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Economic Commission for Europe

Inland Transport Committee

Working Party on Road Transport

118th session

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

Activities of interest to the Working Party:

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

Developments related to road transport from ITC's eighty- fifth session

Submitted by the secretariat

To assist in briefing SC.1 on recent ITC developments related to road transport from its 85th session in February 2023, the secretariat has prepared this document which contains the key decisions related to WP.1 from ITC's report (ECE/TRANS/328).

The key decisions are extracted from paragraphs 15, 16, 17, 18, 23, 26, 31, 53, 60, 77, 121-125.

1. The following paragraphs have been extracted verbatim from ITC's report:

“15. 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 of ECE/TRANS/2023/3 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.

16. The Committee **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.

17. Furthermore, the Committee **noted with interest** the analysis contained in ECE/TRANS/2023/4/Rev.1 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.

18. **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/Rev.1, **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).

23. The Committee also **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:

“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:

...

- **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;

...”

26. **Noting** the completion of the ECE Road Safety Action Plan in 2020, following the end of the first Decade of Action for Road Safety, the Committee **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 the 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.

31. The Committee **endorsed** the extension of the mandate of the Group of Experts on AETR until 30 June 2025.

53. The Committee **informed** about the activities of the Committee's subsidiary bodies on information and computerization technologies (ECE/TRANS/2023/20). The Committee **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...

60. 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,

...

(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.

77. The Committee **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:

...

- **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.

Q. Road Transport

Documentation: ECE/TRANS/2023/30

121. The Committee **received a report** by Mr. R. Symonenko (Ukraine) Chair of the Working Party on Road Transport (SC.1), on the latest developments in the work carried out by SC.1 and by the Group of Experts on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR).

122. In particular, the Committee **was updated** on the progress of proposals to amend AETR, article 14 (eligibility to accede), 22 and 22bis (amendment procedures), as well as to create a new appendix 1C and a new appendix 4 (exchange of information). The Committee **was then reported to** about the decision taken by the Working Party on Road Transport (SC.1) on the extension of the Administrative Arrangement between ECE and European Commission services on continuing activities envisaged in the Memorandum of Understanding of 2009 until the end of 2024. The Committee **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 (see ECE/TRANS/328/Add.1/Annex V).

123. The Committee **was updated** by Ms A. Novikova (Latvia), Chair of the Group of Experts on the operationalization of eCMR (GE.22) about the number of contracting parties to the Convention on the Contract for the International Carriage of Goods by Road (CMR) and its Protocols, including the Additional Protocol to the CMR Convention (eCMR). The Committee **was also updated** on the progress of the work of the Group of Experts on the Operationalization of the eCMR on its task to agree on the requirements of article 5 of the Additional Protocol to CMR including the objective/scope, the high-level architecture, and the conceptual specifications for a future environment/system that would support the conclusion and exchange of electronic consignment notes in accordance with the provisions of CMR and its additional protocol (ECE/TRANS/2023/30). The Committee **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.

124. The Committee **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).

125. Finally, the Committee **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.”