Invited** delegations to communicate these elements to their capitals as well as missions to the United Nations in Geneva and New York; [Agenda item 7(k)]
61. **Noted** the wish of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA), to hold one of its annual sessions in the year 2024 outside Geneva; **invited** Contracting Parties outside Europe to host one of the sessions of GRVA in their country as signal for full global cooperation in the field of automated and connected driving; [Agenda item 7(k)]
62. **Noted** that Mr A. Erario (Italy) had been re-elected by acclamation as WP.29 Chair and that Mr T. Naono (Japan) had been elected by secret ballot as WP.29 Vice-Chair; [Agenda item 7(k)]
63. **Endorsed** the activities listed in ECE/TRANS/2023/25; [Agenda item 7(k)]
64. **Expressed its concern** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), adopted by the Conference of the Contracting Parties on 28 October 1993, had not yet entered into force because not all contracting parties to ADR have become parties to the Protocol; [Agenda item 7(l)]
65. In this regard, **urged** the remaining Contracting Parties (Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Iceland, Kazakhstan, Montenegro, Morocco, Nigeria, North Macedonia, San Marino, Tajikistan) to take the necessary steps to allow the Protocol to come into force; [Agenda item 7(l)]
66. **Took note** of the successful third formal call for proposals of the United Nations Road Safety Fund and plans, as well as the status of implementation of selected projects in low- and middle-income countries and expected future trajectory for the Fund; [Agenda item 7(m)]
67. **Encouraged** its member States to consider possible financial contributions to the Fund and extend their cooperation in support of its mission; [Agenda item 7(m)]
68. **Expressed its appreciation** to the Special Envoy for his leadership in particular in promoting accession and implementation of the United Nations road safety conventions; [Agenda item 7(n)]
69. **Took note** of the efforts undertaken by the secretariat to strengthen border crossings facilitation especially through the digitalization of existing flagship conventions and the preparation of border crossing facilitation handbooks/guides; **welcomed** the very positive developments regarding the implementation of the eTIR procedure and the TIR Data Bank achieving already one of the main goals of the ITC agenda for 2030 and **invited** the TIR Contracting parties that have not done it so far, to interconnect their national customs system with the eTIR international system at the earliest of their operational convenience; [Agenda item 7(o)]
70. **Reiterated its support** to the TIR Convention recognizing the benefits it created since its entry into force for transport and trade facilitation, appealing for its further geographical expansion and **invited** United Nations Member States from all regions to become contracting parties to the Convention; [Agenda item 7(o)]
71. **Invited** also the Secretariat and Fédération Internationale de l'Automobile (FIA) to accelerate work on the digitalization of Carnet de Passages en Douane (CPDs) ensuring its application as soon as possible; [Agenda item 7(o)]
72. **Requested** the secretariat to hold consultations with the Committee of OSJD, as well as OTIF, with a view to initiating the preparation of an action plan on the facilitation of border crossing by rail transport in both freight and passenger traffic; [Agenda item 7(o)]

73. **Requested** SC.2 to consider the possibility of organizing a workshop on international rail passenger traffic; [Agenda item 7(o)]
74. **Noting** that only one session of the Working Party on the Transport of Perishable Foodstuffs for the year 2020 was held due to COVID-19 pandemic measures, **decided to revise the decision** of the Working Party to extend the number of sessions from two to three per biennium at its session in 2023; [Agenda item 7(p)]
75. **Welcomed** the efforts of the secretariat and the contracting parties to operationalize the eCMR protocol to the CMR Convention and **invited** all relevant parties to finalize this demanding task as soon as possible, and to ensure that the future eCMR environment/system will include the interests of all stakeholders involved in today's daily CMR practice and of all regions, thus creating a sustainable electronic solution and continuing the great success over time of the CMR Convention by leading intermodal transport to a fully digital environment; [Agenda item 7(q)]
76. **Reviewed** the decision of SC.1 at its 117th session on the extension of the Administrative Arrangement between ECE and European Commission Services on continuing activities envisaged in the Memorandum of Understanding between the European Commission Services and ECE of 2009, for the period 1 January 2023 to 31 December 2024. The Committee **took note** of the statements of member States and their requests to the secretariat, as reflected in full in the final report; [Agenda item 7(q)]
77. **Took note** of the changes to Annex 1 of the Consolidated Resolution on the Facilitation of International Road Transport (RE.4) that were approved by SC.1 concerning international motor insurance certificates (known as Green Cards); [Agenda item 7(q)]
78. **Welcomed** the Workshop on Cross-border Insurance of Motor Vehicles, jointly organized by ECA, ECE, ECLAC, ESCAP and ESCWA at Geneva on 19 October 2022 in conjunction with the 117th session of SC.1 and encouraged the secretariat to continue to promote experience sharing and cooperation among different regional and subregional arrangements for cross-border insurance of motor vehicles; [Agenda item 7(q)]
79. **Took note of** the decision of SC.2 on the work towards the finalisation of the Convention on the contract for international carriage of goods by rail; [Agenda item 7(r)]
80. **Adopted** the new Model Rules for the Permanent Identification of Railway Rolling Stock prepared by SC.2 and at its request. The new Model Rules are contained in ECE/TRANS/2023/37; [Agenda item 7(r)]
81. **Adopted** the Draft Guidance Note on the Model Rules for the Permanent Identification of Railway Rolling Stock prepared by SC.2 and at its request. The Draft Guidance Note on the Model Rules is provided in ECE/TRANS/2023/38 [Agenda item 7(r)]
82. **Adopted** the Resolution entitled "Facilitating the Development of Container Transport on Inland Waterways" that was approved by SC.3 at its sixty-sixth session and by WP.24 at its sixty-fifth session, as contained in ECE/TRANS/223/31 [Agenda items 7(s) and 7(u)]
83. **Took note** of the progress made in updating the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) done in informal pre-work requested by WP.24; further **took note** of the fact that the International Labour Organisation's Sectoral Advisory Bodies would not be able to discuss the establishment of the joint Group of Experts on CTU Code at least until 2025. ITC **recognized** the urgent need to update the CTU Code to improve the safety of workers handling CTUs and through it contribute to Sustainable Development Goal 8, target 8 on promoting safe and secure working environments for all workers. To this end, it **requested** that a process is initiated to review the proposed elaborated updates, and if and as appropriate to adopt them, in the framework of a Special session of WP.24 on the CTU Code to be held before the end of 2023. It **requested** the secretariat to invite IMO and ILO and, through them, their members to the Special session; [Agenda item 7(s)]
84. **Expressed its support** for the activities carried out by TEM and TER, **thanked** Croatia and Poland that offered candidates for TEM and TER project managers and **encouraged** the rapid finalization of their contracts; [Agenda item 7(t)]

85. Noted with satisfaction progress by member States in implementing the Wroclaw Ministerial declaration and ITC resolution No. 265 (Informal document No.5 (2023)) [Agenda item 7(u)]
86. **Welcomed** the new ways of disseminating statistical products through data stories, and **encouraged** further products to be developed in this regard; [Agenda item 7(v)]
87. **Took note** of the report of SC.1, and **approved** as a whole all other reports and related activities of its subsidiary bodies; and **requested** the secretariat to incorporate related references in the complete ITC report on the basis of the respective annotations contained in this document; [Agenda item 8]
88. **Noted** that its eighty-sixth session is tentatively scheduled to be held in Geneva from 20 to 23 February 2024; [Agenda item 10]
89. **Took note** that the adoption of the report of the eighty-fifth session will be limited to a list of main decisions and that the complete report of the Committee would be circulated at a later stage; [Agenda item 11]
90. **Adopted** the list of main decisions of the eighty-fifth session (ECE/TRANS/2023/R.1); [Agenda item 11]
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